ADDENDUM NO. 3

Request for Information (RFI) G26-8016-55A

Renewable Natural Gas (RNG) Supply, Environmental Credit Revenue Services, and Optional CNG Station Maintenance

Kansas City Area Transportation Authority
1350 E. 17th Street
Kansas City, Missouri 64108

Issue Date: November 9, 2026

This Addendum is hereby made a part of the Request for Information (RFI) and Project Documents to the same extent as if it was originally included therein and is intended to change and/or interpret the RFI documents by additions, deletions, clarifications, or corrections. Firms shall acknowledge receipt of all addenda on the Receipt of Addenda form.

CORRECTIONS/UPDATES

The Anticipated Schedule is revised.

Milestone	Date
RFI Responses Due	November 18, 2026
Optional Respondent Presentations (Tentative and if requested)	December 1-3, 2026

RESPONSE TO VENDOR QUESTIONS

1. Q: For purposes of this RFI, is KCATA seeking specific indicative pricing or revenue-share percentages, or would a description of the respondent's typical commercial structure and the factors influencing pricing and revenue sharing be sufficient?

   A: The specific is preferred, but a description of the typical commercial structure and factors influencing price would be acceptable.

2. Q: Does KCATA currently anticipate replacing retiring CNG buses with additional CNG vehicles, battery-electric buses, hydrogen vehicles, or a combination of technologies?

   A: Yes, we will retire and replace current CNG vehicles with CNG vehicles. We would like to increase our CNG fleet, but we have a fueling capacity issue with fill rate (Pump PSI per hour to vehicles).

3. Q: Does KCATA expect annual CNG fuel consumption to remain generally consistent with current levels over the next three to five years, or are material changes anticipated?

   A: We expect consumption to remain largely the same, with slight increases due to fleet growth.

4. Q: Among the objectives of maximizing environmental credit revenue, maximizing RNG carbon intensity performance, maintaining supply reliability, and minimizing administrative burden, are there priorities KCATA currently views as most important?

   A: We do not have enough information to fully answer this question. An uninformed answer would be to maximize revenue and minimize administrative burden.

5. Q: Does KCATA have a target or minimum RNG coverage percentage in mind, or is the Authority seeking supplier recommendations regarding appropriate coverage levels and guarantees?

   A: KCATA seeks a recommendation from the supplier.

6. Q: For any future solicitation, is KCATA currently considering a single contract covering both RNG supply and environmental credit management services, or would separate contracts for those services also be considered?

   A: Unsure whether a single contract or multiple contracts representing different aspects would be best. Would like to be educated on the pros and cons of each philosophy.

7. Q: The RFI notes the current CNG bus fleet has an average remaining useful life of approximately 2.4 years and references future environmental credit opportunities associated with electric and hydrogen fleets. As these vehicles reach retirement, does KCATA anticipate replacing them with new CNG buses, transitioning to alternative fuel technologies, or maintaining a mixed-fleet approach?

   A: KCATA will continue to maintain a mixed fleet, with plans to increase the CNG fleet percentage by 2-5%.

8. Q: Can KCATA provide its anticipated fleet replacement schedule and expected annual CNG consumption over the next 3-8 years to help respondents evaluate long-term RNG supply and environmental credit opportunities?

   A: We cannot provide this information at this time.

9. Q: Are the 2026 volumes inflated by special events, and what baseline should respondents use?

   A: KCATA's comparative transportation usage during 2026 over 2025 is as follows:

	January	February	March	April	May	June	July	August
2025	141,000	136,320	126,890	137,010	132,190	136,850	139,030	150,550
2026	136,660	139,570	120,460	123,130	134,980	125,190	134,560	136,440
	<4,340>	+ 3,250	<6,430>	<13,880>	+ 2,790	<11,660>	<4,530>	<14,110>

Kansas City hosted World Cup games in 2026. KCATA added diesel buses to support the surge in riders.

END OF ADDENDUM