

KANSAS CITY AREA TRANSPORTATION AUTHORITY

Request for Proposals (RFP) #F23-7017-37A

Management and Operation of Kansas City Area Transportation Authority's
Paratransit and Alternate Mobility Services in Kansas City, Missouri

ADDENDUM #1

Issue Date: December 27, 2023

This Addendum is hereby made a part of the Request for Proposals (RFP) and Project Documents to the same extent as if it were originally included therein and is intended to modify and/or interpret the proposal documents by additions, deletions, clarifications, or corrections. The Contractor shall acknowledge receipt of this Addendum on the "Receipt of Addenda" form (herein attached) and shall include the form in their proposal submittal.

UPDATES AND CORRECTIONS

1. **DBE Participation.** The 20% Disadvantaged Business Enterprise (DBE) goal applies only to the Management and Operations Provider (Package A). There is no DBE requirement for firms only proposing Technology solutions (Package B). A list of DBE firms certified in transportation and other related services (uniforms, janitorial, supplies) has been added to the FTP site.
2. **Proposal and Performance Bonds.** Proposal bonds and performance bonds are only required by Management and Operations proposers (Package A). No bonds are required by firms only proposing Technology solutions (Package B). Language regarding bonds in the RFP shall be amended as follows:
 - **Page 2:** "A Proposal Bond in the amount of five percent (5%) of the full expected cost of Year One services **is required for Management/Operations Services (Package A) proposers only and** shall be included in the proposal submission. **The bond shall be from a licensed, fully qualified surety company acceptable to KCATA and listed as a company currently authorized under 31 CFR Part 22 as possessing a certificate of Authority. A cash deposit, certified check, irrevocable letter of credit (LOC) or another negotiable instrument may be accepted by KCATA in lieu of a bond.** Once awarded, the Contractor shall supply a Performance Bond in the amount of ten percent (10%) of the full expected Year One services. The Performance Bond shall be renewed annually at ten percent (10%) of the contract year's full price.
 - **Section 4.5.B, "Proposal Bond", (page 54).**
 1. A Proposal Bond in the amount of five percent (5%) of the full expected cost of Year One services **is required for Management/Operations Services (Package A) proposers only and** shall be included in the proposal submission. **The bond shall be from a licensed, fully qualified surety company acceptable to KCATA and listed as a company currently authorized under 31 CFR Part 22 as possessing a certificate of Authority.**
 2. **A cash deposit, certified check, irrevocable letter of credit (LOC) or another negotiable instrument may be accepted by KCATA in lieu of a bond.**
 3. **Proposers shall submit the original, executed bond or other negotiable instrument no later than twenty-four (24) hours after submittal deadline.**

- Section 4.9, "Contract Award". This Section is amended as follows:
 - A. KCATA reserves the right to award contracts to 1) service provider; 2) software provider; and 3) service/software partners.
 - B. Prior to a Notice to Proceed, the selected Contractor (Package A and Package B) is required to provide a Certificate of Insurance verifying the contractually required insurance.
 - C. Performance Bond – Management/Operations Contractor (Package A).
 - 1. The selected Contractor shall furnish, at its own expense, a performance bond payable to KCATA in the amount of ten percent (10%) of the full expected cost of the Year One services to be performed from a licensed, fully qualified surety company acceptable to KCATA and listed as a company currently authorized under 31 CFR Part 22 as possessing a certificate of Authority as described hereunder. The performance bond will be renewed annually at ten percent (10%) of the contract year's full price.
 - 2. A cash deposit, certified check, irrevocable letter of credit (LOC) or another negotiable instrument may be accepted by KCATA in lieu of a bond. The form of any substitution in lieu of a bond must be approved by KCATA.
 - 3. If used, the LOC shall be irrevocable, unconditional, and issued by an acceptable federally insured financial institution. The LOC must cover the entire period of performance or may be submitted with an initial expiration date which is a minimum period of one year from the date of issuance., The performance bond shall be renewed annually at ten percent (10%) of the contract year's full price.
 - 4. Contractor's failure to maintain a valid performance bond or a valid substitution for the full term of the Contract will be considered a breach of the Contract.
 - D. The selected Proposer(s) shall only perform work on the Contract after the effective date is affixed and the fully executed contract sent to the selected proposer. KCATA shall issue a written Notice to Proceed to the selected Proposer authorizing the work to begin on a date which is on or after the effective date.
 - E. The selected Proposer shall not start the performance of any work prior to the date set forth in the Notice to Proceed and KCATA shall not be liable to pay the selected Proposer for any service or work performed or expenses incurred before that date.
 - F. No KCATA employee or Board member has the authority to verbally direct the commencement of any work under the contract.
- Attachment C, "Sample Contract". For the Management/Operations service provider only, the following Paragraph shall be included in the Contract:

PERFORMANCE BOND.

