



Pikes Peak Area
Council of Governments
Communities Working Together

Meeting Agenda
Community Advisory Committee
Wednesday, December 31, 2025, 3:00 PM

In-Person

Pikes Peak Area Council of Governments Main Conference Room
14 S. Chestnut St., Colorado Springs, CO 80905

Virtual: Microsoft Teams (Video and Audio)

www.microsoft.com/en-us/microsoft-teams/join-a-meeting

Meeting ID: 233 898 841 349 52

Passcode: JP35LV3J

Virtual: Phone (Audio Only)

Phone: (929) 242-8427

Conference ID: 938 370 278

1. Call to Order / Establish a Quorum / Introductions

2. Agenda Approval

3. Consent Items

(These items will be acted upon as a whole, unless they are called up for discussion by a Committee member or a citizen wishing to address the Committee.)

A. Approval of the minutes (November 26, 2025) ☒

4. Public Comments / Presentations

Public comments can be made before or during the meeting. Public comments during the meeting is limited to three minutes and can be done at the meeting location or remotely by using the posted Microsoft Teams link. Individuals are encouraged to notify the meeting organizer at ppacg@ppacg.org before the start of the meeting with the agenda item they would like to comment on. Public comments can be submitted before the meeting via email to ppacg@ppacg.org for distribution to the committee members.

5. Action Items

A. Federal Transit Administration 5310 Funding: Lisa Gagnon, Transit Planner ☒

B. 2026 Officers: Danelle Miller, Transportation Associate Director ☒

6. Information Items

A. Regional Freight Plan: John Liosatos, Transportation Director/Cambridge Systematics ☒

B. Annual Safety Targets: Danelle Miller, Transportation Associate Director ☒

7. Member Entity Announcements

8. Meeting Schedule ☒

9. Adjournment

The Pikes Peak Area Council of Governments will not discriminate against qualified individuals with disabilities. Meetings are available to join remotely via Microsoft Teams, and meetings include live transcription for remote and in-person attendees using automated software. Should you require any additional auxiliary aids or services to participate, please contact ppacg@ppacg.org or (719) 471-7080 x139 as soon as possible so that we can do our best to accommodate your needs.

Si necesita ayuda con traducción, llame por favor al (719) 471-7080 x139 o ppacg@ppacg.org.



Pikes Peak Area
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Meeting Minutes
Community Advisory Committee
Wednesday, November 26, 2025, 3:00 PM

In-Person

Pikes Peak Area Council of Governments Main Conference Room
14 S. Chestnut St., Colorado Springs, CO 80905

Virtual: Microsoft Teams (Video and Audio)

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Meeting ID: 297 767 461 713 46

Passcode: o99gV6cS

Virtual: Phone (Audio Only)

Phone: (929) 242-8427

Conference ID: 612 631 846

1. Call to Order / Establish a Quorum / Introductions

The meeting was called to order at 3:00 p.m.

2. Agenda Approval

Welling Clark motioned to approve the agenda; Steve Schleiker seconded. The motion was approved unanimously.

3. Consent Items

(These items will be acted upon as a whole, unless they are called up for discussion by a Committee member or a citizen wishing to address the Committee.)

A. Approval of the minutes (October 29, 2025) ☒

Welling Clark motioned to approve; Kathy Hisey seconded. The motion was approved unanimously.

4. Public Comments / Presentations

None.

5. Action Items

A. Complete Streets Toolbox: Jason O'Brien, Senior Transportation Planner, provided an overview of the intent and purpose of the Toolbox as well as the development process and answered questions from committee members.

Welling Clark motioned to recommend acceptance of the toolkit; Chuck Theobald seconded. The motion was approved unanimously.

- B. Site Application for Waterbury Lift Station: Peter Clarkson and James Starnes of Respect presented the site application information and answered member questions. Steve Schleiker motioned to recommend approval; Kathy Hisey seconded. The motion was approved unanimously.
- C. Site Application for Colorado Springs Utilities, Northern Monument Creek Interceptor and Middle Tributary Lift Station Interceptor Connection Project: Rachel Keatley of HDR presented the site application information. There were no questions. Kathy Hisey motioned to recommend approval; Carey Storm seconded. The motion was approved unanimously.
- D. Site Application for Walden Corporation Wastewater Treatment Plant Expansion: Angie Martell, Environmental Planner, provided background information regarding the site application process on this item. Matt Dunston of the Walden Corporation provided an overview of the application and addressed items that were of concern at the previous Community Advisory Committee meeting related to sludge removal and financial information. Welling Clark motioned to recommend approval with the two conditions identified by the Water Quality Management Committee; Kathy Hisey seconded. The motion was approved unanimously.
- E. Federal Transit Administration 5310 Funding: Lisa Gagnon, Transit Planner, provided an overview of the 5310 funding background and recommendations. Jason DeaBueno and Segun Falconer of Silver Key Senior Services and Envida, respectively, briefly discussed their applications and thanked the committee for its consideration. Staff answered questions regarding the process. Chuck Theobald motioned to recommend releasing the funding recommendations for public comment; Carey Storm seconded. The motion was approved unanimously.
- F. Colorado Department of Transportation Regional Priority Project Funding Update: Josh Squires, Transportation Planner, introduced the funding item and John Hall of CDOT addressed comments and questions from the committee. Welling Clark motioned to recommend approval; Kathy Hisey seconded. The motion was approved unanimously.

6. Information Items

- A. Safety Action Plan: Jason O'Brien, Senior Transportation Planner, and Guarav Vasisht of FHU provided an overview of the plan process and content. A workshop for Transportation Advisory Committee and Community Advisory Committee members will be held in December to provide an opportunity to provide a deeper understanding of the technical elements of the project.

7. Member Entity Announcements

Danelle Miller, staff liaison, noted the anticipated agenda items for the December committee meeting.

8. Meeting Schedule

The next meeting will be held at the regularly scheduled time on December 31 at 3 p.m.

9. Adjournment

The meeting was adjourned at 4:22 p.m.

Attendees

<u>Present</u>	<u>Name</u>	<u>Agency/Affiliation</u>
	Andrea Perry	League of Women Voters
	Brad Simmons	El Paso County
	Cali Standard	City of Colorado Springs
X	Carey Storm	City of Manitou Springs
	Chuck Broerman	At-large
X	Chuck Theobald	City of Colorado Springs
X	Ed Dills	Town of Ramah
X	Gary Shugart	At-large
	Harold Larson	Northern El Paso County Coalition of Community Organizations
	Jon DeVaux	City of Woodland Park
X	Kathy Hisey	Town of Calhan
	Karen Lusby	Town of Monument
	Kevin Clark	El Paso County
	Mattie Gullixson	City of Colorado Springs
	Paul Wiggins	At-large
X	Steve Schleiker	At-large
	Summer Earthsong	City of Fountain
X	Teresa Cheek	At-large
X	Tyler Peoples	At-large
X	Welling Clark	El Paso County
X	Staff and guests	Pikes Peak Area Council of Governments



Date: December 31, 2025

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Lisa Gagnon, Transit Planner

Subject: Federal Transit Administration Section 5310 Funding Allocation

Action Requested: Review and Recommend

Summary

On October 4, 2025, the Pikes Peak Area Council of Governments advertised in a Notice of Funding Availability for the 2026 the Federal Transportation Administration Section 5310 program supporting transportation services for older adults and individuals with disabilities in the Colorado Springs urbanized area. On November 7, 2025, the application period closed. Selected projects will be eligible for funding in 2026.

After concluding a review of the scores and discussion, the Technical Review Subcommittee unanimously agreed to the following funding recommendations.

The committee chose to recommend funding the two highest-scoring agencies, Envida and Silver Key Senior Services. The proposed allocation is \$351,792 for each provider, for a total of \$703,584. Both Envida and Silver Key Senior Services will deliver contracted mobility services under this funding.

The 30-day public comment period opened on December 11, 2025, and will close on January 10, 2025. No public comments have been received to date. If any comments are submitted that merit a discussion, a special session will be scheduled to review and address them. The Transportation Advisory Committee voted on December 18, 2025, to recommend the funding for approval, pending any significant comments.

Attachments

1. Notice of Funding Availability
2. Scoring Criteria
3. Service Agency Applications

Proposed Motion

Recommend the subrecipients and funding allocation of the Federal Transit Administration Section 5310 Funding.

Strategic Plan Goals

- ☐ Advocacy: Serve as an effective advocacy voice for common ground issues.
- ☐ Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.
- ☒ Aging: Expand and extend senior access, awareness, education, and connectivity to support age-friendly communities and empower individual seniors.
- ☒ Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.
- ☒ Program Excellence: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, Transportation, Area Agency on Aging, and regional communication and collaboration.



Pikes Peak Area Council of Governments 2026 Notice of Funding Availability For Programs/Projects Serving Older Adults and Individuals with Disabilities

Introduction

The Pikes Peak Area Council of Governments is issuing a Notice of Funding Availability to call for transportation programs and projects serving older adults and individuals with disabilities in the Metropolitan Planning Organization. Programs/projects awarded funding from this call will be eligible to receive funds from January 1, 2026, to December 31, 2026. Pikes Peak Area Council of Governments receives funding for programs/projects serving older adults and individuals with disabilities through:

- Federal Transit Administration Section 5310 Enhanced Mobility of Older adults and Individuals with Disabilities Program (Only available for services provided in the Colorado Springs Urbanized Area)

This Notice of Funding Availability sets forth guidelines for the program/project eligibility, evaluation criteria, selection process, and schedule for this call. Applications are due to Pikes Peak Area Council of Governments via online application system by November 4, 2025, 5:00 p.m. Late applications will not be accepted or considered for funding.

Definitions

Federal Transit Administration 5310 provides funding for programs that support older adults and individuals with disabilities under the age of 60, including:

- Assisted Transportation: assistance and transportation, including escort, to a person who has physical or cognitive difficulties using regular vehicular transportation.
- Contracted Mobility Services: direct cost associated with providing transportation provided to older adults and individuals with disabilities through the Federal Transit Administration 5310 program.
- Paratransit Services: Americans with Disabilities Act transportation services provided by Mountain Metropolitan Transit.

- **Specialized Transportation:** transportation services provided beyond Mountain Metropolitan Transit's paratransit services for older adults and individuals with disabilities.
- **Subrecipient:** a non-federal entity that receives a federal award from a direct recipient to carry out part of a federal program but does not include an individual that is a beneficiary of such program. A subrecipient may also be a recipient of other federal awards directly from a federal awarding agency

Application Process and Deadlines

All applicants will apply through Pikes Peak Area Council of Government's via online application system.

- **Notice of Funding Availability release:** October 7, 2025, Pikes Peak Area Council of Governments
- **Applications Due:** to Pikes Peak Area Council of Governments via the Notice of Funding Availability online application system by November 4th, 2025 by 5:00 pm. Application found here: <https://forms.office.com/r/55kZAC0E8n>
- **Award notification and contract execution:** December 2025

Program Descriptions

Federal Transit Administration 5310 is a formula program that provides Pikes Peak Area Council of Governments funds for contract mobility services in the Colorado Springs urbanized area. These transportation services are designed to improve mobility and meet the needs of older adults and individuals with disabilities. Federal Transit Administration 5310 program provides funds for transportation carried out to meet the special needs of older adults and individuals with disabilities when public transportation and complementary paratransit services are insufficient, inappropriate, or unavailable. For example, beyond a ¾ mile radius of paratransit services, service needed beyond paratransit level of service, i.e., Door thru Door, and/or services that extend beyond the time paratransit services are available. Federal Transit Administration 5310 projects must be targeted toward meeting the transportation needs of older adults and individuals with disabilities, although they may be used by the public on an incidental basis. It is not sufficient that older adults and individuals with disabilities are included (or assumed to be included) among the people who will benefit from the project.

Available Funding

Pikes Peak Area Council of Governments reserves the right to award some or all the funds available in this table based on application evaluation outcomes. Funds are subject to change based on the appropriations process at the state and federal levels. [Click here for service area map](#)

- Federal Transit Administration 5310: \$ 623,715 Funding is available for the Colorado Springs Urbanized Area (UZA).

The total amount of funding available is subject to change based on the undetermined federal congressional appropriations. If funding levels are adjusted, applicants will be notified, and a separate Notice of Funding Availability may be issued.

Subrecipient Eligibility and Allowable Expenses

The following organizations are eligible for funding:

- A private nonprofit organization
- A state or local governmental authority

Allowable expenses include:

- Direct costs (those costs that may be computed and identified directly with a particular program/project)
- Fuel and oil expenses
- Vehicle maintenance activities
- Vehicle insurance
- Driver, supervisor, and dispatcher salaries and fringe benefits
- Purchased transit services.

Local Match

Approved applicants are required to provide a local match. The local share of eligible capital costs shall be not less than 20 percent of the net cost of the activity, and the local share for eligible operating costs shall be not less than 50 percent of the net operating costs. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. Local match can come from many sources, including state or local appropriations, tax revenues, private donations, revenue from service contracts, income generated from advertising and concession, and volunteer hours – provided its use as match is not prohibited or disallowed by that funding source. Local match may only be used once, e.g., the same OAA funds may not be used for two different grant applications.

Local match may include local cash or in-kind match. In-kind match may consist of non-cash contributions of time, equipment, space, and other items committed to the goals of the program. In-kind matching may involve the use of items or personnel time donated by a third party, i.e., volunteer labor. Local cash match is cash to cover program costs not already covered by Pikes Peak Area Council of Governments. The difference between the program's actual cost and Pikes Peak Area Council of Governments reimbursements may also be considered a cash match. It may include the grantee organization's own funds or cash donations from non-federal third parties.

Selection Process

The selection process is a public process involving external stakeholders and committee members comprised of community members, programmatic experts, and representatives from regional municipalities.

Pikes Peak Area Council of Governments will largely determine the eligibility of each applicant project based on the Agency Profile and staff knowledge of each applicant's operation, along with the information provided in the application. Staff and the selection committees will consider funding projects from each program for which an applicant and each project is eligible, subject to availability and scoring of the project.

