

Questions and responses regarding AFIA's RFP for Student Transportation Services

Last updated on February 5, 2026

Context: AFIA's current transportation partnership is not representative of a traditional district transportation model, and additional context is therefore provided for clarity. In fall 2020, AFIA issued a Request for Proposals for student transportation services. Following the procurement process, AFIA awarded its transportation contract to a national student transportation provider. That provider delivered student transportation services to the School during the following periods:

- Original Contract Term: 2020–2021, 2021–2022, 2022–2023
- Amended Term: 2023–2024

In August 2023, the transportation provider experienced a driver shortage that materially affected service delivery. The provider initially routed AFIA students across four buses, which represented a reduction from the prior school year, and later advised that it had sufficient staffing to operate only two of those routes. As a result, AFIA engaged in expedited problem-solving efforts to secure alternative transportation services to ensure continuity of student transportation.

During this same period, a neighboring charter school had begun leasing buses and providing in-house transportation for its students. AFIA coordinated with that school to establish a temporary transportation partnership, under which the neighboring charter school began transporting a portion of AFIA students in September 2023.

AFIA has continued this transportation partnership for the 2024–2025 and 2025–26 school years.

Folder with requested items:

https://drive.google.com/drive/folders/1aUONWC_hMZd3vcajPoFqftMQ10lvfT4n?usp=drive_link

All links in this document are connected to an item in the above linked folder. If you experience difficulty accessing any links, please email transportation@afiakc.org and share which link is not working.

1. What Student Information System (SIS) and routing software is AFIA currently using?

- A. AFIA's SIS is Infinite Campus. AFIA does not route their own buses, and does not have routing software. AFIA does not know what type of routing software the current transportation partner uses.

2. To support fair and comparable pricing, please share current and historical pricing from the prior five years. This will ensure that proposals are structured on a fully comparable basis.

A: Please see the three MOUs with our current transportation provider and the Contract and Amendment from the previous provider for this information. All of these documents can be found in this folder: https://drive.google.com/drive/folders/1-6DzG8Z7vzayHIQqihRB0ifUU7rIBCel?usp=drive_link

3. Please share the SY24-25 actual spend, SY25-26 adopted budget, and 26-27 estimated budget, for the scope of this RFP.

A: More information can be found regarding the answer question in the excel document titled: Transportation Analysis FY24 – Dec 1 2025 (linked here: <https://docs.google.com/spreadsheets/d/1IBJEoYMdERNanDUsvskf69IdijjB34-/edit?usp=sharing&oid=118060936263041447722&rtpof=true&sd=true>).

Please note that there are multiple tabs on the linked spreadsheet (one tab for each year).

For FY25:

Transportation Budget = \$267,000

Transportation Spend = \$262,832

Of the 267k, 252k was for home to school, and 15k was for field trips, etc.

The school did incur 6,094 of costs coded 2553 6341, which contracted disabled students. This expense came in in June.

For FY26:

Transportation Budget = \$323,500

Transportation Forecast = \$430,000 - The transportation forecast increased due to higher ridership and the addition of costs associated with transporting homeless students. Of the total projected amount, approximately \$420,000 is attributable to home-to-school transportation.

For context, AFIA's current enrollment of 275 students for the 2025–2026 school year. The School is at or **near capacity and does not anticipate significant enrollment growth beyond this level**. Of the current enrollment, approximately 170 students utilize school bus transportation

Spend through December 1, 2025 = \$170,067

For more detailed information, please see the document called “Transportation Analysis FY24 – Dec 1 2025” (linked here:

<https://docs.google.com/spreadsheets/d/1IBJEoYMdERNanDUsvskf69IdijjB34-/edit?usp=sharing&oid=118060936263041447722&rtpof=true&sd=true>).

2026–2027 Forecasted Budget Context: AFIA is currently in the budget development process for the 2026–2027 school year. The projected transportation expenditures for the current school year, which are forecasted at approximately \$430,000, reflect a significant increase from the prior year.

A key factor in the 2026–2027 transportation cost outlook will be whether AFIA is able to participate in a tiered routing model. If double-tiered routes are feasible, AFIA anticipates potential cost savings for the 2026–2027 school year. If tiered routing is not feasible, projected costs may differ accordingly.

Through this RFP process, AFIA seeks to identify a transportation solution that provides reliable service and, where possible, supports cost efficiencies, including opportunities to tier routes in coordination with another school.