- A. The selected Contractor shall furnish, at its own expense, a performance bond payable to KCATA in the amount of ten percent (10%) of the full expected cost of the Year One services to be performed from a licensed, fully qualified surety company acceptable to KCATA and listed as a company currently authorized under 31 CFR Part 22 as possessing a certificate of Authority as described hereunder. The performance bond will be renewed annually at ten percent (10%) of the contract year's full price.

- B. A cash deposit, certified check, irrevocable letter of credit (LOC) or another negotiable instrument may be accepted by KCATA in lieu of a bond. The form of any substitution in lieu of a bond must be approved by KCATA.
 - C. If used, the LOC shall be irrevocable, unconditional, and issued by an acceptable federally insured financial institution. The LOC must cover the entire period of performance or may be submitted with an initial expiration date which is a minimum period of one year from the date of issuance., The performance bond shall be renewed annually at ten percent (10%) of the contract year’s full price.
 - D. Contractor’s failure to maintain a valid performance bond or a valid substitution for the full term of the Contract will be considered a breach of the Contract.
3. Section 2.2.B (page 10). Taxi services to provide daily trips (if necessary) shall not exceed 30% of the total daily trips.
 4. Section 2.4.E, “Days and Hours of Operation” (page 15). Freedom on Demand’s Weekend Hours are 8:00am to 10:00pm.
 5. Section 2.4 Scope of Services and Requirements – Management/Operations Provider (Package A). Subsection C, #4, on page 15 incorrectly references Appendix E. There is no Appendix E.
 6. Section 2.4.U, “Add Ons” (page 17). Remove this paragraph in its entirety.
 7. Section 3.2, “Proposal Submissions” (page 42). The correct submittal deadline is January 17, 2024, at 2:00pm CST.
 8. Attachment A, “RideKC Service Area Maps”, Item C – Image A10 (page 62). Remove this map. The zones are covered in other maps as non-ADA.
 9. Attachment C, “Sample Contract Terms/Conditions”. A version in Word format is available on the FTP site for redlining and submitting with proposals.
 10. Attachment D, “Cost/Price Proposals”. Attachments D-1A and D-1B are available on the FTP site.

PROPOSER QUESTIONS

1. Q: Can KCATA provide a fixed number of revenue hours for all vendors to use for the annual fixed pricing (understanding that it will vary in operation)? Alternatively, can KCATA provide a current manifest on which to base pricing?

A: The 2023 Fleet and Taxi average monthly revenue hours is 11,278.43.

2. Q: On Eligibility Management –

a. How many new applications and recertifications does KCATA currently receive (yearly or monthly rate)?

b. Can we get a breakdown of KCATA’s current eligibility process?

c. How many approvals does KCATA currently send out (yearly or monthly (? How many denials?

d. Is KCATA looking to leverage suspension management as well? If so, how many warning letters does KCATA currently send? How many actual suspensions (yearly or monthly rate)?

A: a. Monthly average for new applications in 2023 167, and 70 for recertifications.

