



February 17, 2012

**AGENDA ITEM 4.10**

**TO:** Regional Transportation Commission

**FROM:** David F. Jickling  
Director of Public Transportation  
and Operations

  
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Lee G. Gibson, AICP  
Executive Director

**SUBJECT: Second one-year option with Reno-Sparks Cab Company for providing RTC ACCESS paratransit trips.**

### **RECOMMENDATION**

Authorize RTC staff to exercise the second one-year option of the agreement with Reno-Sparks Cab Company for providing RTC ACCESS paratransit trips.

### **SUMMARY**

The RTC contracts with Reno-Sparks Cab (RSC) to provide all RTC ACCESS trips between 8 pm and 6 am, plus daytime trips supplemental to the ACCESS van service operated by First Transit. The taxi service is generally more efficient and cost effective than van service for long trips with only one or two passengers. It is also needed to supplement van service during peak hours to facilitate ADA compliance.

The RTC's agreement with RSC is for two base years, July 1, 2009 – June 30, 2011, plus three one-year options to be exercised annually. The Board approved the first option, July 1, 2011 - June 30, 2012, on February 18, 2011. The second option period will be July 1, 2012 - June 30, 2013. Reno-Sparks Cab has continued to perform well, utilizing their electronic monitoring of vehicle activity and phone traffic to reduce trip costs and address complaints. Staff does not believe there would be an appreciable cost savings by issuing a solicitation for a new taxi contractor.

### **FISCAL IMPACT**

The FY 2012 ACCESS taxi budget is \$270,000, including trips funded by sales tax and those funded by CitiCare. A status quo FY 2013 budget would result in the same amount; there is no guaranteed amount of work under this contract.

## **PREVIOUS ACTIONS BY BOARD**

February 18, 2011                      Exercised the first one-year option of the agreement with RSC for providing RTC ACCESS paratransit trips.

## **ADDITIONAL BACKGROUND**

The RTC has contracted with local taxi companies to provide supplemental paratransit service since 1997. The need resulted from the ADA requirement to provide ADA paratransit service during the same days and hours as fixed route service. Nighttime paratransit service was initially provided by the van contractor, at costs of over \$50 per passenger due to low ridership, a cost structure based on revenue vehicle hour, the requirement for an on-duty dispatcher and on-call supervision. From 1997 to 2009, RTC contracted with Whittlesea Checker Taxi to provide these trips. When the RTC solicited for FY 2010-2014 taxi service, proposals were received from Whittlesea Taxi and Reno-Sparks Cab (RSC). Whittlesea proposed their existing fee structure (tariff plus tip) whereas RSC proposed charging the tariff only. RSC also proposed their GPS vehicle tracking and other electronic monitoring systems to oversee vehicle operations and manage costs. Whittlesea did not have comparable capabilities. Under the RSC agreement the average cost per passenger decreased 19 percent to \$20.98.

## **Other Alternatives Considered**

1. Not exercise the option and re-solicit for ACCESS paratransit taxi service. This process is expensive, time consuming and not expected to result in any appreciable cost savings.
2. Not exercise the option and discontinue 24-hour ACCESS paratransit taxi service. This would result in ACCESS van service operating 24 hours, at least in the 24-hour RIDE ADA corridors in order to maintain ADA compliance. It would result in increased costs per passenger, the need to add a night dispatcher and supervisor to the First Transit van service and increased difficulty meeting ADA requirements for on-time performance and accommodating all trip requests.

## **ADVISORY COMMITTEE(S) RECOMMENDATION**

There are no advisory committee recommendations pertaining to this agenda item.