Committee Review Schedule
1. Staff screen applications to ensure eligibility.
2. Applications are reviewed and scored by the Technical Review Sub-committees (TRS)
3. Technical Review Sub-committees will present funding recommendations to the Transportation Advisory Committee (TAC) for 5310 and local transit funds at their monthly public meetings. A public comment period for recommendations begins.
4. Applicants can contest recommendations in writing to the Transit Planner.
5. Recommendations from the Transportation Advisory Committee will be presented to the Community Advisory Committee for review before making the final funding recommendations to Pikes Peak Area Council of Government's Board of Directors.
6. Pikes Peak Area Council of Government's Board of Directors will review funding recommendations from the review committees and any contests or public comments that were relevant to the selection of projects and funding allocations.
7. Pikes Peak Area Council of Governments Board of Directors, after review, approves the distribution of funds or requests further review from committees.

All projects will be evaluated based on the criteria listed below. Applications are given a score of 0 to 3.0 in ¼ point increments for each element. The element score is then weighted based on the below criteria and added together to derive the total merit score.

1. Financial Need - Weight 10%
2. Service Justification - Weight 15%
3. Coordination and Effectiveness - Weight 20%
4. Alignment with the Pikes Peak Area Council of Governments Strategic Plan and Coordinated Human Services Plan - Weight 20%
5. Budget Review and Financial Management Capacity - Weight 20%
6. Past performance managing Pikes Peak Area Council of Governments and CDOT grants – Weight 15%

Any applicant not meeting the criteria will be contacted by Pikes Peak Area Council of Governments and given the opportunity to respond to any finding of ineligibility. Applicants must be prepared to take full responsibility for carrying out the proposed project. Projects cannot later be transferred or reassigned to another agency. Pikes Peak Area Council of Governments encourages agencies to collaborate on projects.

Funding recipients will be assessed annually for civil rights, programmatic, and fiscal compliance. Recipients must verify expenses and tie them to the program outcomes listed in their application. Once an agency's budget is approved by Pikes Peak Area Council of Governments staff, a recipient cannot change or add a line-item expense to their budget to help prove cost.

Non-discrimination and Civil Rights

All recipients of 5310 transportation must adopt a Title VI plan that meets the requirements stated in Federal Transit Administration's Title VI Circular. Applicants will be required to have Title VI plans developed and adopted prior to receiving any funds. Applicants will be provided templates to craft their plans if there is not a current plan in place. Recipients will be monitored yearly for Title VI compliance during their program review period.

The Title VI Plan must include.

- A detailed description of how your organization will provide outreach and services to Limited English Proficient individuals
- Assurances of following ADA rules and regulations, including certificates of equivalent service for vehicles that are not ADA accessible
- Policies and procedures of how a citizen may submit a Civil Rights complaint and a description of the review process
- Equal Opportunity Employer Statement

Please refer to the Federal Transit Administration Circular for more information on Title VI requirements.

<https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-10/C9070.1H-Circular-11-01-2024.pdf>

5310 RFP

EVALUATION CRITERIA

All projects will be evaluated based on the criteria listed below. Applications are given a score of 0 to 3.0 in ¼ point increments for each element. The element score is then weighted based on the above criteria and added together to derive the total merit score.

1. Financial Need- Factors considered as a part of this criterion include: (Weight 10%)

- Lack of funding sources available to the applicant
- Reasonable faith efforts to obtain funds for the project from non-FTA sources
- Reasonableness of costs to operate and administer the project
- Amount of available revenue, including earmarked funds
- A portion of the costs covered by local funds

0= Does not demonstrate a financial need

1= Demonstrates a financial need, but this funding would be their sole source for transportation programming and may not meet match requirements

2= Demonstrates a financial need but has limited resources and capacity to source other funding to support their program.

3= Demonstrates the need for funds and has diverse funding sources for transportation of seniors and individuals with disabilities.

2. Service Justification- Factors considered as a part of this criterion include: (Weight 15%)

- Lack of appropriate public transportation alternatives (Demonstration of need)
- Transit dependency of population proposed project serves
- Extent to which the applicant provides services to other organizations, the number of riders, and types of trips
- Size of the applicant's service area

0=The proposal did not provide any justification for their services in the region.

1=Provides anecdotal information about the need for services in this area but no references to published data or information from their own tracking systems.

2=Provides data on past usage but no data showing gaps in services to which their project will work to fill.

3=Provides comprehensive data from past services, demographic trends, and references how their project will address gaps identified through their own assessment and other published tools

2. Coordination and Effectiveness- Factors considered as a part of this criterion include: (Weight 20%)

- Extent to which coordination reduces operating expenses, number of vehicles used, and lead time for passenger scheduling
- Extent to which the applicant works with community organizations to promote the service
- Lack of duplication of transit services provided by others
- The performance measure(s) listed for each activity demonstrates their ability to improve their clientele's quality of life and can also indicate the quality of

change that was produced by the activity

0=Demonstrates no previous coordinating activities with other groups and does not list activities the agency would like to do with funds to enhance the efficiency and effectiveness of transit services in the urbanized area.

1=Demonstrates a desire to coordinate with others but has not done so in the past.

2=Connected to others through committees and other networks but has no formal coordinating agreements with other groups.

3=Coordinates with others through formal partnerships and share programming to enhance and expand services in the urbanized area.

3. Alignment with PPACG's Strategic Plan, Pikes Peak Area Agency (PPAAA) on Agency 4 Year Plan, and Coordinated Human Service Plan- Factors considered as a part of this criterion include: (Weight 20%)

- Proposed projects focus on addressing service gaps identified through PPACG and PPAAA plans.

0=Project proposed does not align with any of the plans listed above.

1=Project aligns with one measure cited in the plans listed.

2=Project aligns with two or more measures listed in the plans.

3=Project addresses three or more measures identified through plans

4. Budget Review and Financial Management Capacity- Factors considered as a part of the criterion include: (Weight 20%)

- The results of risk assessment on each applicant determining the level of controls in place to manage a federal program., with a more thorough evaluation of the projects recommended for funding.
- A cost analysis will be conducted on each application, with a more thorough evaluation of the projects recommended for funding. The purpose of this analysis is to determine whether the subrecipient understands the financial aspects of the proposed project and has developed reasonable estimates of costs involved in performing the project.
- This review will take place during steps five, six, and eight in Table 4, and it will include a review of the proposed local matching funds source.

0=Agency presents an incomplete budget with proposal and scores low on the risk assessment.

1=Agency demonstrates from risk assessment limited capacity to manage federal funds due to the absence of staffing and/or lack of sufficient tracking mechanisms.

2=Agency demonstrates staff and fiscal management capacity but is new to receiving federal funds for transportation.

3=Agency demonstrates staff and fiscal management capacity to manage federal transit funds with an excellent track record.

6. Past performance managing PPAAA and CDOT grants. (15%)

0=The agency is on restriction from receiving grant funds.

1=The agency has had findings on a previous program and financial assessments for two consecutive years.

2=The agency has had findings on the program and/or financial assessments but

has demonstrated through their most recent yearly assessment, corrective actions taken were successful.

3=There have been no findings on the program and financial assessments in the past three years.

[View results](#)

Respondent

1

Anonymous

90:20

Time to complete

Agency Information

1. Submitting Agency *

Silver Key Senior Services, Inc.

2. Federal Employer ID Number *

23-7109922

3. Date Established *

05/19/1970

4. Type of Organization *

private non-profit

Agency Contacts

5. Name, Title, Role, Email, Phone Number *

Colleen Pearl Controller cpearl@silverkey.org 719-884-2317

6. Name, Title, Role, Email, Phone Number *

Laurie Wood Chief Grants and Compliance Officer lwood@silverkey.org 719-884-2300

7. Name, Title, Role, Email, Phone Number

Jason DeaBueno, CEO jdeabueno@silverkey.org 719-884-2300

8. Name, Title, Role, Email, Phone Number

Agency Description

9. Provide a brief history of your organization, programs offered, and service area. *

Real change happens when listening meets action. This is where isolation becomes connection, overwhelm becomes relief, and surviving becomes thriving. For over 50 years, Silver Key has lived at the powerful intersection of listening and action. We've learned that the most meaningful support doesn't start with assumptions about what someone needs – it starts with really listening to their story. Then the magic happens: access to transportation, Food Pantry, activity centers, volunteer opportunities, Calls of Reassurance, counseling, companionship, Meals on Wheels, 16 Connection Cafes; a nexus that provides elder wraparound support.

10. Please provide specific information about the level of services offered, hours of operation, capacity, and how the public can access your services. *

Silver Key operates five days a week, Monday through Friday, from 8:00 AM to 5:00 PM. Some of our programs maintain extended or specialized hours to meet community needs—for example, our Thrift Stores operate six days a week from 9:00 AM to 4:00 PM. We observe only five federal holidays—New Year's Day, Memorial Day, Independence Day, Labor Day, and Christmas Day—to minimize service disruptions and ensure continued access to essential support for older adults in our community.

Silver Key provides a broad range of programs and services that promote independence, connection, and well-being for older adults, including:

- Nutrition Services: Meals on Wheels, 16 Connection Cafés for congregate dining, Food Pantry, and Emergency Food Assistance

- Transportation: Door-through-door service to medical, grocery, and community destinations

- Health & Wellness: Calls of Reassurance, Case Management, Counseling, Resource Navigation, and Companionship

- Engagement & Volunteerism: Activity Centers, Volunteer Office, and an Information Line connecting older adults to internal and external supports

Silver Key has the capacity to serve thousands of older adults and their families each year. Across multiple data systems (SUDS, empowOR, EcoLane, ServTracker, and My Senior Center), we serve over 10,000 unique community members annually—including elders, caregivers, and family members seeking help for aging loved ones. Some programs, such as Meals on Wheels and Transportation, maintain waiting lists due to high community demand.

The public can access Silver Key services through multiple pathways: by calling the Silver Line (719-884-2300), visiting our website at www.silverkey.org, or connecting through United Way 2-1-1 and other community referral partners. Walk-in support is also available at our main campus (1625 S. Murray Blvd.) and at our two Activity Centers, open Monday through Friday during regular business hours.

11. Does your organization require a fee for service? If so, what percentage of your program is funded by fees? Describe any accommodations made for low-income individuals? *

No. There are suggested donations but nobody is denied a ride for lack of payment.

12. Demonstrate the need for services in your area. We suggest applicants include any relevant statistics. If a statistic is used, please note the source. *

The Pikes Peak Region is experiencing a rapid demographic shift, with older adults (65+) now comprising over 25% of the population in El Paso County. This mirrors national trends, where the senior population has grown from 12 million in 1950 to nearly 58 million in 2022, and is projected to reach 82.1 million by 2050—almost one in four Americans. Locally, seniors face significant barriers to accessing care, including low healthcare literacy, limited awareness of available resources, and a lack of navigation support for complex medical and behavioral systems. Mental health concerns are particularly acute: older adults account for 22% of suicides nationally despite being only 16.8% of the population, with isolation, grief, chronic illness, and financial stress as key contributing factors. In Colorado Springs, emergency services are often misused due to the absence of appropriate alternatives—81% of the 65,000 annual EMS calls are medical in nature, many involving seniors with multiple chronic conditions. (source: El Paso County Health Department, Colorado State Demographer's Office, US Census)

Proposed Services

Transportation services proposed to be supported with FTA 5310 funds

13. Please list your proposed services with requested federal funding amount. *

5310 Rides - \$440,799.00

5310 On Demand Rides \$32,864.00

14. Please describe your proposed services. *

Program Overview

The 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program addresses critical transportation gaps for older adults and individuals with disabilities. Many residents in our region face barriers to accessing essential services due to limited public transit options. This program ensures equitable mobility by providing safe, reliable, and affordable transportation for those who need it most.

Community Need

Our service area includes a growing population of seniors and individuals with disabilities who often lack access to healthcare, nutrition, and social engagement opportunities. Without transportation, these individuals risk isolation, missed medical appointments, and reduced quality of life. The 5310 program directly mitigates these challenges by offering rides tailored to their needs.

Service Description

Door-to-Door Transportation for medical visits, grocery shopping, social services, and employment.

On-Demand Rides for urgent needs, subject to availability.

Mobility Management to assist riders with trip planning and coordination.

Volunteer Driver Support to expand coverage and reduce costs.

Program Goals

Increase independence and community participation for seniors and individuals with disabilities.

Reduce missed healthcare appointments and improve health outcomes.

Support compliance with ADA and regional mobility plans.

15. Please provide a detailed budget for the proposed service. (Revenues, local cash, local in-kind, program income, expenses, unit rate analysis, ect) *

Personnel Director-Transportation \$1,892.18
Logistics and Operations Coord \$67.31
Trans Disp and Resv Supervisor \$1,291.54
Reservationists \$2,103.37
Dispatchers \$3,021.53
Drivers \$16,052.52
Client Intake/RNav \$340.83

Employee & Volunteer Recruiting
Employee & Volunteer Screening \$94.00
Printing & Copying (transportation client information etc) \$132.63
Supplies (oil, window washer, paper towels etc.) \$94.19
Telephone & Telecommunications (desk phones, cell phones, internet etc.) \$675.36
Vehicle Fuel \$2,412.27
Vehicle Insurance Expense \$1,651.65
Vehicle License And Registration \$67.07
Vehicle Repair & Maintenance \$1,715.69
Travel, Hotel, Meals - CASTA etc \$26.61
Conferences, Conventions, Meetings - CASTA ect
Membership Dues & Subscriptions - CASTA \$53.46
Office Supplies
Outside Computer Services (allocated by # of employees) \$707.79
Software Fees-Routing Software \$464.00

TOTAL \$32,864.00 - On Demand Services

Personnel Director-Transportation \$20,021.83
Logistics and Operations Coord \$106.94
Trans Disp and Resv Supervisor \$19,248.17
Reservationists \$29,779.86
Dispatchers \$42,779.29
Drivers \$218,933.24
Client Intake/Rnav \$4,825.52

Employee & Volunteer Recruiting
Employee & Volunteer Screening \$1,323.86
Printing & Copying (transportation client information etc) \$1,867.95
Supplies (oil, window washer, paper towels etc.) \$1,252.88
Telephone & Telecommunications (desk phones, cell phones, internet etc.) \$9,511.48
Vehicle Fuel \$30,884.90
Vehicle Insurance Expense \$21,968.86
Vehicle License And Registration \$839.58
Vehicle Repair & Maintenance \$20,135.93
Travel, Hotel, Meals - CASTA etc \$208.15
Conferences, Conventions, Meetings - CASTA ect
Membership Dues & Subscriptions - CASTA \$752.92
Office Supplies
Outside Computer Services (allocated by # of employees) \$9,968.24
Software Fees-Routing Software \$6,389.56

TOTAL \$440,799.15

16. Please provide the service area offered for each proposed service *

Service Area is within El Paso County.

