



Department of Procurement and Contract Compliance

Addendum #2

RFP R41495

Installation and Integration of (APC) and (AVA) Systems

Release Date:

October 1, 2025

Refer All Inquiries to: Kelly Regan kregan@wycokck.org

Department of Procurement and Contract Compliance

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ADDENDUM #2**RFP R41495****Installation and Integration of (APC) and (AVA) Systems**

Please be advised of the following changes/clarifications to subject solicitation.

QUESTION:

Does UGT currently utilize any systems in addition to Swiftly and Remix? If yes, can you please describe?

ANSWER:

Specifically for our fixed routes, no, we only use Remix and Swiftly. We use a different system for our paratransit and microtransit service. We are not looking to transition our paratransit or microtransit. This RFP will focus on our fixed route service only.

QUESTION:

Do the UGT buses currently have APCs? If yes, can you please provide the make & model?

ANSWER:

We do not currently have APCs.

QUESTION:

Do the UGT buses currently have an on-board router? If yes, can you please provide the router mfg. and model #.

ANSWER:

We do, it's called Cradle Point router IBR900 series.

QUESTION:

How does UGT currently dispatch vehicles?

ANSWER:

UGT uses RideCo software to set up fleet inventory. When operators begin their shift, they sign into a tablet and select the vehicle they will be operating. This system supports our paratransit and microtransit operations. For fixed routes, we also use Swiftly's onboard app.

QUESTION:

How does UGT currently track ridership?

ANSWER:

Ridership is tracked manually by transit operators, but only for fixed routes.

QUESTION:

What is your current CAD/AVL technology?

ANSWER:

We currently rely on legacy systems, primarily radio communication.

QUESTION:

How does UGT envision the APC and AVA vendor integrating with Swiftly and Remix by Via?

What are the goals?

ANSWER:

UGT envisions integration that provides seamless data flow between APC/AVA systems and our existing platforms. The goal is to improve data accuracy, enhance service planning through Remix, and strengthen real-time operational insights through Swiftly. Ultimately, we want to streamline reporting, optimize route performance, and ensure compliance with ADA requirements while improving the rider experience.

QUESTION:

Do UGT's fixed routes operate on a set schedule, headways, deviated pickups, or a combination thereof?

ANSWER:

We primarily operate on a set schedule.

QUESTION:

Do UGT's fixed routes operate blocks/interlines?

ANSWER:

No.

QUESTION:

Shall all submitters include pricing for 10% spare equipment?

ANSWER:

Yes, we recommend including pricing for 10% spare equipment.

QUESTION:

Please provide a vehicle inventory list including make/model, number of doors, etc.

ANSWER:

See attached.

QUESTION:

Does UGT currently use any fare collection systems or desire any fare category modules for onboard passenger data collection? Is UGT interested in integrating them?

ANSWER:

We are actively collaborating with the Kansas City Area Transportation Authority and Johnson County Transit to procure a fare collection system.

QUESTION:

Is UGT interested in procuring other onboard technologies such as CAD/AVL, SSO with head sign integration, or integration with the interior dynamic message sign (OMS) for ADA purposes?

ANSWER:

We would be interested in learning more about CAD/AVL solutions.

QUESTION:

Does UGT desire that the system be entirely browser-based, with no software installation required on local devices?

ANSWER:

We would prefer a cloud-based system.

QUESTION:

Will UGT extend the due date for final submission by 5 business days to October 16?

ANSWER:

At this time, the proposed schedule remains as set.

QUESTION:

Is UGT tax exempt, and will a tax exemption certificate be provided?

ANSWER:

Yes, UGT is tax exempt, and a certificate will be provided.

QUESTION:

Will UGT consider electronic submission of the proposal instead of print and mailed proposals? If so, which email address should we submit our response?

ANSWER:

No, we do Not Accept e-mail Proposals. Only Proposals mailed to our Clerks Office before the Deadline or Electronic Proposals Uploaded to our Web Site before the Deadline. NO E-Mail Proposals Accepted.

QUESTION:

Please confirm the make and model of PA amplifier aboard each bus.

ANSWER:

I did not find a PA system on two of the buses. What we do have on our buses is a stop request for passengers Boarding and Alighting the bus.

QUESTION:

Where will training take place?

ANSWER:

Training will be held at our Fleet Campus, 5033 State Avenue, Kansas City, KS 66102.

QUESTION:

How many vehicles are available for installation at any given time?

ANSWER:

- **During normal business hours: 5**
- **Outside of normal business hours: 14**

QUESTION:

Where will vehicle installation occur (outside parking lot, covered lot, garage, etc.)?

ANSWER:

Installation will occur in either the garage or the outside parking lot.

THE ATTACHED SIGNATURE PAGE MUST BE COMPLETED AND RETURNED WITH YOUR PROPOSAL.

In other respects, except as specifically stated above, the subject Request for Proposal remains unchanged.

SIGNATURE PAGE

RFP R41495, Installation and Integration of (APC) and (AVA) Systems

Proposers are asked to acknowledge receipt of this Addendum Number Two (2), by completing the information requested below and submitting this information with their proposal. Failure to do so may subject the proposer to disqualification.

ALL OTHER SPECIFICATIONS AND CONDITIONS REMAIN UNCHANGED.

RECEIPT OF THIS ADDENDUM IS HEREBY ACKNOWLEDGED

NAME/BUSINESS: _____

ADDRESS: _____

MAILING ADDRESS: _____

CITY: _____, STATE: _____, ZIP CODE: _____

PHONE: (____) _____ FAX NO: _____

E-MAIL ADDRESS: _____

ATTENTION OF: _____

TITLE: _____

SIGNED: _____

DATE: _____

All questions should be directed to the Purchasing Department at (913) 573-5440