- b. Customers call, email, or go to website to have application sent to them by mail or email. Once the application is complete, they can mail or email to our eligibility team. Once received the customer is contacted to set up a phone interview. Eligibility makes determination and a packet or letter is sent out to customer to make them aware.
- c. Approvals average monthly 225, Denials 10.5
- d. Yes, this is something that KCATA would like to utilize. For No Show/ Late cancel suspensions it is a 3 month in a row that starts suspensions. On an average month 50 letters are sent and approximately 10-12 suspensions happen.
3. Q: Who currently operates your core paratransit services and also the local taxi company that takes up to 20% of your trips?
- A: WHC/zTrip handles operations including taxis. MTM Transit is over scheduling and dispatch.
4. Q: How does this fit in with the On-Demand Services request for proposals (RFP) zTrip/RideCo won last year? It seems like this would include some of that statement of work given this all “Non-ADA demand response services” plus paratransit?
- A: RideKC Freedom and Freedom on Demand are separate of our general population demand service (IRIS). There could be potential of co-mingling in the future.
5. Q: Will there be two mobile app people book for paratransit vs. on-demand services?
- A: Yes, this is a possibility.
6. Q: Does KCATA want to make its ADA and non-ADA paratransit services more on-demand with increased same-day service with this project?
- A: ADA service will not be set up to do any same day reservations. Reservations will require 24-hour advance notice.
7. Q: Section 2.6.F, “MDCs and AVL Technology”, (page 26) states AVLs/MDCs must be compatible with KCATA’s technology. Can KCATA please clarify what technology it must be compatible with?
- A: KCATA does not have any technology that would be necessary for a provider to be compatible with. But would need access to MDC and AVL data on request.
8. Q: Does KCATA wish for Package B (Technology) proposers to provide pricing for tablets for vehicles, and would KCATA prefer pricing for 110 or 118?
- A: This is for the technology company to decide.
9. Q: Section 4.4.A (page 50). The RFP states that technical proposals are limited to 40 pages. Given the complexity of this project, we kindly ask for KCATA to either waive the page count or increase it to 60 pages so that proposers can supply adequate information to your evaluation committee.

- A: The page count shall remain at 40 pages. Additional supplemental information requested as part of the Technical Proposal (i.e., facility photos/layout, fleet list, AVL/MDC, and software specifications) may be included as attachments to the Technical Proposal.
10. Q: What software technologies is KCATA currently utilizing to operate its scheduled ADA paratransit service and its on-demand service?
- Q: RFP page 37, Section 2.7.A, states that for the client database “Conversion of existing database including, but not limited to, all customer profile information and trip history.” Can you please clarify (1) who your existing database software provider is; and (2) what medium (e.g., excel file, word document) you would use to provide your existing data to new vendors for the conversion?
- A: **Reveal Management Software is the current platform KCATA uses. Excel files would be form of data transfer that would come out of the RMS system.**
11. Q: RFP page 38, Section 2.7.E, states for trip reservations we “must be capable of trip reversal.” Can you please clarify what a trip reversal is?
- A: **Trip reversal would be an option for reservations to use if a customer is going to one location and returning to the original pick-up location.**
- Q: RFP pages 40-41, “Sample Reports,” can you please confirm what defines the following:
- a. **“Excessively Late Trips”. This is for trips where a customer is onboard for over one (1) hour.**
 - b. **“Tight Schedules”. This refers to a customer not being able to book a return or next trip too close to the original drop time. For example, KCATA currently will not book a customer’s next trip sooner than one (1) hour after their original window end. If a customer has a 7:00-7:30 pick up, they cannot start the pick-up window until 8:30-9:00.**
 - c. **Routes with Excessive Dwell Time”. Dwell time refers to vehicles that are not moving.**
12. Q: RFP page 40, Section M.3, asks contractors to provide copies of all data in a format/manner that KCATA requires. Can KCATA clarify their preferred format?
- A: **KCATA is looking for a format with the ability to filter data i.e. Excel. Other formatting could be done in PDF or Word for month end reporting purposes.**
- Q: Is KCATA open to awarding “Package A - Service Provider” the contract to multiple providers?
- A: **No, the KCATA is looking to only have one service provider.**
13. Q: In regard to “Package A - Service Provider,” can interested providers bid on a portion of the operations scope?
- A: **No, the KCATA is looking to only have one service provider.**
14. Q: Across the country, peer agencies such as New Jersey Transit, Pinellas Suncoast Transit Authority, and Pace Suburban Bus have been including transportation network companies in their operations for both

scheduled and on-demand services for non-ADA trips to improve on-time performance and enhance outcomes for paratransit riders. Is KCATA open to allowing transportation network companies to serve ambulatory passengers under the FTA's Rider's Choice Model? The Rider's Choice Model states that "In general, when a public transit passenger randomly chooses from among a number of taxicab companies providing service, the testing regulations do not apply. The rationale for this is the practical difficulty of trying to administer a drug and alcohol testing program in connection with multiple companies."

A: The hope is that the technology provider that is selected through the RFP process will be able to create the best opportunities for our passengers. This will include the ability to improve OTP and a way to improve manifest and trips throughout the service day. The service provider will be accountable for drug and alcohol testing of all employees and should follow the current testing requirements of 50% drug and 10% alcohol. This includes any DBE based service provider used.