17. Please provide a description of volunteer support for the proposed service. *

Volunteers provide much needed support to all areas of Silver Key Senior Services. In the transportation department, volunteers can be drivers, ride-alongs or administrative. In 2024-25, there were more than 3000 volunteer hours for the 5310 and 5310 on-demand rides.

Funding Narrative Questions

18. Funding sources through PPACG require a match. Please describe how your organization will source matching funds through in-kind and cash. *

Volunteer hours provide the match necessary for these funds. In the case there is a low volunteer hour month, Silver Key can use cash donations to supplement the difference.

19. Has your entity had difficulty meeting local match requirements in the past three years? *

No, Silver Key is able to meet the match requirements.

20. Is this funding request 10% or more of your entity's overall budget? *

No

21. Has your organization managed federal funds in the past three years? *

Yes

22. What is the total federal funding your entity has been awarded for the last federal fiscal year, and what is your entity's fiscal year-end? *

In the 2023 - 2024 Fiscal Year, Silver Key reported \$3,840,989 in Federal Funds, including pass-through awards. Our most recent Fiscal Year ended June 30, 2025 but we are in the process of changing to a Calendar year. FY 2025 will end December 31, 2025.

23. Describe your agency's efforts to obtain funds for the project from non-FTA sources. *

The bulk of the transportation department funds comes from PPACG and CDOT.

24. Is the program you are trying to fund new to your entity? *

no

Accounting Narrative Questions

25. Will your accounting system provide the recording of expenditures for each award by the budget cost categories shown in your budget? *

Yes

26. Does your payroll system have the capability to track time and effort towards grant awarded projects? *

yes

27. Does your accounting system identify the receipts and expenditures of program funds separately for each award? *

yes

28. Does your agency have a review process for all expenditures that will ensure that all costs are reasonable, allowable, and allocated correctly to each funding source? *

yes

29. Does your entity have written procurement policies? *

yes

30. Does your entity have a written process assuring subcontractors conform to the rules and regulations that apply to the programs you may receive funding for? *

Not applicable, subcontractors have not been used.

31. How many total full time employees perform accounting functions within your organization? *

3.5

Staff Narrative Questions

32. Has your entity had any significant changes in key personnel in the last year? (e.g., Controller, Executive Director, Program Manager, Accounting Manager, etc.) If so, please describe the changes and/or vacancies. *

In 2025, the Chief Financial Officer retired. A Controller was promoted to replace.

33. Does your staff assigned to this program have at least three full years of experience managing federal transportation programs? *

yes

34. Is your staff familiar with the relevant PPACG policies and federal program requirements? (FTA Section 5310 Circular for transportation, OAA program requirements, and 2 CFR 200 for all programs) *

Yes

Audit Narrative Questions

35. Were there any non-compliance issues in your last review and/or single audit? If so, please describe the issues and corrective action taken to remedy the issues. *

There were no material non-compliance issues identified in Silver Key Senior Services' most recent annual evaluation or single audit. The independent auditor issued an unmodified (clean) opinion, confirming all financial statements were prepared in accordance with GAAP. The Board's Finance and Audit Committees reviewed the report and management's responses, implementing improvements to internal controls as part of ongoing best practices. There was no evidence of financial misstatement or misuse of funds, and Silver Key continues to demonstrate strong fiscal management and transparency.

36. Has your entity had an on-site project or grant review from an external entity (e.g., CDOT, PPACG) within the past three years? *

Over the past three years, Silver Key Senior Services has completed multiple on-site reviews by Colorado Department of Transportation (CDOT), Pikes Peak Area Council of Government (PPACG), Homeless Management Information System (HMIS), Colorado Department of Local Affairs (DOLA), Care and Share Food Bank of Southern Colorado, and Colorado Behavioral Health Administration (BHA), all confirming full compliance with fiscal and program requirements. The organization manages over 30 active grants supporting its broad-based services, with several funders visiting to review operations and explore future funding. In every case, Silver Key was invited to apply for continued or expanded support. While not all visits are listed, feedback consistently affirms strong compliance, fiscal stewardship, and quality care for older adults.

37. Has your entity been required to return funds after a program audit? *

Yes, Silver Key Senior Services did not meet expectations in 5 services during the 2020-2021 assessment and CPU's were adjusted in those services.

General Narrative Questions

38. Describe your organization's efforts to coordinate services with other organizations or programs. *

Transportation Coordination for Older Adults in El Paso County

Silver Key Senior Services has developed a comprehensive, collaborative transportation program that addresses the mobility needs of older adults in El Paso County and Colorado Springs. Recognizing that transportation is a critical social determinant of health, Silver Key coordinates with multiple public and nonprofit partners to ensure seniors have equitable access to essential services.

Key Coordination Strategies Include:

Regional Partnerships: Silver Key collaborates with the Pikes Peak Area Agency on Aging (PPAAA), the City of Colorado Springs, and the Pikes Peak Rural Transportation Authority (PPRTA) to align services, funding, and policy advocacy. These partnerships enable the organization to serve seniors beyond the reach of traditional transit systems.

Contract-Based Funding: Through agreements with PPAAA, Silver Key provides subsidized, ADA-accessible "door-through-door" transportation for medical appointments, grocery shopping, social activities, and more.

Mobility Coordination: Silver Key works closely with Envida, FVSC, PPACG, and other local providers to reduce service duplication and maximize coverage. This includes joint planning for multi-year funding proposals and shared infrastructure development.

Operational Oversight: Transportation services are governed by detailed internal policies that ensure safety, efficiency, and compliance. Monthly reviews of ride volume and funding allocations allow for dynamic adjustments based on community needs and contract requirements.

Infrastructure Expansion: Plans are underway to establish a new regional hub in the Tri-Lakes area, which will serve as a transportation and community center, expanding access to underserved populations and supporting intergenerational engagement.

These efforts have positioned Silver Key as a regional leader in senior mobility, with a scalable model that reduces isolation, improves health outcomes, and enhances quality of life for older adults.

39. Detail how your organization's funding request and program align with the following relevant plans to your project: PPACG's Strategic Plan, Specialized Transit Plan (transportation only) *

The proposed 5310 rides program is designed with the strategic priorities of PPACG in mind, particularly focusing on mobility, equity, and regional coordination. At its core, the plan seeks to enhance access to essential services for older adults and individuals with disabilities, foster collaboration across the region to optimize transportation resources and minimize duplication and ensure sustainability through prudent fiscal management.

By leveraging FTA Section 5310 funding along with local contributions, we are actively supporting PPACG's mission to develop a multimodal transportation network that meets community needs while adhering to both federal and state guidelines. The approach is comprehensive—incorporating door-to-door service, on-demand options, and robust mobility management—to further advance the commitment to inclusive, efficient, and coordinated transportation solutions throughout the Pikes Peak region.

Similarly, the program dovetails seamlessly with the Specialized Transit Plan, which lays out core strategies for improving mobility for seniors and those with disabilities. These strategies include strengthening provider coordination to maximize resources, expanding demand-response and volunteer driver initiatives to bridge existing gaps in service, and integrating technology and mobility management to streamline how trips are planned and scheduled.

In practice, our program brings these strategies to life by working alongside regional partners to share resources and remove barriers, offering flexible, assisted transportation for those unable to use fixed-route transit, and implementing modern mobility management tools to make access easier and boost rider satisfaction. Through these efforts, we directly respond to the plan's call for innovative, client-focused solutions that foster greater independence and deeper engagement within the community for vulnerable populations.

40. Describe your organization's efforts to target or promote your services to minority groups and people with limited English proficiency. *

Silver Key promotes services to minority groups and individuals with limited English proficiency (LEP) through:

Bilingual Staffing: Hiring Spanish-speaking drivers, frontline staff and bilingual volunteers.

Translated Materials: LEP plans and service information are available in multiple languages.

Community Partnerships: Collaborations with agencies serving LEP populations to expand outreach, for example, Centro de la Familia.

Public Engagement: Inclusive outreach and feedback processes to ensure diverse community input.

Compliance & Monitoring: Annual reviews of Title VI and LEP plans, tracking language assistance requests, and adjusting services accordingly.

These efforts are documented in Silver Key's Title VI and LEP compliance plans and align with federal civil rights and transportation equity standards.

Conflicts of Interests Narrative Questions

41. For this award, has your entity had any violations of Federal criminal law involving fraud, bribery, or gratuity violations that would potentially affect your eligibility? If so, please describe. *

no

42. For this upcoming federal award or in the immediate future, does your entity have any potential conflicts of interest in accordance with applicable Federal awarding agency policy? If Yes, please disclose these conflicts in writing, along with supporting information. (*Any practices, activities, or relationships that reasonably appear to be in conflict with the full performance of the Subrecipient's obligations to PPACG.) *

no

Documents

43. Please email, PPACG's Transit Planner, Lisa Gagnon, lgagnon@ppacg.org with the following documents:

- Board Resolution Template (Required)
- Certificate of Good Standing (Required)
- Certificates of Insurance (Required)
- Self Assessment (Required)
- ADA Plan Template (Transportation Specific) (Not Required)
- EEO Plan Template (Not Required)
- Title VI Plan Template (Transportation Specific) (Not Required)
- Any additional documents

These will be emailed.

Terms and Conditions

44. In submitting a proposal, you agree to the following terms and conditions. It is understood and agreed by the proposer that:

1. Funds granted as a result of this request are to be expended for the purposes as allowed under the Federal Transit Administration and as set forth herein, and in accordance with all applicable laws, regulations, policies, and procedures of the Pikes Peak Area Council of Governments (PPACG), the State of Colorado, and the Administration on Aging of the U.S. Department of Health and Human Services;

2. Funds granted as a result of this request are contingent upon the services provided being allowable expenses;

3. Payment for services rendered cannot occur until the parties have fully executed a contract and PPACG has confirmed that the services are eligible for funding;

4. Funds awarded as a result of this request may be terminated at any time for violations of any terms or requirements of the required contract or any applicable laws, regulations, policies or procedures, or in the event that it is determined that the services are not eligible for funding under the Federal Transit Administration;

5. The Required Reading Section of this proposal application will be read prior to finalizing and submitting a proposal.

It is further acknowledged and agreed to that this application is a solicitation and not an offer to contract. PPACG reserves the right to reject any and all proposals. PPACG further reserves the right to issue clarifications and other directives concerning this application; to require clarification or further information with respect to any proposal; and to determine the final terms of any contract.

It is further agreed that the proposer also represents that its agency and its principals are not suspended or debarred per federal requirements

yes

45. In signing this proposal, we acknowledge and consent to the above terms and conditions *

yes

46. Date of signing *

10/29/2025



[View results](#)

Respondent

3

Anonymous

16:42

Time to complete

Agency Information

1. Submitting Agency *

Disability Services Inc., dba envida

2. Federal Employer ID Number *

20-3058736

3. Date Established *

1971

4. Type of Organization *

501(c)(3) nonprofit organization

Agency Contacts

5. Name, Title, Role, Email, Phone Number *

Gail Nehls
CEO
Program Oversight
gnehls@envidacares.org
(719) 633-4602

6. Name, Title, Role, Email, Phone Number *

Segan Falconer
Grant Writer/Outreach & Development Manager
Grant Writing
sfalconer@envidacares.org
(719) 653-1407

7. Name, Title, Role, Email, Phone Number

Eric Esch
Director of Transportation & Operations
Program Management
eesch@envidacares.org
(719) 399-2283

8. Name, Title, Role, Email, Phone Number

Alicia Coleman
Controller
Finance Management
acoleman@envidacares.org
(719) 377-6675

Agency Description

9. Provide a brief history of your organization, programs offered, and service area. *

Established in 1971, envida is a 501(c)(3) nonprofit organization whose mission is to promote access and support independent living with dignity. We fulfill our mission through two complementary programs, transportation and homecare, which serve more than 4,000 older adults, individuals with disabilities, and individuals with low-income, helping them achieve greater levels of health, independence, and well-being.

Our specialized, door-through-door transportation program serves the entire Colorado Springs Urbanized Area (UZA). envida's services go beyond paratransit services by extending beyond the ¾ mile service radius and standard paratransit hours. We provide reliable, ADA-accessible, supportive rides to medical appointments, employment, education, day programs, grocery stores, and social activities, addressing social determinants of health and ensuring community connection for those who might otherwise be isolated. We also offer statewide Medicaid non-emergent medical transportation and non-medical transportation, and public fixed routes in eastern El Paso County, serving as a lifeline for rural residents.

Our homecare program complements our transportation program and is licensed to operate across a 7-county region. We provide personal care services that allow clients to remain safely and comfortably at home rather than in institutions. Our caregivers support clients with activities of daily living such as bathing, dressing, grooming, cooking, meal prepping, and medication reminders. Many of our caregivers are family members who receive compensation and training to care for their loved ones, ensuring dignity in care.

10. Please provide specific information about the level of services offered, hours of operation, capacity, and how the public can access your services. *

envida provides specialized door-through-door transportation services Monday-Saturday, 8am- 6pm. We also accommodate early and late pick-ups for essential medical appointments, such as dialysis and behavioral health support groups. Our drivers provide personalized support, escorting riders from inside their homes to the vehicle and from the vehicle to inside their destinations. Our drivers also carry groceries and personal bags for our clients.

envida drivers and vehicles meet the highest standards of safety and training. All drivers undergo background checks, fingerprinting, drug testing (prior to and randomly throughout employment), and maintain clean driving and criminal records. Training includes CPR, First Aid, Mental Health First Aid, trauma-informed care, defensive driving, lift and ramp operation, wheelchair securement, and Narcan administration. To ensure high-quality, client-centered service, drivers receive ongoing training on how to support those with physical, visual, intellectual and/or developmental, and behavioral health disabilities. envida also partners with organizations such as Peak View Behavioral Health, New Vision, and the Alzheimer's Association to provide specialized training, ensuring the highest level of care and safety for our clients. Our ADA-accessible vehicles have lifts, ramps, and video surveillance to ensure accessible, safe, and dignified service for all riders.