For context, AFIA created a five-year pro forma in October 2025. In this pro forma, AFIA budgeted \$400,000 for transportation during the 26-27 school year, which includes additional providers for students who are homeless and external special education placements. The budget model includes a 3% - 5% increase for the following three years.

4. In order to correctly price the routes, please provide average route lengths for home-to-school transportation for single, double, triple tier, and ECSE separately.

Currently, AFIA routes are not classified as tiered routes and the School does not have any students who qualify for ECSE. As shared in the context, AFIA partners with another charter school for transportation. Some of the buses and shuttles that transport their students, also transport AFIA students. However, the MOU does not indicate a tiered price. AFIA did use a tiered model with the previous contractor. AFIA routes were double-tiered with in the previous contract (August 2020 – May 2023).

Below is data on each route per the 2025 – 2026 routing sheet and an example of **one day of actual run times** determined by manually using the Zonar app. Please note averages are included. However, this average includes small buses with 11 students and large buses with over 40 students, which needs to be considered when looking at average time.

| Bus or Shuttle | # | AM Length in minutes- Written on Route Sheet | PM Length in minutes - Written on Route Sheet | Length of AM route in minutes: Zonar data (one day - 1/29/26) | Length of PM route in minutes: Zonar data (one day - 1/29/26) | AM Ride Counts | PM Ride Count |
|----------------|-----------------|--|---|---|---|----------------|---------------|
| Shuttle | 5/35 | 19 | 19 | 34 | 33 | 11 | 11 |
| Shuttle | 10 | 24 | 24 | 36 | 41 | 13 | 13 |
| Shuttle | 15 | 23 | 24 | 39 | 41 | 13 | 13 |
| Shuttle | 20 | 24 | 25 | 47 | 30 | 12 | 12 |
| Shuttle | 25 | 43 | 52 | 62 | 62 | 12 | 13 |
| Shuttle | 30 | 48 | 45 | 52 | 56 | 12 | 12 |
| Bus | 40 | 63 | 56 | 61 | 64 | 43 | 43 |
| Bus | 45 | 67 | 63 | 74 | 91 | 35 | 40 |
| | Averages | 38.9 | 38.5 | 50.6 | 52.3 | | |

5. Please provide route counts for single, double, triple tier, and ECSE separately.

A: As shared above, currently, AFIA’s routes are not classified as tiered routes and AFIA currently does not have any students who qualify for ECSE. As shared in the context, AFIA currently partners with another charter school to provide transportation to our students.

| Bus or Shuttle | # | Ride Counts | PM Ride Count |
|----------------|------|-------------|---------------|
| Shuttle | 5/35 | 11 | 11 |
| Shuttle | 10 | 13 | 13 |
| Shuttle | 15 | 13 | 13 |
| Shuttle | 20 | 12 | 12 |
| Shuttle | 25 | 12 | 13 |
| Shuttle | 30 | 12 | 12 |
| Bus | 40 | 43 | 43 |
| Bus | 45 | 35 | 40 |

6. Please confirm if vendors can bill portal-to-portal (yard to yard) or live time (from first stop to last stop).

A. AFIA pays for transportation on a flat daily fee per-route, per bus or shuttle. AFIA is willing to consider proposals for live time billing with defined route parameters.

7. Please provide a copy of the current contract.

A. AFIA's current transportation MOU may be found here:

https://drive.google.com/file/d/1m6AydqCo2jND2FC7-jLQMOGGu6_pQ2EV/view?usp=drive_link.

8. Please provide the past three months' invoices from the current transportation vendor, including a breakdown by service category (e.g., monitors, home-to-school transportation, midday routes, field trips, etc.).

A. Requested invoices can be found here:

https://drive.google.com/drive/folders/1ortKXxBTn5evx4BIN-PwHbFLfcz3MyUF?usp=drive_link

9. Please provide a detailed breakdown at the route level, showing the live time for each route, segmented by shifts (AM, Midday, and PM) preferably in Excel or Google sheets.

A. AFIA does not have detailed access of this information. An AFIA team member manually pulled data from Zonar for one day (January 29, 2026). This data can be accessed here:

<https://docs.google.com/spreadsheets/d/1xRZiAS9CKCNW3JWdCViLzdMlvEsb0MF9K6zc27gXII0/edit?gid=0#gid=0>

10. Are bus drivers and aides/attendants unionized? If so, please share a copy of the current collective bargaining agreement. The CBA will help ensure a well-informed and strategic approach to pricing.