15. Q: Upon review of your Taxi Service Data for 2018 - 2022 data compared to your projected 2024 - 2028 data, it appears that you are projecting a substantial decrease in taxi trips and passengers from 2024 - 2028. Can you help bidders understand why the number of taxi trips and passengers are expected to decrease? In addition, what do the asterisks mean in relation to the years *2020 and *2021?

A: The goal of KCATA is to return to the model prior to COVID. Taxi trips were increased in order to provide better social distancing. After COVID those numbers did not return. The asterisks are the COVID years and do not show good ridership as it was down during that timeframe.

16. Q: RFP page 57, Section 4.8, says that "The Evaluation Committee will determine the best-qualified firm/team for this project. At that time, the Proposer's Cost/Price Proposal will be opened for review, and contract negotiations will begin immediately with the selected firm. If negotiations are successful, the Evaluation Committee will recommend the best-qualified firm/team to KCATA's Board of Commissioners for final authorization." Can you please clarify then how the 25% scoring for price will be adequately included in the evaluation committee's review?

A: Cost/Price Proposals are evaluated separately by the Procurement department and added to the evaluation committee's scores.

17. Q: RFP page 40, Section L, states that "All system data shall be owned by KCATA, with the rights and ability to access all data, export it to other applications, and allow access to third parties for integration purposes on a perpetual royalty-free basis." The software license we provide won't be irrevocable, perpetual, and royalty-free. Our software is a SaaS platform and mobile apps and data that's provided for the term of the Agreement for a mutually agreed upon fee by the parties set forth in our proposal to KCATA. Can you please clarify that our software and data will only be used by KCATA during the length of this contract and not perpetually?

A: You are correct. Software and data will only be used by KCATA for the length of this contract.

18. Q: RFP page 40, Section M.3, asks contractors to provide copies of all data in a format/manner that KCATA requires. Can KCATA clarify the preferred format?

A: KCATA is looking for a format with the ability to filter data i.e. Excel. Other formatting could be done in PDF or Word for month end reporting purposes.

19. Q: Section 2 – Scope of Services -- Subsection B, #4, sub-subsection 2, discusses “Additional service to be considered as part of the FREEDOM Program.” *If KCATA chooses to implement this service, which involves service providers entering the building at the trip origin and trip destination, could KCATA please offer an estimated annual number of trips?*

A: There are no door through door trips. No operators will be expected to enter buildings or homes

20. Q: Section 2.6 Service Provider Responsibilities and Requirements -- Subsection D. Vehicles and Vehicle Maintenance, #1 (page 24) states: “It is the KCATA’s intent to procure a regional paratransit fleet using federal funds. Vehicles procured for the regional fleet will be provided to the selected contractor(s) by way of a lease agreement with KCATA.” Can KCATA please confirm the total number of vehicles, and expected delivery dates, to the contractor, as well as make/model. Further, can KCATA confirm the number, by year, over the 5-year base period and following 3-year option, and two 1-year options?

A. KCATA’s current vehicle fleet that is leased and maintained by current provider consists of 25 accessible minivans, of which 20 are operational, and 15 Ford Transits, of which 11 are operational. KCATA is currently working on replacing all vehicles but there is no current timeline.

21. Q: On-Time Performance and Disincentives (liquidated damages) --

- a. Regarding OTP, Pages 19 states: “A minimum on-time pickup rate in any given month of 90% or better is required and a rate of 95% or better is desired.”
- b. Also, regarding OTP, Page 33 states: “On-time performance goals are set with the expectation of 90% and a goal of 95%.”

Question: which OTP percentage will be used to calculate the Monthly Fee Adjustment that is listed in Disincentive Matrix shown in Subsection U, #2 (page 33)?

A: OTP goal of 90% is minimum and 95% is the goal. Liquidated damages are calculated on all late trips as follows: 0-15 minutes late \$0, 15-30 minutes late \$10 per trip, and 30+ \$30 per trip.

22. Q: Attachment C – Sample Contract Terms and Conditions, Section 21.E, “Insurance” -- We would like to respectfully request a reconsideration of the specified auto liability insurance policy requirement of \$2 million and the additional umbrella insurance policy requirement of \$1 million (\$3 million total). While we understand the importance of ensuring adequate coverage, we have observed that similar projects in the industry often have reduced insurance requirements. Additionally, reducing these insurance thresholds would enable more competitive pricing.

A: Changes to Contractual requirements will be negotiated with the highest ranked firm. This request (exception) should be included in redlined contract (in Word) as part of your proposal submission.