The public can easily access our services online, by phone, or through our mobile app. Clients may request rides up to 2 weeks in advance, with only 48 hours' notice or, when available, through on-demand services, with as little as 24 hours' notice, offering clients flexible scheduling. Our mobile app empowers clients, their families, and caregivers to manage their rides. For those who prefer to request a ride by phone, reservationists are available to take calls and requests. To further enhance accessibility, envida is developing a new website that will include Spanish translations. We also have staff who are bicultural and bilingual in Spanish which helps ensure that language is never a barrier to accessing transportation.

Through our proposed federal funding request of \$460,000, we have the capacity to deliver nearly 11,000 rides per year. This is a reasonable rate of \$41.92 per ride. However, because we braid federal and state funds, we have the capacity to deliver even more rides.

11. Does your organization require a fee for service? If so, what percentage of your program is funded by fees? Describe any accommodations made for low-income individuals? *

envida does not require a fee for transportation service. According to data from our Ecolane transportation software, 33% of our clients are Health First Colorado (Colorado's Medicaid Program) members and we estimate that an additional 40% are low-income.

We provide statewide non-emergent medical transportation (NEMT) to Health First Colorado members to and from medical appointments. Recognizing that health extends beyond medical care, we also provide non-medical transportation (NMT) to Health First Colorado members to and from work, school, and day programs up to 5 times a week, grocery stores, senior centers, and other social activities that support well-being.

For individuals who are low-income but ineligible for Medicaid, we work to identify alternative funding sources to ensure their transportation needs are met. This approach allows us to remove financial and transportation barriers and ensure equitable access to essential services for all clients, regardless of income or eligibility status.

12. Demonstrate the need for services in your area. We suggest applicants include any relevant statistics. If a statistic is used, please note the source. *

envida has been a subrecipient of Federal Transit Administration (FTA) 5310 funds for many years, and each program year, we fully spend down awarded funds, demonstrating the continued and growing need for specialized transportation services in our community. envida serves more than 4,000 older adults, individuals with disabilities, and individuals with low-income. In 2024, we delivered over 45,000 rides to essential services. Of these, more than 16,000 rides were supported by FTA 5310 and state funding. This effective braiding of federal and state funds allows envida to serve more people and deliver more rides to meet growing demand.

The statistics below demonstrate the significant need for specialized transportation in our service area.

El Paso County

- 20% of the population is age 60 or older (Census Reporter)
- 12.1% of the population has a disability (2022 Americans Community Survey 1-Year Estimates)

Teller County

- 35% of the population is age 60 or older (Census Reporter)
- 13.8% of the population has a disability (2022 Americans Community Survey 5-Year Estimates)

Older adults, individuals with disabilities, and those with low income often struggle to find accessible, affordable, and reliable transportation. Our drivers and ADA-accessible vehicles support those who use mobility and medical devices, such as canes, walkers, wheelchairs, and oxygen. When appropriate, they also perform warm handoffs with staff at various destinations. In envida's 2025 Transit Satisfaction Survey, one rider shared, "[envida] is a vital and very much appreciated service to the elderly with low financial assets." Our specialized transportation services ensure people can connect to the community regardless of their age, ability, or income.

Our riders' stories demonstrate how these funds make a life-saving and life-changing difference. For example, a 70-year-old envida client who relied on envida's specialized transportation for two years, three times a week, two times a day, to access dialysis treatment, recently recovered from treatment.

Beyond medical care, envida helps clients access work, school, day programs, grocery stores, and social activities. We are one of the only remaining specialized transportation providers in our community still serving individuals with intellectual and developmental disabilities (I/DD). One long-time rider, who has worked at Chick-fil-a for 10 years, relies on envida to get to and from work five days a week. (Watch his full story to learn about how we support him and his family: <https://www.youtube.com/watch?v=ZnSO8Mdl8Yk>.)

Parents and caregivers of individuals with disabilities, including those with no personal vehicle, also rely on envida. One survey respondent wrote, "It's very difficult to find transportation that is trustworthy and can accommodate a wheelchair. This service has been essential so our daughter can attend her day program 3 days a week. We feel comfortable that our daughter is safe during her transportation." This quote emphasizes the need for and importance of our trustworthy, safe, ADA-accessible vehicles, and compassionate and highly-trained drivers.

We also provide specialized transportation services to more than 30 organizations in our community including The Resource Exchange, The Arc of the Pikes Peak Region, hospitals, day programs, and schools serving older adults and individuals with disabilities. These collaborations ensure timely access to medical care, programs, and community resources.

Proposed Services

Transportation services proposed to be supported with FTA 5310 funds

13. Please list your proposed services with requested federal funding amount. *

Specialized transportation - \$460,000

14. Please describe your proposed services. *

envida's specialized door-through-door transportation services serve over 4,000 older adults, individuals with disabilities, and individuals with low income, ensuring community members can connect to the community, regardless of age, ability, or income. A team of compassionate and highly-trained drivers provide personalized support, escorting riders from inside their homes to the vehicle and from the vehicle to inside their destinations. Our drivers also carry groceries and personal bags for our clients. Our specialized services promote access to medical appointments, jobs, school, day programs, grocery stores, and social activities.

15. Please provide a detailed budget for the proposed service. (Revenues, local cash, local in-kind, program income, expenses, unit rate analysis, ect) *

Submitted to Lisa Gagnon via email

16. Please provide the service area offered for each proposed service *

Colorado Springs Urbanized Area

17. Please provide a description of volunteer support for the proposed service. *

We currently have one regular, older adult volunteer, who provides technical and office support. On average, he volunteers 100 hours each month. There are many opportunities for the community to volunteer at envida, including:

- Ride-Alongs: Experience our impact firsthand and validate the rider experience
- Tech Assistance: Help clients navigate our mobility app
- Grocery/Errand support: Assist clients with essentials
- Call Companions: Check in on isolated clients
- Vehicle Maintenance: Help clean and maintain our fleet
- Storytelling: Help document client stories

Funding Narrative Questions

18. Funding sources through PPACG require a match. Please describe how your organization will source matching funds through in-kind and cash. *

Our organization sources matching funds from state, local, and general funds. We also solicit donations through mail and social media.

19. Has your entity had difficulty meeting local match requirements in the past three years? *

No, our organization has successfully met local match requirements through funding sources including state, local, foundations, and donations.

20. Is this funding request 10% or more of your entity's overall budget? *

No, this funding request is not 10% or more of our organization's overall budget.

21. Has your organization managed federal funds in the past three years? *

Yes, envida has been a subrecipient of federal funds for many years including:

- Federal Transit Administration 5310 administered by the Pikes Peak Area Council of Governments
- Older Americans Act administered by the Pikes Peak Area Agency on Aging
- U.S. Department of Housing and Urban Development Community Development Block Grant, administered by El Paso County

22. What is the total federal funding your entity has been awarded for the last federal fiscal year, and what is your entity's fiscal year-end? *

Last federal fiscal year, envida was awarded \$765,734 in federal funding. Our current fiscal year end is December 31, 2025.

23. Describe your agency's efforts to obtain funds for the project from non-FTA sources. *

envida makes efforts to obtain funds for our transportation program from non-FTA sources including state, local, foundations, and donations. In 2024, envida applied for more than 25 non-FTA grants to secure funding for its transportation program to provide additional rides and to cover financial match requirements. We also solicit donations for our transportation program to use toward the cost of service and financial match requirements.

24. Is the program you are trying to fund new to your entity? *

No. We are requesting funds for our specialized transportation program which was established in 1971.

Accounting Narrative Questions

25. Will your accounting system provide the recording of expenditures for each award by the budget cost categories shown in your budget? *

Yes.

26. Does your payroll system have the capability to track time and effort towards grant awarded projects? *

Yes.

27. Does your accounting system identify the receipts and expenditures of program funds separately for each award? *

Yes.

28. Does your agency have a review process for all expenditures that will ensure that all costs are reasonable, allowable, and allocated correctly to each funding source? *

Yes. envida's Controller has a detailed month-end process checklist via Excel that the Controller and Accounting Assistant review each month to ensure that all costs are reasonable, allowable, and allocated correctly to each funding source.

29. Does your entity have written procurement policies? *

Yes.

30. Does your entity have a written process assuring subcontractors conform to the rules and regulations that apply to the programs you may receive funding for? *

N/A.

31. How many total full time employees perform accounting functions within your organization? *

envida has 2 full-time employees who perform accounting functions at our organization.

Staff Narrative Questions

32. Has your entity had any significant changes in key personnel in the last year? (e.g., Controller, Executive Director, Program Manager, Accounting Manager, etc.) If so, please describe the changes and/or vacancies. *

In 2025, envida hired a Controller, Alicia Coleman, who brings more than 30 years of strategic finance experience across government, for-profit, and nonprofit sectors. Throughout her career, she has been responsible for budgeting, financial planning, audit compliance, and fiscal strategy. Her leadership and financial acumen position envida for sustained growth, making her an invaluable asset to the organization.

This year, Alicia attended conferences including the CASTA conference in Avon and Blackbaud's (envida's financial management system) bbcon conference in Philadelphia, strengthening her understanding of transit and skills with our financial software.

33. Does your staff assigned to this program have at least three full years of experience managing federal transportation programs? *

Yes, staff assigned to this program have at least 3 full years of experience managing federal transportation programs.

34. Is your staff familiar with the relevant PPACG policies and federal program requirements? (FTA Section 5310 Circular for transportation, OAA program requirements, and 2 CFR 200 for all programs) *

Yes, staff are familiar with the relevant PPACG policies and federal program requirements including those for FTA Section 5310 Circular for transportation, OAA, and 2 CFR 200 for all programs.

Audit Narrative Questions

35. Were there any non-compliance issues in your last review and/or single audit? If so, please describe the issues and corrective action taken to remedy the issues. *

In 2025, envida underwent a single audit in which no non-compliance issues were found.

36. Has your entity had an on-site project or grant review from an external entity (e.g., CDOT, PPACG) within the past three years? *

Yes, envida has had multiple agencies conduct on-site project or grant reviews within the past three years, including the Pikes Peak Area Council of Governments, Pikes Peak Area Agency on Aging, Colorado Department of Transportation, and the Colorado Department of Health Care Policy & Financing.

37. Has your entity been required to return funds after a program audit? *

No, envida has not been required to return funds after a program audit.

General Narrative Questions

38. Describe your organization's efforts to coordinate services with other organizations or programs. *

envida actively coordinates with other transportation providers and community organizations to improve mobility across the Pikes Peak region. In 2019 and again in 2023, envida led and funded a regional initiative to form and strengthen a Mobility on Demand (MOD) Collaborative to improve collaboration among transportation providers, including Silver Key Senior Services and Fountain Valley Senior Center. This effort allowed our agencies to improve mobility for older adults, individuals with disabilities, and individuals with low-income in the Pikes Peak region by combining databases and sharing ride requests. envida continues to explore coordination opportunities with additional partners, such as Teller Senior Coalition, to build a more effective and efficient regional transportation network.

Through Ecolane transportation software, which was successfully implemented in 2024, Reservationists and Dispatchers at each agency collect information on riders (e.g., name, age, disability, Medicaid eligibility, and purpose for trip) and record in the software. If one agency is unable to deliver a ride, partner agencies can respond in real time to deliver the ride. Since the collaboration, the software has allowed our agencies to share information, reduce trip denials, and more effectively and efficiently deliver rides. Ecolane has resulted in more efficient service delivery and provides the option for riders to schedule, cancel, and track, and view their rides via a mobile app. It has also resulted in reduced operating expenses for each of our agencies under our leadership.

In addition to coordinating with transportation providers, we also make efforts to coordinate and support the following organizations and programs with specialized transportation services in the Pikes Peak region.

- The Resource Exchange
- Peak Vista
- Rocky Mountain PACE (Program of All-Inclusive Care for the Elderly)
- Independent and Assisted Living Facilities
- The National Alliance on Mental Illness (NAMI) in Colorado Springs
- Homefront Military Network
- The Arc of the Pikes Peak Region
- School Districts
- Day Programs across the City (e.g., Special Kids Special Families, Our House, Foundation for Successful Living, Goodwill's Possibilities, MK Legacy, etc.)

Through these partnerships, envida helps ensure older adults, individuals with disabilities, and those with low-income can access the services and support they need to live independently with dignity and stay connected to their community.

39. Detail how your organization's funding request and program align with the following relevant plans to your project: PPACG's Strategic Plan, Specialized Transit Plan (transportation only) *

envida's funding request and programs strongly align with and advance the goals and priorities of the Pikes Peak Area Agency on Aging's (PPAAA) Four-Year Plan and Pikes Peak Area Council of Governments' (PPACG) Specialized Transit Plan.

Pikes Peak Area Agency on Aging Four-Year Plan

The PPAAA Four-Year Plan identifies transportation as a top priority for older adults (p. 4). While older adults appreciate rides to medical appointments and grocery stores, the plan highlights a desire for access to other destinations at different times (p. 5). envida meets this need through specialized, door-through-door rides to work, senior centers, day programs, and social activities, expanding opportunities for independence and social connection.

The plan also identifies regional needs for on-demand transportation and drivers who remain with passengers during appointments (p. 17). In 2022, envida partnered with the PPACG to pilot on-demand services offering same-day rides for older adults and individuals with disabilities. The pilot program was successful and is now one of our core services. In addition, envida's homecare program provides caregivers who accompany clients to appointments and stay with them. envida also supports the plan's goal of allowing family or friends to ride with passengers (p. 17), recognizing the importance of companionship during travel.

