



**Yuba-Sutter Transit Authority**  
**Request for Proposals (RFP) #24-03 On-Demand Scheduling & Dispatching System**

**Addendum #1**

**Questions and Answers**

1. What is the budget for this project, for year one and subsequent years?  
Yuba-Sutter Transit has conducted an independent cost estimate (ICE) for this project and developed a budget in line with this. RFP 24-03 is a best value procurement and vendor price submissions will be compared to the ICE and analyzed. Vendor price submissions that are too low or high may be subject to rejection.
2. Does the Agency require White Labelling for the software?  
This request is unclear, however, here is Yuba-Sutter Transit's stance on white-labelling: Understanding that most vendors in this space have developed SaaS (software-as-a-service) solutions. The ICE did not anticipate a full white-labelled app. With that said, the Authority does expect some level of customization that is the norm with the type of solution requested.
3. What is the anticipated date for Go-Live?  
The Authority is forming a small group of interested parties who will test the system beginning in early December. Based on these tests, Yuba-Sutter Transit expects to go live with Phase 1 in early January, 2025.
4. Does the Agency require Driver Apps for this project?  
Yes, the driver app would show the assigned schedule that would update dynamically in real time.
5. Is there a DBE goal for this project? If yes, do vendors need to be DBE certified in California to submit a proposal or only if awarded the contract?  
The DBE goal for this project is 0%. To count as a DBE the vendor would need to be certified in California.
6. Does the Agency require MDTs for this project?  
MDTs or "mobile data terminals" are normally used in enterprise grade solutions. As the Authority expects to utilize commonly available and easily replaceable and cost effective hardware, MDTs in their traditional definition are not required.
7. Who is the current vendor for the services listed in this RFP? What are the limitations or issues with the existing vendor?  
The current vendor does not provide the feature set described in the RFP. Further analysis on the current solution is unnecessary.
8. Can the Agency share the study/research which helped in deciding the 3 phases for the complete deployment?  
As stated in the RFP, the service profile described was developed as part of the NextGen Transit Plan. Further information can be found here: <https://www.yubasuttertransit.com/nextgen-transit-plan>

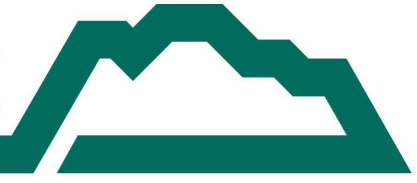


9. Can the Agency elaborate on they decided the timeline of 18 months (for each phase) for the contract?  
 Please see details on the phasing in the NextGen Transit Plan found here:  
<https://www.yubasuttertransit.com/nextgen-transit-plan>
10. Can the Agency share a timeline which has details of the phases and go-live for each phase?  
 Please see here:

Term	Launch Date	Term/ Year	Vehicles in Service	Cumulative Vehicles in Service
Pilot	Q2 FY 2025	Phase 1: Yuba City	4	4
	Q4 FY 2025	Dial-A-Ride/Paratransit Systemwide	10	14
	Q3 FY 2026	Phase 2: Marysville and Linda	4	18
	Q4 FY 2026	Phase 3: Olivehurst and Arboga	2	20
Option	FY 2027	Option Term Full Deployment	20	20
	FY 2028	Option Term Full Deployment	20	20
	FY 2029	Option Term Full Deployment	20	20

The exact Go Live for the phases beyond Phase 1 have not been set, but the approximate launch date for each phase is in the table above.

11. Is it possible for the Agency to share the recording of the pre-bid meeting?  
 Yes, it is posted on the project solicitation page.
12. Can the vendor send the financial details separately? Via a different email?  
 If the request is referring to the financial capacity requirement: No. The financial capacity is part of the transmittal letter which must be within the page count listed in the RFP for that section.
13. When the Agency states, “Work with Yuba-Sutter Transit staff to set up the parameters for the on-demand program, including finalization of the service coverage area, selection of service model (virtual stops, curb to curb service, etc.), and the functions and form of a mobile app and web interface.” Does the agency require service planning along with Software?  
 This entails setting zone boundaries, virtual stops, and other parameters within the software platform.
14. Can vendors also submit their own pricing format along with the one required by the Agency?  
 No. Vendors are required to submit their price quotations on the supplied form.
15. Will the Agency accept electronic signatures on the forms, cover letter?  
 Yes.
16. Is it possible for the agency to extend the page limit by 10 pages? A 30-page limit for the application and software screenshot is kindly requested.  
 No.



17. In order to allow bidders to prepare a more customized and informed response to this RFP, can the Agency please provide an extension for the submission of proposals?

No.

18. In 3.3 you request respondents to “describe how the firm can meet any optional requirements listed on page 2”. Is there a list of optional requirements listed, or available?

Please disregard this requirement.

19. With only 10 pages allocated for the Technical Expertise response, do you anticipate respondents address each requirement explicitly?

The Authority has targeted page limits with an emphasis on limiting overly-marketing focused proposals and eliminating boiler plate. The Technical Expertise section should focus on unique selling points in the vendors’ solution that meets Yuba-Sutter Transit’s needs.

20. Can you please provide more information regarding the expectations of Fixed Route integrations, and real-time tracking and integration for the Fixed Route services?

The current vehicle location software (DoubleMap) is dated and does not adequately meet the needs of Yuba-Sutter Transit. The Authority is seeking a solution that allows:

- 1) Riders to be able to receive information quickly and easily so that they are able to seamlessly use the on-demand system to transfer to or from the fixed route and/or commuter system.
- 2) Riders to be able to reserve on-demand trips and be notified of pickups and provide feedback on dropoff
- 3 ) For partnerships with tools such as Transit (formerly Transit App) that may utilize a GTFS-RT feed and a vendor produced API to complete the tasks it requires.

The Authority is not looking for a custom developed application, but rather utilizing hardware on the bus that can produce a GTFS-RT feed (there is none currently) for fixed route and commuter services, and trip reservation tools for the on-demand service.

21. Are the fixed route vehicles equipped with any live tracking, do we have access to GTFS Real time routes from them. If no current fixed route GTFS and GTFS real time feeds are available, is the intention to have the awarded on-demand vendor also provide that functionality?

Please see the answer to question 20. The current fleet is posted on the project solicitation page.

22. Can you please confirm if SOC 2 compliance is a requirement for vendors and underlying hosting platforms?

SOC 2 compliance is not required for the pilot project. The Authority seeks a vendor that secures user and client data appropriately.

23. Can you please confirm if vendors need to be HIPPA compliant.

HIPPA compliance is not required for the pilot project.

24. Can you please confirm if there is a WCAG accessibility requirement for rider facing applications?

WCAG requirements are not necessary for the pilot project. However, the Authority wants to ensure as broad usage as possible, including by those with limited eyesight, hearing, touch, etc.

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