ATTACHMENT

- Receipt of Addenda Form

DOCUMENT INCLUDED SEPARATELY

- Cost/Price Proposals (Attachments D-1A and D-1B)

END OF ADDENDUM

KANSAS CITY AREA TRANSPORTATION AUTHORITY (KCATA)

Request for Proposals (RFP) #F23-7017-37A

Management and Operation of Kansas City Area
Transportation Authority's Paratransit and Alternate
Mobility Services in Kansas City, Missouri

RECEIPT OF ADDENDA

Proposers shall return this form when submitting their Bid Submittal. The form shall be signed and dated by an authorized representative of the firm. Failure to submit this form may deem the Bidder non-responsive. As additional addenda are issued, please notate date received below.

We hereby acknowledge that the Addenda noted below was received all information has been incorporated into the Bid as required.

Addendum #1 dated December 27, 2023 Date Received _____

Addendum #2 dated _____ Date Received _____

Addendum #3 dated _____ Date Received _____

Company Name _____ Date _____

Address/City/State/Zip _____

Authorized Signature _____ Printed Name _____

Telephone _____ Fax _____ Email _____

KANSAS CITY AREA TRANSPORTATION AUTHORITY

Request for Proposals (RFP) #F23-7017-37A

Management and Operation of Kansas City Area
Transportation Authority's Paratransit and Alternate
Mobility Services in Kansas City, Missouri

ADDENDUM #2

Issue Date: December 28, 2023

This Addendum is hereby made a part of the Request for Proposals and Project Documents to the same extent as if it were originally included therein and is intended to modify and/or interpret the bidding documents by additions, deletions, clarifications, or corrections. The Contractor shall acknowledge receipt of this Addendum on the "Receipt of Addenda" form (herein attached) and shall include the form in their proposal submittal.

PROPOSER QUESTIONS

1. Q: Can KCATA confirm that there are no incentives or disincentives associated with Package B?
A: **If the contract is awarded to a software vendor there would be no incentive or disincentives.**

2. Q: Is the technology provider (Package B) responsible for the development and implementation of the driver run cut? If not, who is -- KCATA or the service provider?
A: **It would be assumed that the service provider would be trained to handle the development and implementation of run cuts, with oversight of KCATA.**

3. Section 2.1.B, Program Introduction (page 9).
Q: Item 5 states that KCATA will be sending trips to the subcontractor but page 10, Section 2.2 Item B indicates that the operations firm will handle subcontracts and sending the trips to the taxi provider. Please clarify if the service provider or KCATA will send trips to the taxi provider.
A: **Service provider will send trips to subcontractors.**
Q: Item 8 states, "App based scheduling for passenger trips is also desired as part of the technology package." Is it KCATA's intent that the technology provider will implement a standalone mobile app, or does KCATA intend for the provider to connect to an existing KCATA mobile app via API?
A: **It could be done either way.**

4. Q: Section 2.2.B, RFP Objectives - Service Provider (Package A) (page 10) states that in part that "...KCATA may restructure the service design." It also states, "The operations firm will be in charge of service provision, scheduling, dispatch, and..." Is it KCATA's intent that the Service Provider for Package A handles all scheduling and dispatch functions? Is this part of the potential restructure in service design?

A: Service providers can be separated. Proposers must demonstrate how there is a cost savings for either option.

5. Section 2.3.B RFP Objectives – Technology (Package B) (page 10).

Q: Will the technology provider handle any dispatch calls or have any responsibility in actual service scheduling? Should bidders include staffing/costs for managing scheduling and dispatch functions in their bid?

A: If the technology provider choses to handle scheduling and dispatch they can. Proposer should demonstrate the cost savings.

Q: Will the technology provider handle any calls from passengers or service providers other than for software support?

A: No.

6. Q: Section 2.4.A.4 (page 13). This section states the negotiated pay rates for vehicles operators at \$22.17 for dedicated drivers and \$19.13 for independent contractors, but this conflicts with *page 21, item M*, which states the baseline starting wage for drivers is \$19/hr. Please clarify which is correct.

A: \$22.17 and \$19.13 are correct.