PPACG Specialized Transit Plan

envida's specialized transportation program strongly supports the overarching and specific goals outlined in the PPACG Specialized Transit Plan (p. 8-9), including:

- Accessibility: Providing rides to medical care, jobs, schools, day programs, grocery stores, and social activities
- Equity: Prioritizing those who need services most, including older adults, individuals with disabilities, and those with low income
- Technology: Implementing advanced transportation software, rider app, and facility portal to improve operations and client experience and reduce operating expenses

envida also advances the plan's additional goals for specialized services:

- Coordination: Since 2019, envida has led a regional initiative with Silver Key and Fountain Valley Senior Center to coordinate transportation services through shared software. Continued investment in this system through the Colorado Department of Health Care Policy & Financing's Dollars to Digitize Grant further improved operations and customer experience while enabling real-time ride coordination and reduced operating expenses.
- Socialization: Employing compassionate drivers who offer connection and conversation, sometimes the only interaction clients have all month. (Watch envida's 2025 KRDO13 feature: <https://www.youtube.com/watch?v=Q803j7Q3cWk>.)
- Education: Reservationists inform potential riders about all available transit options before enrollment, ensuring 5310 funding is used for those without alternatives.

Through these actions, envida strongly aligns with both the PPAAA Four-Year Plan and the PPACG Specialized Transit Plan, enhancing mobility, equity, and independence for older adults and individuals with disabilities in the Pikes Peak region.

40. Describe your organization's efforts to target or promote your services to minority groups and people with limited English proficiency. *

envida is committed to ensuring equitable access to services for minority groups and individuals with limited English proficiency. We promote our programs through outreach, bilingual communication, and partnerships with organizations that serve diverse communities.

Our bilingual staff, fluent in English and Spanish, assist clients by phone and in person to ensure they can access transportation and homecare services without language barriers. We also collaborate with organizations that primarily serve Spanish-speaking residents to promote awareness of our programs and ensure services are accessible to all who need them.

To further improve access, envida is developing a new, multilingual website that will include translations in Spanish and other languages, along with AI-powered search capabilities to make it easier for users to find and access our services online.

Through these efforts, envida strives to offer inclusive programs and services that allow people to live independently and with dignity.

Conflicts of Interests Narrative Questions

41. For this award, has your entity had any violations of Federal criminal law involving fraud, bribery, or gratuity violations that would potentially affect your eligibility? If so, please describe. *

No.

42. For this upcoming federal award or in the immediate future, does your entity have any potential conflicts of interest in accordance with applicable Federal awarding agency policy? If Yes, please disclose these conflicts in writing, along with supporting information. (*Any practices, activities, or relationships that reasonably appear to be in conflict with the full performance of the Subrecipient's obligations to PPACG.) *

No.

Documents

43. Please email, PPACG's Transit Planner, Lisa Gagnon, lgagnon@ppacg.org with the following documents:

- Board Resolution Template (Required)
- Certificate of Good Standing (Required)
- Certificates of Insurance (Required)
- Self Assessment (Required)
- ADA Plan Template (Transportation Specific) (Not Required)
- EEO Plan Template (Not Required)
- Title VI Plan Template (Transportation Specific) (Not Required)
- Any additional documents

Submitted to Lisa Gagnon via email

Terms and Conditions

44. In submitting a proposal, you agree to the following terms and conditions. It is understood and agreed by the proposer that:

1. Funds granted as a result of this request are to be expended for the purposes as allowed under the Federal Transit Administration and as set forth herein, and in accordance with all applicable laws, regulations, policies, and procedures of the Pikes Peak Area Council of Governments (PPACG), the State of Colorado, and the Administration on Aging of the U.S. Department of Health and Human Services;

2. Funds granted as a result of this request are contingent upon the services provided being allowable expenses;

3. Payment for services rendered cannot occur until the parties have fully executed a contract and PPACG has confirmed that the services are eligible for funding;

4. Funds awarded as a result of this request may be terminated at any time for violations of any terms or requirements of the required contract or any applicable laws, regulations, policies or procedures, or in the event that it is determined that the services are not eligible for funding under the Federal Transit Administration;

5. The Required Reading Section of this proposal application will be read prior to finalizing and submitting a proposal.

It is further acknowledged and agreed to that this application is a solicitation and not an offer to contract. PPACG reserves the right to reject any and all proposals. PPACG further reserves the right to issue clarifications and other directives concerning this application; to require clarification or further information with respect to any proposal; and to determine the final terms of any contract.

It is further agreed that the proposer also represents that its agency and its principals are not suspended or debarred per federal requirements

Yes

45. In signing this proposal, we acknowledge and consent to the above terms and conditions *

Gail M Nehls, CEO

46. Date of signing *

11/3/2025



[View results](#)

Respondent

2

Anonymous

65:52

Time to complete

Agency Information

1. Submitting Agency *

Special Kids Special Families

2. Federal Employer ID Number *

84-1476535

3. Date Established *

09/09/1998

4. Type of Organization *

Nonprofit/Health Care/Human Services

Agency Contacts

5. Name, Title, Role, Email, Phone Number *

Kevin Porter, Executive Director
kporter@sksfcolorado.org / (719) 447-8983

6. Name, Title, Role, Email, Phone Number *

Kevin Porter

7. Name, Title, Role, Email, Phone Number

Kevin Porter

8. Name, Title, Role, Email, Phone Number

Kevin Porter

Agency Description

9. Provide a brief history of your organization, programs offered, and service area. *

Special Kids Special Families (SKSF) was founded in 1998 to meet a growing need in the Pikes Peak region for family-centered support for individuals with disabilities. What began as a grassroots effort to fill gaps in respite and day services has grown into a trusted, comprehensive nonprofit organization dedicated to helping children and adults with disabilities—and their families—thrive.

Mission: SKSF promotes, strengthens, and supports individuals with disabilities, their families, and caregivers.

Vision: We envision a community where every person has access to the resources, compassion, and freedom to achieve the life they deserve.

At its core, SKSF exists to ensure that families caring for loved ones with cognitive, emotional, or physical disabilities can access the same opportunities many take for granted—holding steady employment, attending school, or simply running daily errands with peace of mind. We serve individuals of all ages and all abilities through wraparound services provided in our centers, in clients' homes, and throughout the community. Transportation support ensures continuity of care across the lifespan of those we serve.

Through programs such as Zach's Place, the only licensed child and youth respite center in southern Colorado, SKSF provides affordable and reliable daycare and respite services that enable parents to stay employed, sustain housing stability, and reduce family stress. Our Adult Day Programs promote socialization, skill development, and community integration for adults with intellectual and developmental disabilities. Behavioral Health Services and Foster Care and Adoption Services extend the continuum of care, helping individuals and families navigate complex needs with compassion and stability.

Together, these programs strengthen Colorado's social and economic fabric—helping families maintain employment, enabling stabilized housing and family care. By promoting independence, dignity, and inclusion, SKSF not only changes lives but also builds a stronger, more resilient Pikes Peak community.

10. Please provide specific information about the level of services offered, hours of operation, capacity, and how the public can access your services. *

Special Kids Special Families (SKSF) provides comprehensive wraparound services supporting individuals with disabilities and their families across the lifespan — from early childhood through adulthood and into senior years. Programs include child and family services, foster care and adoption support, respite care, specialized children and adult day programs, and behavioral health services. Our continuum of care ensures clients receive consistent, person-centered support as their needs evolve over time.

SKSF maintains regular office hours Monday through Friday, 8:00 a.m. to 4:00 p.m., with program hours that vary to meet family schedules, including evenings and weekends for respite and community-based services. Many programs operate year-round to provide continuity and stability for participants and caregivers.

We currently serve more than 500 unique clients annually across El Paso and surrounding counties, including children and adults with developmental, intellectual, and physical disabilities (I/DD) as well as their families and foster care providers. Services are delivered through a combination of center-based programs, in-home support, and community integration activities.

Members of the public can access services by calling our main office at (719) 447-8983, visiting our administrative offices at 1915 Aerotech Drive, Suite 100, Colorado Springs, CO 80916, or through our website at www.sksfcolorado.org where program descriptions, eligibility information, and referral forms are available. Staff provide intake assistance, referrals, and individualized program matching to ensure that every family finds the right level of care and support.

11. Does your organization require a fee for service? If so, what percentage of your program is funded by fees? Describe any accommodations made for low-income individuals? *

Some Special Kids Special Families (SKSF) programs require a fee for service, while others are offered at no cost. Regardless of the program, SKSF is firmly committed to ensuring that no individual or family is turned away due to an inability to pay. We provide multiple payment options to promote accessibility and sustainability, including Medicaid, private insurance, self-pay on a sliding scale, and all major credit cards.

For individuals and families with limited income, a sliding scale fee structure is applied to reduce or eliminate financial barriers to participation. Each program area—whether child and family services, respite care, or adult day programs—has its own fee model and eligibility criteria based on service intensity, funding source, and individual needs. We encourage families to contact our office directly for personalized guidance and current fee information. Our staff work closely with each client to identify the most affordable payment arrangement possible, ensuring that high-quality, person-centered services remain available to everyone who needs them.

12. Demonstrate the need for services in your area. We suggest applicants include any relevant statistics. If a statistic is used, please note the source. *

In El Paso County, reliable and affordable transportation remains one of the most significant barriers for individuals with disabilities—particularly those from low-income households—seeking access to essential services, education, and community life. According to the U.S. Census Bureau, American Community Survey (2023), more than 12% of county residents live with a disability, and approximately 9% live below the federal poverty line.

Many of these individuals, from young children in early intervention programs to older adults requiring specialized care, face limited mobility options due to the high cost of accessible transportation, long wait times, and inadequate paratransit coverage. Families raising children with developmental, intellectual, or physical disabilities often face compounded barriers: limited income, lack of adaptive transportation, and minimal public transit coverage, especially in suburban and rural areas where accessible options are virtually nonexistent.

This challenge is particularly acute for families whose children attend Zach's Place at the Laurie Hillyard Family Center, a licensed program of Special Kids Special Families (SKSF) providing specialized day and respite care for children and youth with disabilities. Many families rely on Zach's Place so they can maintain employment, attend appointments, or care for other family members. However, transportation gaps frequently limit participation. Some children live in outlying communities such as Fountain, Falcon, or Monument, where public transit routes do not exist or are incompatible with the program's schedule. Even for families within Colorado Springs, paratransit services often have long wait times, limited scheduling flexibility, and restrictions that make consistent attendance unreliable.

The proposed FTA Section 5310 funding will directly address this critical need by supporting safe, reliable, and accessible transportation to and from Zach's Place. Vehicles equipped with wheelchair lifts, safety restraints, and trained staff will ensure that children with mobility and behavioral challenges can travel safely each day. This service will expand program access, reduce missed care hours, and improve family stability by ensuring that no child is denied participation due to transportation barriers. By providing dependable mobility support, this project advances inclusion, strengthens caregiver capacity, and fulfills SKSF's mission to ensure that every individual—regardless of ability—has equitable access to community-based care and opportunities for growth.

Proposed Services

Transportation services proposed to be supported with FTA 5310 funds

13. Please list your proposed services with requested federal funding amount. *

SKSF offers door-through-door ADA accessible transportation to our I/DD clients throughout the Pikes Peak region. The requested federal funding amount is \$150,000.

14. Please describe your proposed services. *

SKSF offers door-through-door ADA accessible transportation for medical appointments, shopping, social activities, community trips, and more. Specific to this grant request, we provide specialized transportation services to ensure that children with disabilities can safely and reliably attend Zach's Place, including rides to and from school (when available). Many families depend on Zach's Place so they can maintain employment, care for other family members, or take needed respite breaks. However, transportation remains one of the greatest barriers to consistent participation—particularly for children from low-income households or those living in areas without accessible transit.

SKSF's door-through-door transportation assistance ensures children are personally accompanied from their home to the vehicle, secured safely, and escorted into the center. Vehicles are ADA-accessible and equipped with wheelchair lifts, safety restraints, and adaptive supports for children using walkers, oxygen, or other medical equipment. This hands-on, individualized approach provides families with peace of mind and ensures that children with significant physical or developmental challenges can travel safely each day.

All drivers receive extensive training before providing services, including CPR and First Aid certification, defensive driving, passenger assistance techniques, ADA and safety compliance, and disability sensitivity training specific to working with children with behavioral or sensory needs. Drivers are subject to background checks, motor vehicle record reviews, and continuous supervision to ensure safety and quality.

Funding through the FTA Section 5310 program will sustain and expand transportation for Zach's Place participants, allowing more children to attend consistently and reducing family stress caused by lack of mobility options. Reliable, trained transportation staff make it possible for children with disabilities to access specialized care and social interaction in a safe, structured environment—critical to their development and inclusion in community life.

15. Please provide a detailed budget for the proposed service. (Revenues, local cash, local in-kind, program income, expenses, unit rate analysis, ect) *

The proposed 2026 transportation budget supports operations, maintenance, staffing, and vehicle replacement needs to sustain this vital lifeline for clients who otherwise face severe mobility barriers. The total projected expense for the 2026 program year is \$444,270, offset by \$132,450 in contracted mileage-based income from government funding and partner agreements, resulting in a net operating deficit of \$311,820 to be supported through grants, donations, and community partnerships.

Revenue

Government Contracts – Transport Income–Mileage Band (\$132,450): Income reflects cost-recovery from Medicaid and other government contracts that reimburse SKSF based on authorized client mileage rates. This revenue only partially offsets the true cost of operations, as reimbursement rates remain below market cost for specialized transportation, leaving a significant funding gap that must be bridged through philanthropy and grant support.

Direct Program Expenses (\$225,329)

- Vehicle Purchases – Toyota Sienna and Ford E-50 (\$95,000)

Replacement of two high-mileage vehicles to ensure safety, dependability, and compliance with accessibility standards. The Toyota Sienna will serve smaller group routes, while the Ford E-50 supports multi-passenger and wheelchair-accessible transport.

- Vehicle Fuel (\$42,111)

Fuel cost projections are based on prior-year mileage averages and forecasted fuel prices for 2026. SKSF vehicles collectively cover more than 400,000 miles annually transporting clients across El Paso County and surrounding areas.

- Vehicle Maintenance (\$48,362)

Includes preventive and corrective maintenance for the fleet, encompassing oil changes, tire replacement and rotation, brake service, transmission, and general repairs. Costs reflect both in-house and contracted service providers to maintain DOT safety standards.

- Bus Passes (\$4,470)

Supplementary bus passes are purchased for clients able to independently utilize public transportation, expanding mobility options and reducing reliance on SKSF's fleet when appropriate.

- Mileage Reimbursement – Staff (\$29,507)

Reimbursement for employees using personal vehicles to transport clients or perform program-related errands when SKSF vehicles are unavailable.