A. AFIA does directly employ transportation drivers or aides/attendants/monitors. Transportation personnel are employed by a third party. However, to AFIA's understanding the transportation personnel are not unionized.

11. Please provide the current driver and aide/attendant wages to ensure fair and equitable compensation.

A. AFIA does directly employ transportation drivers or aides/attendants/monitors. Transportation personnel are employed by a third party, and AFIA does not maintain or control information regarding wages for those personnel.

12. Please provide the current driver and aide/attendant guaranteed hours to ensure fair and equitable compensation.

A. AFIA does directly employ transportation drivers or aides/attendants/monitors. AFIA will synonymously use the terms aides/attendants/monitors. Transportation personnel are employed by a third party, and AFIA does not maintain or control information regarding guaranteed hours for those personnel.

13. How many aides/attendants, including spares, are required for the scope of this RFP?

A. For operational context only:

AFIA currently utilizes

-2 buses with 0 – 2 aides during morning and afternoon service.

-6 shuttles with typically 0 aides during morning and afternoon service.

As stated previously, AFIA is seeking a transportation provider to provide efficient service, which likely means all or most students will be transported by normal size buses.

14. Does AFIA charge liquidated damages, and what was the annual liquidated damages over the last two to three years for the areas described in the RFP?

A. In AFIA's current transportation partnership, there are no clauses for liquidated damages. Accordingly, no liquidated damages were charged during the past two to three years. Instead, AFIA has been reimbursed for extra duty pay associated with late buses to take students home from school. This reimbursement is noted on the December invoice and reflects extra duty pay from August through December, 2025.

In the previous contract, liquidated damages were included. AFIA did seek and was paid liquidated damages for some of the buses that arrived more than ten minutes late to school. The total in those liquidated damages was \$6,500. The only year of the four-year contract in which AFIA requested the liquidated damages was the 23-24 school year.

15. Please describe any service issues or pain points with the current provider(s).

As shared in the context, AFIA's current transportation provider is not a transportation company. The current transportation provider is a charter school who partnered with AFIA to provide transportation to AFIA's students when the company AFIA had contracted with was experiencing a driver shortage. AFIA is grateful for this partnership, as AFIA's students needed transportation and this charter school partnered with AFIA during a time that was incredibly challenging for transportation across the Kansas City education landscape. Current pain points include:

- Students getting picked up from school after 4:30 and as late as 5:15 on some shuttles, when our school day ends at 4:05 PM. Ideally, all students would load the bus between 4:07 and 4:15 PM.

- Currently there is not an easy way for families to track their students on the bus. AFIA staff members can track buses.
- Currently, AFIA students are transported by 2 buses and 6 shuttles. **AFIA is seeking an more efficient system, which likely would mean students being transported on buses, not shuttles**, unless the transportation company determines that some shuttles would be more efficient.
- AFIA is hoping to partner with another LEA to tier at least some of the buses. AFIA will consider changing school start and end times, if this change would allow for cost savings through tiered buses.
- AFIA has inconsistent access to video footage when video footage is requested.
- Routing does not happen efficiently. For example, there are multiple shuttles routed to one location.

16. Are there any driver or monitor shortages? If so, how many?

A. AFIA does not employ our own drivers or monitors. The drivers and monitors are employed by a third party. All of our buses and shuttles currently have drivers and there are subs who drive if one of our drivers is out.

17. Please confirm service days for the regular school year and extended school year.

At this time, we are not using buses for extended school year on a daily basis. We do utilize buses for field trips during the summer. We plan to **have 164 school** days during the school year. This might be adjusted slightly as AFIA finalizes the school calendar for the 2026-2027 school year.

18. On average, how many routes does the district operate during the summer? Please provide a breakdown by route type and bus type.

Currently, we do not run bus routes during the summer.

19. Please provide annual miles driven for trips (e.g. Extracurricular, Athletics, Field Trips).

- A. As an elementary school, AFIA does not typically use buses for athletics. However, AFIA does use buses for field trips. Almost all of these field trips are during school hours. The miles driven for field trips during the 2024-2025 school year was 1,274.76. For more detailed information, please see this google sheet:
<https://docs.google.com/spreadsheets/d/1BnnhEZ4fArbkWjXu19x7A0O40sPMT5CCVbAFQtkPD-8/edit?usp=sharing>.

