

ITEMS REQUIRING BOCC APPROVAL
(1 ITEM)

1. CONTRACTUAL SERVICES FOR AGING TRANSPORTATION PROGRAM -- DIVISION ON AGING
FUNDING -- DIVISION ON AGING

(Request sent to 19 Bidders)

RFB #18-0078 - Contract

Contractual services for the Sedgwick County Division on Aging (SCDOA) Transportation Program	Edisa Paramedics Transportation, LLC
	Timberlines Transportation dba Cerebral Palsy Research Foundation
	Rita's Rides, LLC
	Wisdom Travels, LLC
	ABC Taxi Cab, Inc.
	American Cab Company, Inc.
	0 – 2 miles: \$4.00 one way
	2.1 – 4 miles: \$8.00 one way
	4.1 – 6 miles: \$10.00 one way
	6.1 – 8 miles: \$14.00 one way
	8.1 – 10 miles: \$16.00 one way
	10.1 – 12 miles: \$20.00 one way
	12.1 – 14 miles: \$22.00 one way
	14.1 – 16 miles: \$24.00 one way
	16.1 – 18 miles: \$28.00 one way
	18.1 – 20 miles: \$32.00 one way
	20.1 – 22 miles: \$34.00 one way
	22.1 – 24 miles: \$38.00 one way
	24.1 – 26 miles: \$40.00 one way
	26.1 – 28 miles: \$44.00 one way
28.1 – 30 miles: \$46.00 one way	
30.1 – 33 miles: \$50.00 one way	
33.1 – 37 miles: \$56.00 one way	
37.1 – 40 miles: \$60.00 one way	
40.1 – 43 miles: \$64.00 one way	
43.1 – 47 miles: \$68.00 one way	
47.1 – 50 miles: \$72.00 one way	
50.1 – 55 miles: \$76.00 one way	
55.1 – 60 miles: \$80.00 one way	

On the recommendation of Britt Rosencutter, on behalf of the Sedgwick County Division on Aging, Tim Myers moved to **accept the transportation providers above and establish contract pricing per the rates listed above for one (1) year**. Linda Kizzire seconded the motion. The motion passed unanimously.

This service provides overflow support of origin to destination rural and newly urban transportation of the elderly, persons with disabilities, and rural general public. Rates are set by the SCDOA based on both national information and information from local transportation providers.

Riders pay a flat fee of \$3.00 per one-way ride. All rides must originate outside of the city limits of Wichita with the destination being within the city limits of Wichita. Available funding for this program is \$379,000.00.

Questions and Answers

Linda Kizzire: What did we spend in 2018 on this program?

Kandace Bonnesen: Last year, because we were in a state fiscal year with our state funding, we were 20% under due to the fact we lacked one driver for a good portion of three months and one of our vehicles was delivered late. As far as contractals, we are at our max and we tend to be able to utilize that because we do have overflow as we do serve direct transportation but we can't cover it all.

Russell Leeds: Is the pricing on this contract similar to what you had last year?

Kandace Bonnesen: It has been the same since about 2000 when we went through a rate review. It used to be a standard based upon where they originated and there was a flat rate reimbursement. As gas prices increased over those years, the vendors did come to us and say the costs was not covering the majority of their expenses.

Russell Leeds: The pricing we see today has been consistent for several years?

Kandace Bonnesen: That is correct.

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Linda Kizzire: So the funding from this program comes from the state?

Kandace Bonnesen: It comes from the state as a Federal Transit Award they oversee for the Rule Transportation Program general public across the state. We also receive 5310 funding through Wichita Transit as the main recipient for the elderly and disabled funding, which can also include general public if it is sought. We utilize mill levy for match and some aging and disability transportation.

Russell Leeds: Are these the same vendors from last year? Did we add or lose any?

Kandace Bonnesen: We did add one. We have all the same vendors for the last couple years. We've added Edisa Transportation. This is the first year we have met with them in 2018. They contacted us in potentially contracting with us in the future and what our expectations were and what they can provide. They were able to go through the bid process and become a part of this transportation.

Russell Leeds: With this being a one-way transportation, if they utilize this transportation from outside the city to inside the city, how do they get back to where they start?

Kandace Bonnesen: One way is how trips are accounted by. You can do round trips. For general public, we do allow for one additional transfer within the city. That way since we know Wichita Transit's general public is not as robust, there are places still that individuals who are accessing that or through the Paratransit component they may not be eligible for. Our goal is to bring and return individuals to remain in their communities.

Angela Caudillo: How are these rates set or negotiated? It looks like all of the vendors bid the same rate. Do we provide them a list of rates and ask do you like it or not?

Kandace Bonnesen: Initially it started out as flat rate components when the program began. I wasn't here at that initiation but over the years we did look at being competitive and supportive of the individuals who are seeking to contract with us because it doesn't necessarily cover the rates they may be able to get overall. So they are working with us coordinating transportation as a collaborative to also support their community. These rates were identified as substantial. Of course, we identified the national average any one of these transportation costs is the medium of \$1.50. Depending on if it's a shorter trip, they are getting \$4.00. It can get to \$1.30 but it stays within that amount.

Joe Thomas: Are the rates set in the grant and do the providers say if they can do this?

Kandace Bonnesen: No. The rates are not set by the grant itself. We identify within our grants that we are going to contract with services. We then apply for an amount of dollars within those grants that we say we can utilize third party contracting. In each of our grants, our dollar amount is a collaborative and we've identified that for the number of trips we anticipate to provide that service.

Angela Caudillo: Out of your total transportation what percentage goes to vendors as opposed to what you do in-house?

Kandace Bonnesen: It used to that our vendors did a lot more coverage in previous years. As we've been able to build a little bit more momentum to do some direct services. Our last year's percentage was 23% that Sedgwick County provided and the other vendors did about 18% or less. Timberline and Cerebral Research do their own transportation but they also provide some mobility accessibility if they are available. We do have two previous that did provide mobility accessible that we normally can do unless it's overflow but the others don't necessarily have mobility capacity. So like the taxi services, Rita's Rides is just a single individual utilizing a van that's not accessible at that time.

Tim Myers: How many riders did you have last year?

Kandace Bonnesen: We had 27,000.

Tim Myers: Do you expect that number to rise in 2019?

Kandace Bonnesen: We certainly hope so. There tends to be an increase because those individuals are being able to stay out in their communities. People with disabilities have more accessibility to services and the choice of being able to use public transportation is something that is specialized in that capacity. We have individuals we bring in daily because they go to work training or adult day services.