- Contractor Provider Mileage (\$5,879)

Mileage payments to contracted transport providers used as backup or overflow support during high-demand periods.

Indirect Costs (\$62,051)

Insurance – Commercial Auto (\$62,051): Premiums for commercial auto insurance covering the full transportation fleet, drivers, and passengers. This coverage ensures compliance with state requirements and SKSF's risk management policy, including liability, collision, and comprehensive protection.

Personnel Costs (\$156,890)

- Salaries & Wages (\$135,070)

Represents compensation for 3 full-time equivalent (FTE) positions, including the Transportation Manager, Scheduler/Dispatcher, and Drivers. These staff oversee route planning, scheduling, compliance with CDOT and Medicaid requirements, client coordination, and direct transportation service.

- FICA/Medicare (\$9,838)

Employer share of Social Security and Medicare taxes as required by federal law.

- Unemployment Taxes (\$1,140)

State unemployment insurance based on payroll projections.

- Employee Benefits (\$9,862)

Includes health insurance, paid time off, and other standard employee benefits allocated proportionally to transportation staff.

- Workers' Compensation Insurance (\$980)

Premiums for coverage protecting transportation personnel against injury or accident during the course of employment.

While program income offsets a portion of expenses, operational costs far exceed reimbursements. As a result, grant and donor support of \$311,820 is required to sustain services, replace aging vehicles, and ensure continuity of operations for the hundreds of individuals and families who depend on SKSF daily.

16. Please provide the service area offered for each proposed service *

SKSF provides transportation services throughout the Pikes Peak region, and in particular, El Paso County.

17. Please provide a description of volunteer support for the proposed service. *

Volunteers are an integral part of SKSF and play a vital role in sustaining our mission to support children with disabilities and their families. Their time, skills, and compassion strengthen our ability to deliver high-quality services while keeping operational costs low and community engagement high.

For the transportation services supporting Zach's Place, volunteers assist with essential behind-the-scenes tasks that ensure safety, reliability, and a welcoming environment for every child. Volunteer mechanics and maintenance helpers perform light vehicle cleaning, interior sanitizing, and minor repairs, such as checking fluid levels, replacing wiper blades, or assisting staff with inspections. These contributions help maintain a small fleet of ADA-accessible vehicles in top condition, allowing our professional drivers to focus on safely transporting children to and from the center.

In addition, general-support volunteers provide flexible assistance where needed most—helping with administrative tasks, organizing supplies, and supporting program events related to transportation safety and family outreach. Many volunteers come from local businesses, faith communities, and partner organizations that value hands-on service and inclusion.

SKSF provides orientation and supervision for all volunteers, ensuring they understand our safety standards, confidentiality requirements, and disability-sensitive practices. Their commitment exemplifies the community's shared responsibility in helping children with special needs access care, learning, and social connection through reliable, compassionate transportation.

Funding Narrative Questions

18. Funding sources through PPACG require a match. Please describe how your organization will source matching funds through in-kind and cash. *

SKSF will provide the required 50% match for the proposed transportation program through a combination of cash and in-kind resources that directly support the operation and sustainability of transportation services for children attending Zach's Place.

Cash match will be generated through ongoing private and Foundation fundraising efforts that regularly support program operations. SKSF maintains a diversified funding base that includes individual donors, community events, and Foundation grants such as the Daniels Fund, Colorado Springs Health Foundation (CSHF), and other local philanthropic partners whose guidelines allow/encourage funds to be used as part of a public grant match. Additional unrestricted contributions from individuals and corporate sponsors help offset fuel, insurance, maintenance, and staff costs related to transportation and general operations at SKSF.

In-kind match is documented through non-cash support that directly contributes to the transportation program, including:

- Volunteer labor, such as vehicle cleaning, maintenance assistance, and administrative support related to scheduling and logistics. Volunteer time will be valued using the current Independent Sector Colorado rate.
- Donated goods and services, such as vehicle supplies, safety equipment, and discounted maintenance from local automotive partners.
- Use of facilities, including garage space and administrative offices used for dispatch, record-keeping, and driver training sessions.

All matching resources are tracked and recorded in accordance with federal accounting standards and FTA Section 5310 requirements. Documentation includes time logs, donation receipts, and funding acknowledgments to ensure full transparency and compliance.

Through this balanced approach, SKSF can confidently meet or exceed the 50% local match requirement, leveraging community engagement and philanthropic partnerships to maximize federal investment and ensure the long-term success of accessible transportation for children with disabilities.

19. Has your entity had difficulty meeting local match requirements in the past three years? *

No

20. Is this funding request 10% or more of your entity's overall budget? *

No

21. Has your organization managed federal funds in the past three years? *

Yes. Our organization has successfully received and managed federal grant funding within the past three years, including Centers for Disease Control and Prevention (CDC) funds administered through the Colorado Department of Public Health and Environment (CDPHE).

22. What is the total federal funding your entity has been awarded for the last federal fiscal year, and what is your entity's fiscal year-end? *

\$24,750 CDBG funding, and our fiscal year end is December 31st.

23. Describe your agency's efforts to obtain funds for the project from non-FTA sources. *

Our organization actively pursues diverse funding sources to support its programs beyond federal transit dollars. This includes cultivating individual donors, securing corporate sponsorships, applying for private and community foundation grants, and hosting special events and campaigns. We also leverage in-kind contributions, volunteer support, and partnerships with local businesses and service organizations to expand program capacity and sustainability, ensuring consistent and reliable funding for our transportation services.

24. Is the program you are trying to fund new to your entity? *

No, the program is not new. Our organization has successfully operated transportation services for individuals with disabilities and older adults for more than two decades.

Accounting Narrative Questions

25. Will your accounting system provide the recording of expenditures for each award by the budget cost categories shown in your budget? *

Yes

26. Does your payroll system have the capability to track time and effort towards grant awarded projects? *

Yes

27. Does your accounting system identify the receipts and expenditures of program funds separately for each award? *

Yes

28. Does your agency have a review process for all expenditures that will ensure that all costs are reasonable, allowable, and allocated correctly to each funding source? *

Yes

29. Does your entity have written procurement policies? *

Yes

30. Does your entity have a written process assuring subcontractors conform to the rules and regulations that apply to the programs you may receive funding for? *

N/A - SKSF does not subcontract.

31. How many total full time employees perform accounting functions within your organization? *

2

Staff Narrative Questions

32. Has your entity had any significant changes in key personnel in the last year? (e.g., Controller, Executive Director, Program Manager, Accounting Manager, etc.) If so, please describe the changes and/or vacancies. *

Yes. Our long time Accounting Manager resigned but provided ample notice, allowing for more than a month of overlap and training with her replacement to ensure a smooth and seamless transition.

33. Does your staff assigned to this program have at least three full years of experience managing federal transportation programs? *

Yes, staff assigned to this program have more than 3 full years of experience.

34. Is your staff familiar with the relevant PPACG policies and federal program requirements? (FTA Section 5310 Circular for transportation, OAA program requirements, and 2 CFR 200 for all programs) *

SKSF's transportation program aligns closely with regional and federal requirements, supporting PPACG's policies for coordinated, accessible mobility that fills service gaps for older adults, people with disabilities, and low-income populations. The program advances goals outlined in the PPACG Specialized Transit Plan by providing ADA-compliant, demand-responsive rides, leveraging partnerships with human-service agencies, and maximizing efficiency through coordinated scheduling and volunteer support. Federally, the program meets FTA Section 5310 requirements by delivering capital and operating support for transportation services that enhance access and independence for older adults and individuals with disabilities, while prioritizing cost-effectiveness and mobility management. Additionally, the program adheres to Older Americans Act standards by promoting client-centered, equitable access that reduces isolation and supports well-being, and follows 2 CFR 200 ("Uniform Guidance") to ensure sound financial management, accountability, and compliance with federal reporting, procurement, and audit standards. This integrated approach ensures that funding will advance both locally adopted transportation priorities and federally mandated service requirements.

Audit Narrative Questions

35. Were there any non-compliance issues in your last review and/or single audit? If so, please describe the issues and corrective action taken to remedy the issues. *

No significant non-compliance issues were reported in our last review and/or single audit.

36. Has your entity had an on-site project or grant review from an external entity (e.g., CDOT, PPACG) within the past three years? *

No, SKSF has not had an on-site project or grant review from an external entity within the past 3 years.

37. Has your entity been required to return funds after a program audit? *

No

General Narrative Questions

38. Describe your organization's efforts to coordinate services with other organizations or programs. *

Yes. Our organization collaborates broadly across the region. We partner closely with Special Olympics Colorado through our "Team Heroes" initiative to provide athletic opportunities for individuals with developmental and intellectual disabilities. This endeavor requires transportation for practice and tournaments. We also work alongside entities such as Mt. Carmel Veterans Service Center and Victory Service Dogs to support transportation, mentoring and home-care services for veterans with disabilities. Envida and area school districts are local partners we engage with regularly. These and other partnerships strengthen our ability to deliver seamless, wrap-around support across the lifespan of those we serve.

39. Detail how your organization's funding request and program align with the following relevant plans to your project: PPACG's Strategic Plan, Specialized Transit Plan (transportation only) *

SKSF's request and transportation program directly support PPACG's goals to maintain a coordinated, accessible specialized-transportation network and to expand mobility for kids, older adults and people with disabilities by providing proven, demand-responsive rides, filling gaps in suburban/rural coverage, and coordinating with human-service providers to leverage regional capacity.

Specifically, the PPACG Specialized Transportation Plan emphasizes funding-eligible, ADA-complementary paratransit and Section 5310-style services, greater coordination among human-service agencies, and solutions for first/last-mile and low-density areas needs. SKSF addresses this goal through its long-running accessible fleet, volunteer/in-kind supports, and partner referral/ride coordination practices.

PPACG's mobility-coordination and aging objectives—improving access for children and seniors, reducing isolation, and integrating services across jurisdictions—align closely with SKSF's mission. Our programs serve low-income individuals with disabilities and older adults (ages 2.5–102) through collaborative partnerships and measurable outcomes. Funding will advance regionally adopted priorities while leveraging existing local service coordination. In 2025, we have already provided more than 18,984 rides, covering over 413,000 miles.

40. Describe your organization's efforts to target or promote your services to minority groups and people with limited English proficiency. *

Our organization actively works to reach and support minority communities and individuals with limited English proficiency, including those who are deaf or hard of hearing. We provide accessible communication options such as interpretation services, visual materials, and translated program information, and we partner with community organizations that serve diverse and multilingual populations to ensure inclusive outreach and equitable access to our services.

Conflicts of Interests Narrative Questions

41. For this award, has your entity had any violations of Federal criminal law involving fraud, bribery, or gratuity violations that would potentially affect your eligibility? If so, please describe. *

No

42. For this upcoming federal award or in the immediate future, does your entity have any potential conflicts of interest in accordance with applicable Federal awarding agency policy? If Yes, please disclose these conflicts in writing, along with supporting information. (*Any practices, activities, or relationships that reasonably appear to be in conflict with the full performance of the Subrecipient's obligations to PPACG.) *

No

Documents

43. Please email, PPACG's Transit Planner, Lisa Gagnon, lgagnon@ppacg.org with the following documents:

- Board Resolution Template (Required)
- Certificate of Good Standing (Required)
- Certificates of Insurance (Required)
- Self Assessment (Required)
- ADA Plan Template (Transportation Specific) (Not Required)
- EEO Plan Template (Not Required)
- Title VI Plan Template (Transportation Specific) (Not Required)
- Any additional documents

Terms and Conditions

44. In submitting a proposal, you agree to the following terms and conditions. It is understood and agreed by the proposer that:

1. Funds granted as a result of this request are to be expended for the purposes as allowed under the Federal Transit Administration and as set forth herein, and in accordance with all applicable laws, regulations, policies, and procedures of the Pikes Peak Area Council of Governments (PPACG), the State of Colorado, and the Administration on Aging of the U.S. Department of Health and Human Services;

2. Funds granted as a result of this request are contingent upon the services provided being allowable expenses;

3. Payment for services rendered cannot occur until the parties have fully executed a contract and PPACG has confirmed that the services are eligible for funding;

4. Funds awarded as a result of this request may be terminated at any time for violations of any terms or requirements of the required contract or any applicable laws, regulations, policies or procedures, or in the event that it is determined that the services are not eligible for funding under the Federal Transit Administration;

5. The Required Reading Section of this proposal application will be read prior to finalizing and submitting a proposal.

It is further acknowledged and agreed to that this application is a solicitation and not an offer to contract. PPACG reserves the right to reject any and all proposals. PPACG further reserves the right to issue clarifications and other directives concerning this application; to require clarification or further information with respect to any proposal; and to determine the final terms of any contract.

It is further agreed that the proposer also represents that its agency and its principals are not suspended or debarred per federal requirements

We acknowledge and agree

45. In signing this proposal, we acknowledge and consent to the above terms and conditions *

We acknowledge and consent

46. Date of signing *

10/31/2025





Date: November 26, 2025

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Danelle Miller, Transportation Associate Director

Subject: 2026 Officers

Action Requested: Elect Officers

Summary

The Community Advisory Committee needs to nominate and elect officers for 2026. All current voting members are eligible for any officer position: chair, 1st vice-chair and 2nd vice-chair.

Officers hold a one-year term on the Community Advisory Committee, beginning January 1 of each year. Officers may hold the same position for two consecutive terms.

The CAC has several options this month, as the new officers do not need to be in place until January 1, 2025. CAC can choose among the following actions:

- Create a subcommittee that will formally make nominations; nominations and voting will be conducted in December.
- Nominate officers at the November meeting and opt to vote at the December meeting.
- Nominate officers and vote on said officers at the November meeting.

Background

Per the by-laws, the chairperson shall serve in the following capacities:

- A. preside at all meetings of the Committee and shall be eligible to vote on all matters;
- B. be responsible for the effective, efficient, and timely conduct of the committee's meetings;
- C. work closely and coordinate with the assigned PPACG staff liaison person on developing annual objectives of the committee to be communicated to and approved by the Board of Directors;
- D. appoint all Chairpersons of subcommittees;
- E. serve as an ex-officio non-voting member of all subcommittees created by the committee;
- F. be responsible to the PPACG Board of Directors to ensure that all subcommittees are accomplishing their objectives;
- G. perform such other duties as may be assigned from time to time by the committee or requested by the PPACG staff assigned to the committee; and

- H. attend Board of Directors meetings when possible and/or if requested by the Board's chair.