20. Please provide annual miles driven for home-to-school transportation.

- A. During the 2024 – 2025 school year, the total mileage from home to school was 40,474.

21. How many regular, CTE and Special needs shuttle buses are there?

We currently do not run any CTE or special needs shuttle buses. Historically, we have not had a need for this.

22. How many round-trip shuttle, special needs partial, and ECSE midday trips are there?

We currently do not run any ECSE shuttle buses. Historically, we have not had a need for this.

23. How many trips (e.g. Extracurricular, Athletics, Field Trips) did the district run last year, and what are the projections for next year?

During the 2024-2025 school year, AFIA ran 24 field trips. AFIA projects 30 – 40 field trips for the 2026 – 2027 school year.

24. Please provide the average duration of trips (e.g. Extracurricular, Athletics, Field Trips).

The average duration of field trips during the 2024 – 2025 school year was 3.26 hours.

25. Please provide the average duration of all Home-to-School routes (e.g. AM and PM), midday and late runs.

A. Please see question four.

26. Are there specific staffing requirements for yard personnel, including the number of staff needed?

A. AFIA does not own, operate, or possess a bus yard or transportation facility. Accordingly, the School does not impose specific staffing requirements for yard personnel, including the number of staff needed. Any yard staffing necessary to support the Proposer's operations shall be the responsibility of the Contractor and reflected in its proposal.

27. Are there any limitations or restrictions on price increases? Additionally, can you provide details on what the district expects in terms of year-over-year price changes?

A. Yes. Proposers shall identify an annual cost escalator to be applied to the base rate and associated costs. Any proposed annual cost escalator shall not exceed five percent (5.0%) per contract year, unless otherwise agreed to in writing by the School.

The School anticipates reasonable year-over-year price adjustments that are supported by clear rationale and reflect ordinary changes in operating costs. Any percentage increase applicable to an extension or renewal term will be subject to negotiation and mutual agreement between the School and the Contractor.

Additionally, should the School participate in a tiered pricing structure or cooperative arrangement with another local education agency (LEA), Proposers' pricing shall reflect the applicable tier or cooperative pricing structure.

28. Can bidders propose a minimum hours for bus monitors?

Yes, bidders can propose a minimum hours for bus monitors. AFIA does not typically have bus monitors on all buses.

29. To complete the Cost bid form Appendix 2, please confirm the firm price can be a base, with excess hours.

The firm price can be a base with excess hours.

30. Please clarify what should be included for 2027-2028, 2028-2029 “not to exceed” – is AFIA looking for an annual escalator, a per bus rate, or an annual value?

A. Proposers shall provide an annual cost escalator to be applied to the base rate and associated costs. The proposed escalator shall be stated as a percentage increase and shall include a clear rationale supporting the proposed increase. Any percentage increase applicable to a contract extension or renewal term shall be subject to negotiation and mutual agreement between the School and the Contractor.

The cost of fuel shall be considered by the Contractor as part of the base per-vehicle daily rate. Contractor compensation for student transportation services rendered under the Contract shall be adjusted quarterly to reflect changes in the Contractor's actual cost of fuel, in accordance with the process set forth in Section 6.5 of the RFP. No additional fuel surcharges or adjustments shall be permitted except as expressly provided in Section 6.5.

Proposers shall clearly identify base-year pricing and any proposed annual escalator in their cost proposal.

31. How many supplemental transportation service trips does AFIA have annually:

A. During the 2024-2025 school year, AFIA ran 24 field trips. AFIA projects 30 – 40 field trips for the 2026 – 2027 school year.

Field trip information for 24-25 can be found here:

<https://docs.google.com/spreadsheets/d/1BnnhEZ4fArbkWjXu19x7A0O40sPMT5CCVbAFQtkPD-8/edit?gid=158665355#gid=158665355>.

o within LEA/KCPS DISTRICT or no more than five miles outside the School DISTRICT for programs related to curricular or extra-curricular activities.