7. Q: Section 2.6, Service Provider Responsibilities and Requirements (page 22). Throughout this section (and other places in the RFP) there are references to the “control center” and “control center contractor”. Can KCATA clarify/define the control center? Is that referring to the awarded bidder of the Technology contract, KCATA, or a separate contractor? For example, item 7 states the service provider must, “Review run manifests transmitted from the control center for feasibility and request changes to optimize service as appropriate,” but this RFP seems to have shifted scheduling and manifest development to the service provider?

A: This requirement is in the event there separate contractors for the different services.

8. Q: Section 2.6.H., Development of Routes (page 26). This section states that KCATA and/or the control center contractor will work with the selected provider to develop an initial run design that can be effectively implemented, and that the manifests are transmitted to the provider and any changes will be at the sole discretion of KCATA or the control center contractor. In this case, does the “control center contractor” refer to the selected Technology contractor for Package B? Is the control center contractor responsible for creating manifests?

A: This requirement is in the event there are separate contractors for the different services.

9. Section 2.7, Software Requirements (Package B) (page 37).

Q: This section does not make reference to any staff or key personnel requirements for the technology provider. Is the technology provider required to provide a name and resume for a Project Manager? If so, is there any requirement for the Project Manager or any staff to be located “on-site” or in the KCATA service area?

A: A project manager and resume is recommended. There would not need to be an on-site person or in the area once implementation is complete. This is assuming it is for technology only.

10. Q: Part H, "Eligibility", (page 39) states, "An eligibility platform that streamlines the eligibility process is required. This includes linking to online fillable applications, automated notifications to customers, and the ability for a storing eligibility data directly to system." Please clarify:

a. Is the technology provider required to provide a new replacement eligibility system, or is there a system in place today that the provider can/must link to?

There is no portion of the current eligibility process that has the ability to be automated. KCATA is looking for a technology that has the ability to streamline the process.

b. If the technology must link to an existing eligibility system that will remain in place, who will be responsible for any development/integration costs billed by the existing eligibility software provider? Would KCATA cover that cost or the technology contractor?

The costs should be included be included in the proposals.

c. Should the eligibility platform pricing be included in the base package price or included as a separate option?

It can be separated.

11. Q: Section 3.11.F, "Recognized Certifications" (page 45). Please confirm certified MBEs, WBEs, and SLBEs (noted in item 2) cannot be counted toward the 20% DBE goal, and that bidders may only use certified DBEs and SBEs (noted in item 1).

A: Because this service is federally funded, **only DBE certified firms** will count toward the 20% DBE goal. No SBE, MBE, WBE, nor SLBE certification will be considered.

12. Section 4.4.E.2, "Key Personnel Experience and Qualifications" (page 51).

Q: This section requests bidders "Provide resumes for the proposed project manager and other key personnel and discuss the unique qualifications these individuals bring to the project." However, further down the outline, Section 7. Program Management, c. requests bidders to "Define and identify the proposed key on-site project staff. Provide resumes and references for all key staff. Indicate whether each has worked in operations similar to what is requested in the RFP and in what capacity they served at these other operations." Please clarify whether bidders should detail key staff in Section 2 or 7.

A: Resumes are to be included as part of Section 2.

Q: Please confirm bidders are required to include references for all proposed key staff as stated in Section 7 Program Management, c.

A: Resumes shall be provided in Section 2.

13. Q: Section 4.4.E.5.d, "Experience and Qualifications of Firm, (page 51). Please clarify whether proposers are to provide a list of ALL current and past (5 years) contracts as stated in the first part of this requirement, or if proposers should only list contracts similar in scope, magnitude, and complexity to those in this RFP, as stated in the last sentence of this requirement.

A: **Contracts referenced for the five-year period shall be similar in scope, magnitude, and complexity.**

14. Q: Section 4.6.D, "Performance Record" (page 57). The Evaluation Criteria assigns 20 points to Past Performance, and notes "at least 3 references from similar contractors..." However, the response outline provided in Section 4.4 beginning on page 50 does not specifically ask for three (3) or more references from similar contracts. Please clarify in which section proposers are required to include references.

A: **References are to be included in the Technical Proposal (Volume 2).**

ATTACHMENT

- Revised Receipt of Addenda Form

END OF ADDENDUM

KANSAS CITY AREA TRANSPORTATION AUTHORITY (KCATA)

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Management and Operation of Kansas City Area
Transportation Authority’s Paratransit and Alternate
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Addendum #3 dated _____ Date Received _____

Company Name _____ Date _____

Address/City/State/Zip _____

Authorized Signature _____ Printed Name _____

Telephone _____ Fax _____ Email _____