In the absence of the Chairperson or in the event of his/her inability to act or if the office is vacant, the First Vice Chairperson shall perform all duties of the Chairperson, and when so acting, shall have all the powers and be subject to all restrictions of the Chairperson. Similarly, in the absence of both the Chairperson and First Vice-Chairperson, the Second Vice-Chairperson shall perform the duties of and have the powers of the Chairperson.

Proposed Motion

Elect a chair, first vice-chair, and second vice-chair for 2026.

Attachments

None.

Strategic Plan Goals

- ☐ Advocacy: Serve as an effective advocacy voice for common ground issues.
- ☐ Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.
- ☐ Aging: Expand and extend senior access, awareness, education, and connectivity to support age-friendly communities and empower individual seniors.
- ☒ Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.
- ☒ Program Excellence: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, Transportation, Area Agency on Aging, and regional communication and collaboration.



Pikes Peak Area
Council of Governments
Communities Working Together

Date: December 31, 2025

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: John Liosatos, Transportation Director/Cambridge Systematics

Subject: Regional Freight Plan

Action Requested: Information Only

Summary

In 2023, the Pikes Peak Area Council of Governments conducted a Regional Freight Mobility Study with the assistance of Cambridge Systematics. Following that effort, we are now developing a Regional Freight Plan. Representatives from Cambridge Systematics will present an update on the project and its status.

Proposed Motion

Information only

Attachments

1. Regional Freight Plan Handout

Strategic Plan Goals

- ☐ Advocacy: Serve as an effective advocacy voice for common ground issues.
- ☒ Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.
- ☐ Aging: Expand and extend senior access, awareness, education, and connectivity to support age-friendly communities and empower individual seniors.
- ☒ Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.
- ☒ Program Excellence: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, Transportation, Area Agency on Aging, and regional communication and collaboration.

PPACG Freight Plan

This plan, being stakeholder inspired and data-driven, seeks to provide the planning framework for developing a safe, reliable, resilient, growth conscious and freight sensitive transportation system.

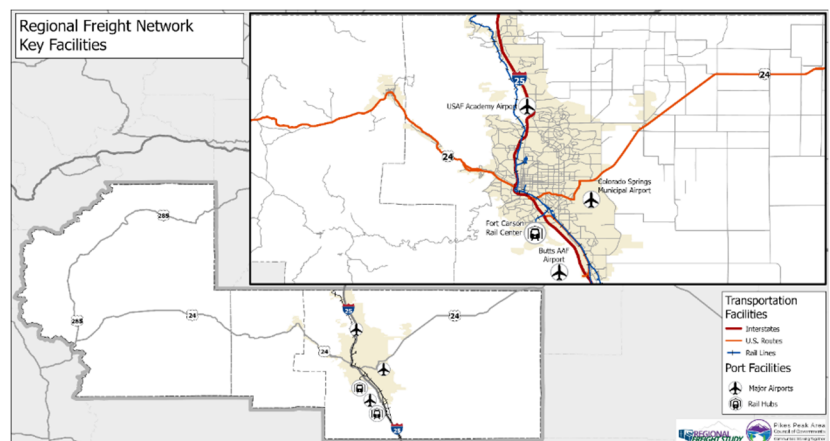
Why a Regional Freight Plan?

- **Grow and strengthen the regional economy**
 - Optimize freight movement - efficient routing, infrastructure improvements, minimized delay, and reduced congestion all have direct economic impacts.
 - Enhancing the flow of goods reduces costs and encourages business development
- **Improve quality of life for all**
 - Efficient freight movement reduces conflicts with communities and other road users
 - Informed decision making balances freight sector and general public needs

Regional Benefits

This freight plan builds on the regional freight study to provide a framework for decisionmaking in the context of freight. The plan will explore more deeply the needs of private and public sector stakeholders to build an enhanced vision and goals for freight in the region. This effort will include the development of tools and resources that will serve as guides for informed project prioritization. Development of this plan will also provide a foundation from which member governments can build freight strategies into their planning processes and project programming. It is the hope of this project team that this plan will position the region as an attractive and competitive business environment.

Figure 1 Freight Intermodal System overview



Progress and Next Steps

Currently, the team has identified the vision and goal areas for the plan as the foundation for building the plan document. The team has also cataloged existing conditions, and has planned meetings for stakeholder listening sessions that will help guide objectives for freight in the region. These will ultimately inform prioritization resources and final documentation with a June 2026 completion horizon.



Date: November 26, 2025

To: Pikes Peak Area Council of Governments Community Advisory Committee

From: Danelle Miller, Transportation Associate Director/David Swekna, Colorado Department of Transportation

Subject: Annual Safety Targets

Action Requested: Information Only

Summary

Federal regulation requires Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish new safety targets every year based on updated data. The Pikes Peak Area Council of Governments can either support targets set by the state Department of Transportation or set regional targets based on data only within our Metropolitan Planning Organization boundary. Historically, the Pikes Peak Area Council of Governments has opted to support the state targets.

The following are the National Safety Performance Targets (PM1) that the Colorado Department of Transportation has established in the Highway Safety Improvement Program (HSIP) 2025 Annual Report (which is required to be submitted to the Federal Highway Administration by August 31 of each year):

Calendar Year 2026 Safety Performance Targets

(All measures reflect five-year averages projected for 2022-2026)

- Number of Fatalities: 734.0
- Number of Serious Injuries: 3,997.0
- Fatality Rate: 1.342 per 100 million vehicles miles traveled
- Serious Injury Rate: 7.276 per 100 million vehicles miles traveled
- Total Number of Non-Motorized Fatalities and Serious Injuries: 784.0

David Swenka, of Safety Programs, Data and Analysis Traffic Safety and Engineering Services, has provided the attached targets for 2026 and will provide information regarding the target setting.

Proposed Motion

Information only

Attachments

1. Statewide Safety Targets
2. Pikes Peak Region Crash Data

Strategic Plan Goals

- ☐ Advocacy: Serve as an effective advocacy voice for common ground issues.
- ☒ Information Sharing: Serve as a significant resource for PPACG members to collect and share information with regional partners.
- ☐ Aging: Expand and extend senior access, awareness, education, and connectivity to support age-friendly communities and empower individual seniors.
- ☒ Transportation: Maintain and improve a coordinated, validated plan for transportation needs across the PPACG region.
- ☒ Program Excellence: Continue to excel in the key fundamental areas of PPACG: Military support, Environmental programs, Transportation, Area Agency on Aging, and regional communication and collaboration.



Safety Performance Targets (PM 1) for CY 2026

Safety Performance Targets set for Calendar Year 2026

Forecast Trend Projections (5 year rolling average 2022-2026)

Fatalities: 734.0

Fatality Rate (per 100 Million Vehicle Miles Traveled): 1.342

Serious Injuries: 3,997.0

Serious Injury Rates (per 100 MVMT): 7.276

Non-Motorized Fatalities and SI: 784.0



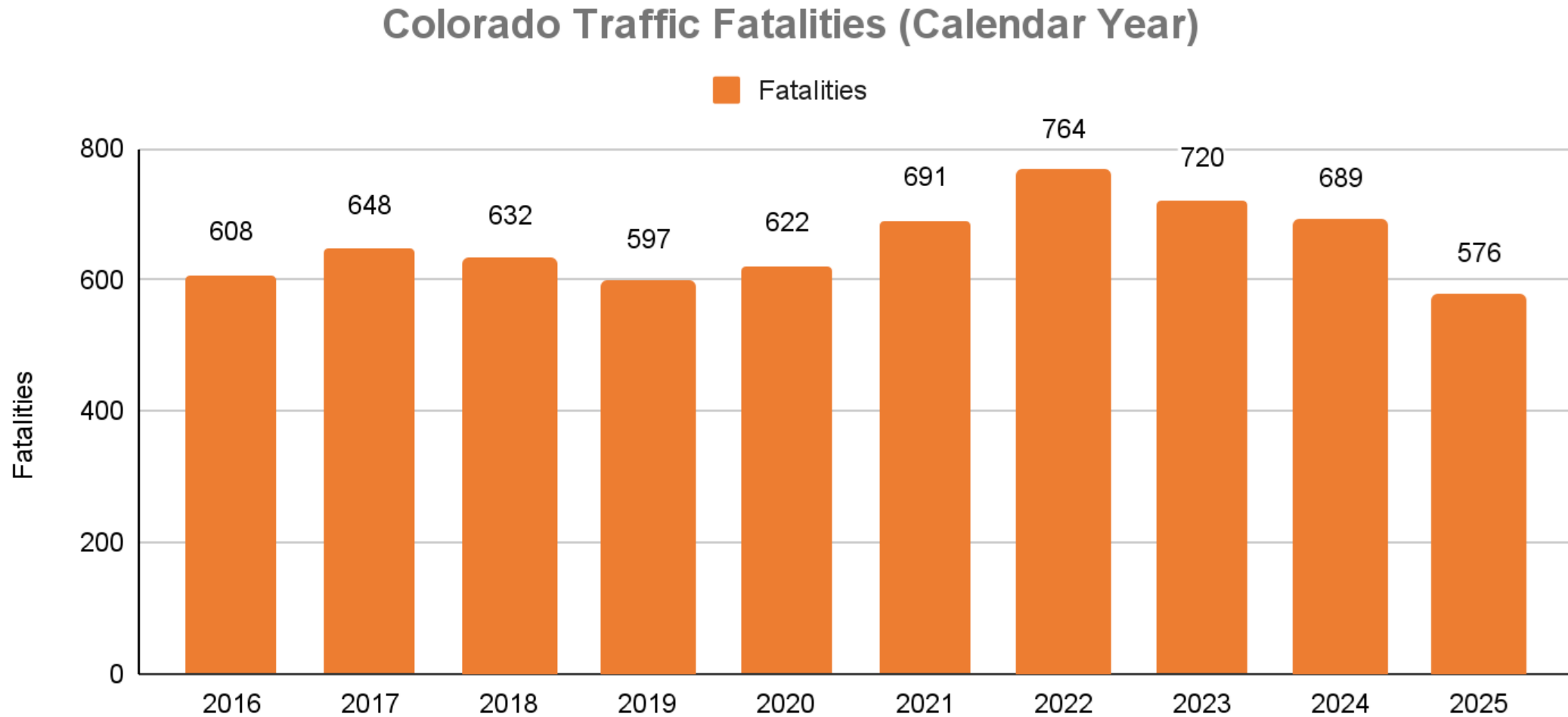
Required Action for MPOs

- Safety targets are reported by each State Department of Transportation (DOT) to FHWA in the State Highway Safety Improvement Program (HSIP) Annual Report (23 CFR 490.213(a)).
- The Metropolitan Planning Organizations (MPO) will establish performance targets for each of the measures (23 CFR 490.209(c)) no later than 180 days after the respective State DOT establishes and reports targets in the State HSIP annual report (23 CFR 490.209(c)(1)).
- The MPOs will annually report their established safety targets to their respective State DOT*, in a manner that is documented and mutually agreed upon by both parties (23 CFR 490.213(b)).

* Send Copy of Resolutions to David Swenka and Jacob Kershner



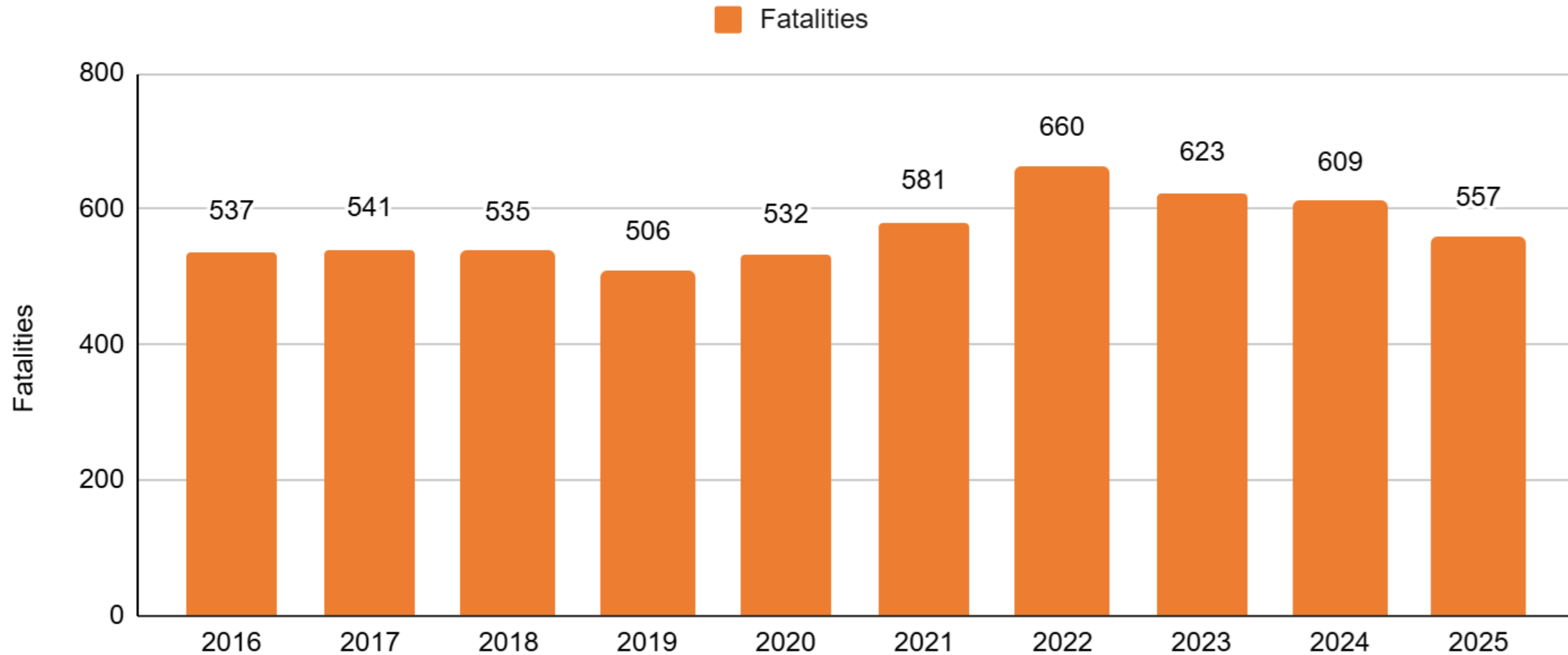
Fatality Trends (as of 11/13 for 2025)