A. Please see field trip data (linked above).

o trips more than five miles outside LEA/KCPS district boundaries

B. Please see field trip data (linked above).

o ECSE students attending summer school, if such transportation service is requested by LEA

A. AFIA does not currently have any ECSE students.

o Special Needs students attending summer school, if such transportation service is requested by LEA

A. AFIA currently does not have special needs students with specific transportation needs attending summer school.

32. Are the shuttles run using buses? Can shuttles be run using Type A school buses?

A. Currently AFIA routes are run by 2 buses and 6 shuttles. This was out of necessity. **AFIA is seeking the most efficient transportation scenarios, which we anticipate will be running mostly buses.** However, if a transportation company determines that running Type A school buses would result in a cost savings and/or time efficiencies, AFIA is open to this.

33. Do any of the buses required need to be lift equipped?

A. Not at this time.

34. Is any additional specialized equipment required that would be provided by the contractor (harness, car seat, buckle guard etc.)?

A. AFIA does have PreK students. If PreK students ride the bus, it is our understanding that they are required to have a star seat before they turn 5.

35. Route Information: Could you please provide Route Sheets/ Information? Specifically, mileage for AM, PM, and Shuttle segments.

A. Route sheets can be found here(please note that there are multiple tabs in this google sheet):
https://docs.google.com/spreadsheets/d/1jJDWFNzax47P7wHoP_DIYcjMQqo1OI9j/edit?usp=sharing&ouid=118060936263041447722&rtpof=true&sd=true.

Mileage can be found on the invoices labeled **MONTH 2025 Transportation Invoice** in this folder: https://drive.google.com/drive/folders/1ortKXxBTn5evx4BIN-PwHbFLfcz3MyUF?usp=drive_link .

There are three months worth of data provided.

36. Calendar Discrepancy: There is a conflict regarding the total days of service. The provided calendar indicates 163 days, while the proposal mentions 160 days. Which number should we use for our cost projections?

A. Please use 164 days for cost projections. As AFIA finalizes the school calendar, there may be minor adjustments to this.

37. Program Ownership: Regarding Early Childhood and Special Needs transportation: Is the District currently operating these routes internally, or are they included in this contract?

A. Currently, AFIA does not have any specific routes for early child or special needs transportation. AFIA does have some students in external placements and the students are transported by a transportation company that utilizes cars.

38. Shuttle Equipment: For the mentioned "shuttles," what are the specific vehicle requirements (e.g., minimum seating capacity, weight class, or specialized equipment)?

A. Currently AFIA routes are run by 2 buses and 6 shuttles. This was out of necessity. **AFIA is seeking the most efficient transportation scenarios, which we anticipate will be running mostly buses.** However, if a transportation company determines that running Type A school buses would result in a cost savings and/or time efficiencies, AFIA is open to this.

39. Aide Requirements: Are bus aides required on every route and shuttle, or only for specific programs?

A. At this time, AFIA does not require bus aides. However, PreK students who are not yet five, require a star seat.

40. Trip Data: To accurately price supplemental travel, could you provide a log of field trips from the previous year, including total hours and mileage?

A. Please see this google sheet:

https://docs.google.com/spreadsheets/d/1BnnhEZ4fArbkWjXu19x7A0O40sPMT5CCVbAFQt_kPD-8/edit?usp=sharing.

41. Historical Data: To assist with our transition planning, please provide a copy of the current transportation contract and the last three months of invoices.

A. Invoices can be found here: https://drive.google.com/drive/folders/1ortKXxBTn5evx4BIN-PwHbFLfcz3MyUF?usp=drive_link

The current MOU can be found here: https://drive.google.com/file/d/1m6AydGCo2jND2FC7-jLQMOGGu6_pQ2EV/view?usp=drive_link.

42. Fuel Cost Adjustments (Section 6.4): Would the District be open to replacing the fuel cost adjustment clause with a fixed-rate fee structure to ensure more predictable billing?

A. AFIA would be open to a fixed-rate pricing structure that includes all ordinary operating costs, including fuel, and is subject to the escalation limits set forth in the RFP.

43. Alternate Bids: Will the District accept alternate bids? Specifically, are you open to proposals that suggest route consolidation to optimize costs?

A. Yes. The School will consider alternate proposals, provided they are clearly identified as such and remain compliant with the requirements of the RFP. Proposers may suggest route consolidation or other operational efficiencies intended to optimize costs, provided that any such proposals maintain service reliability, student safety, and compliance with all applicable laws and School requirements.

Any alternate bid must be submitted in addition to a proposal that is fully responsive to the base requirements of the RFP, so the School can conduct an equitable evaluation.