Fatality Trends (through October)

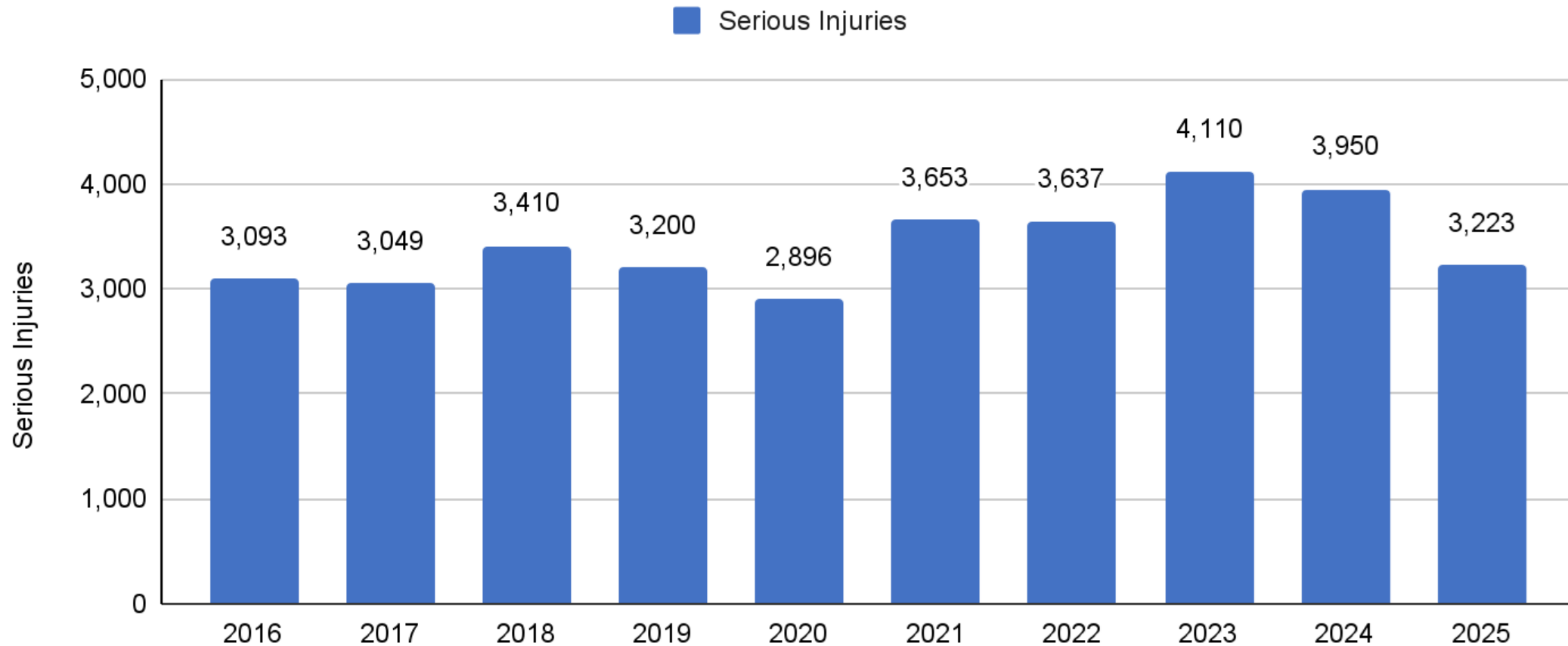
Colorado Traffic Fatalities (through October)





Serious Injury Trends (as of 11/13 for 2025)

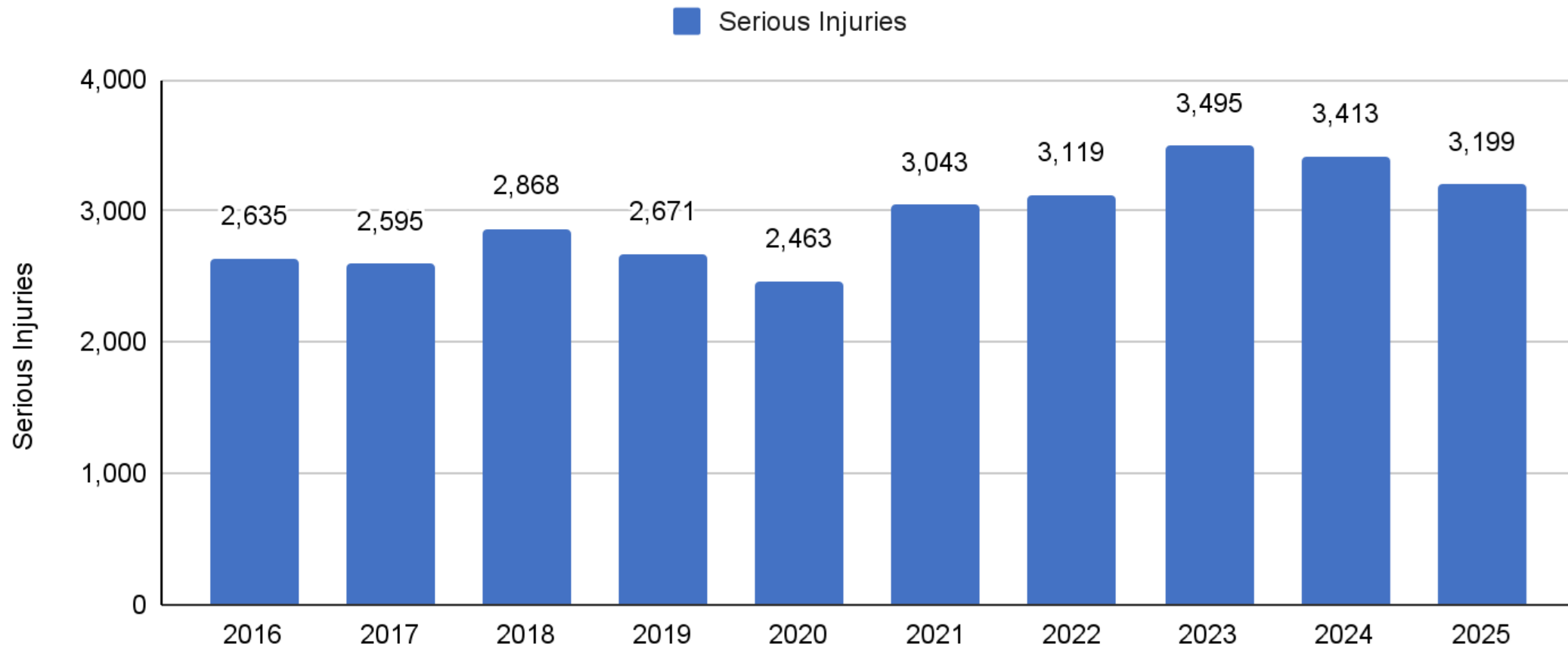
Colorado Traffic Serious Injuries (Calendar Year)





Serious Injury Trends (through October)

Colorado Traffic Serious Injuries (through October)

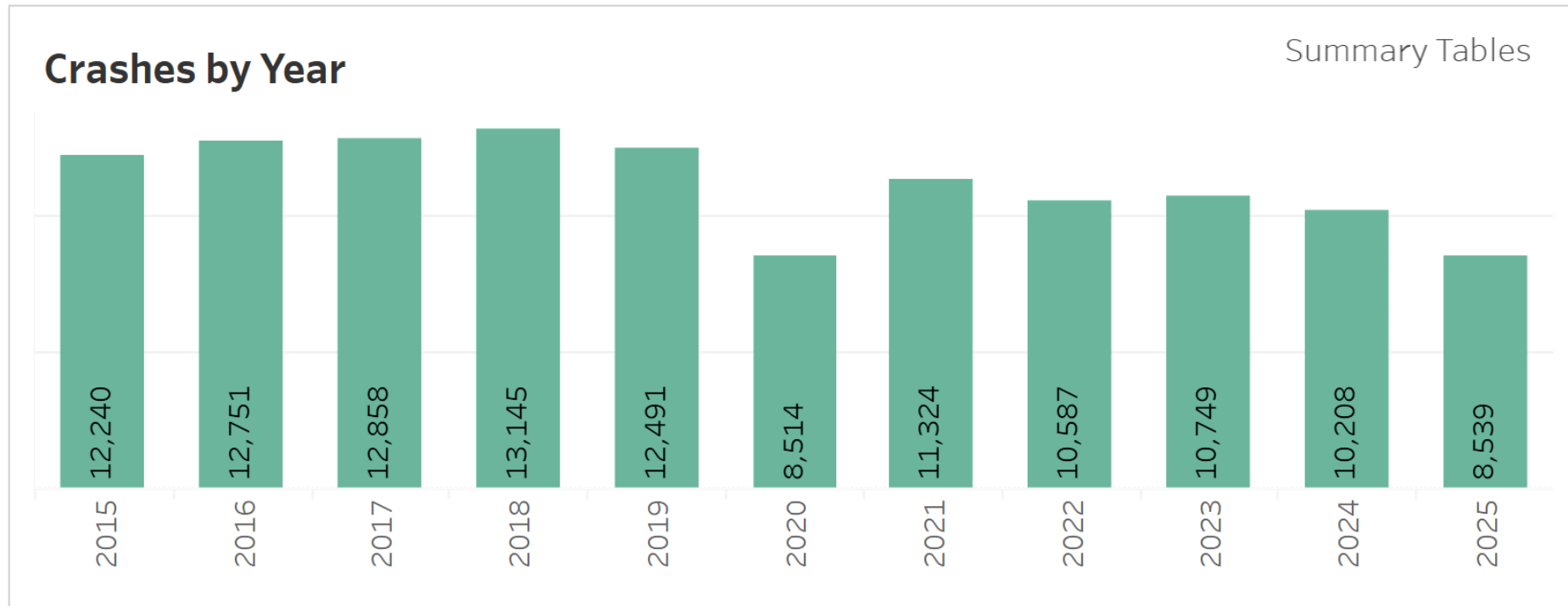




Numbers, Rates and Non-Motorists (2016-2024)

PERFORMANCE MEASURES	2016	2017	2018	2019	2020	2021	2022	2023	2024
Fatalities	608	648	632	597	622	691	764	720	689
Serious Injuries	3,093	3,049	3,410	3,200	2,896	3,653	3,637	4,110	3,950
Fatality Rate (per 100 MVMT)	1.166	1.214	1.171	1.093	1.279	1.283	1.417	1.317	1.251
Serious Injury Rate (per 100 MVMT)	5.931	5.712	6.320	5.857	5.954	6.785	6.743	7.519	7.173
Number of Non-motorized Fatalities	100	108	112	96	108	109	130	156	134
Number of Non-motorized Serious Injuries	475	475	465	444	360	487	497	670	659

El Paso County and Teller County Crashes 2015-2025

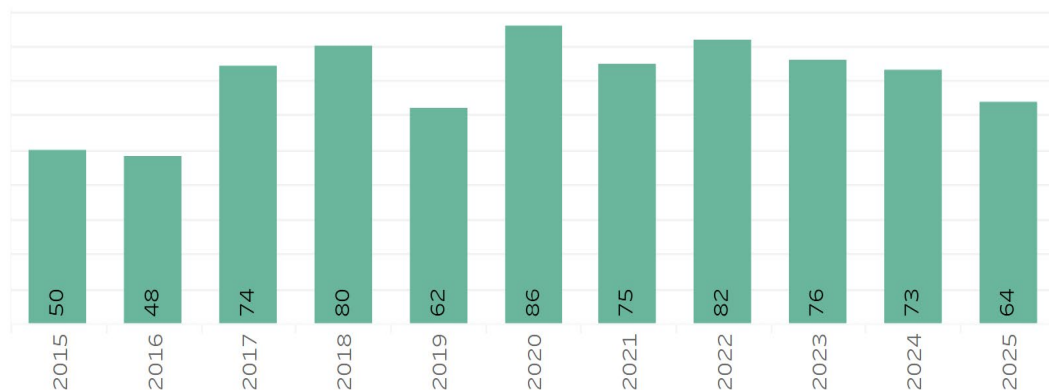


- Notes: 2025 crashes are 1/1/25-11/7/25; crashes are for all of El Paso and Teller counties
- Source: CDOT Colorado Crash Dashboard

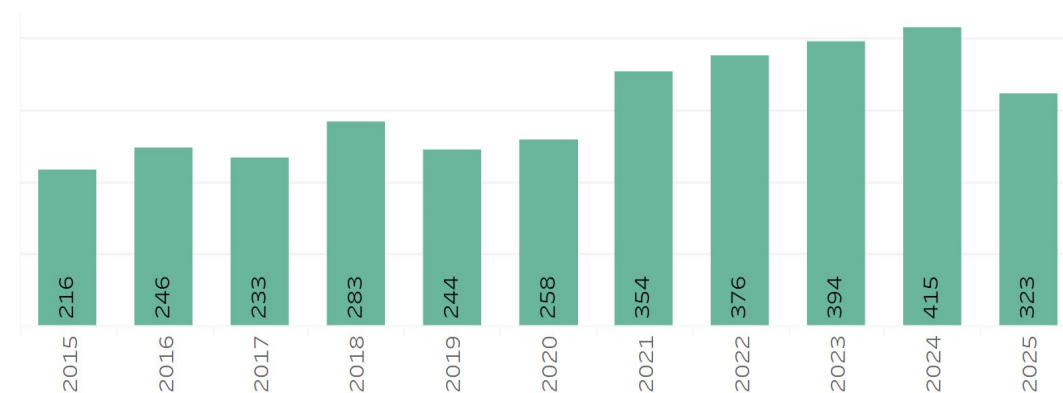


El Paso County and Teller County Fatal and Serious Injury Crashes 2015-2025

Fatal Crashes



Suspected Serious Injury Crashes



- Notes: 2025 crashes are 1/1/25-11/7/25; crashes are for all of El Paso and Teller counties
- Source: CDOT Colorado Crash Dashboard

