Yuba-Sutter Transit

YUBA-SUTTER TRANSIT AUTHORITY

CAD/AVL SYSTEM AND PARATRANSIT SCHEDULEING SOFTWARE RFP #05-18

Questions & Answers

1. Can a more specific fleet sheet be laid out that shows vehicle service type, associated equipment, and replacement plan; it may help scope the initial phase 1 equipment?

   Yes, a vehicle inventory is attached which provides the requested information.

2. Can you please confirm that INIT can share the route login for 'single sign-on' capability? Does the agency need to pay INIT any more license fee to allow for this integration? What are the interface options with the INIT system?

   Yes INIT could share the route login for 'single sign-on'. This would require a software change of the COPILOTpc software (additional one-time fee for the implementation effort). The recommended interface would be ethernet. An additional ethernet switch would need to be installed within the vehicle to add ports so that a third party can connect to the COPILOTpc.

3. Is Yuba-Sutter able to provide a direct contact at INIT for the electronic based fare system currently installed?

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4. Do any buses currently have wireless cellular routers installed?

   Yes, the 13 commuter buses have Cradlepoint IBR 900 routers installed. All other buses currently lack cellular connectivity.

5. It's mentioned in Section 3.7 System Architecture/Data Management, that the System must be a web-based application. If the application has web based features and is completely cloud hosted, does Yuba-Sutter Transit accept solutions which might use cloud hosted windows applications for some, any, or all functionality?

   Yes, we are open to many types of solutions. Yuba-Sutter Transit would like to have access to the most up to date version of software available for the life of the contract. A hybrid system that is installed locally and uses web-based applications would also be acceptable.

6. Is it desired to have the selected vendor purchase all related Mobile Data Computer/Tablet hardware? i.e. tablets, cases, mounts, etc.

   Yes, the vendor should offer a turn-key solution. After the warranty period ends, Yuba-Sutter Transit would like the option to purchase additional tablets as needed.

7. Will Yuba Sutter contract directly with a cellular provider and be responsible for the cellular data plan monthly fees for the Mobile Data Computers/Tablets?
    Yes, Yuba-Sutter Transit will contract with a cellar provider and bear the cost of data plans directly.

8. Attachment A (Cost Proposal Form) lists "Proposed Cost for Requirement 3.78 Training, Customer Service, Support and Warranties." Should vendors provide pricing for a 5-year contract term?
    Section 4.1 Item 3. Price (20%) states that "Price will be evaluated on the basis of the lowest overall cost to Yuba-Sutter Transit, which is defined as the cost of ownership over a five (5) year period.

9. Sales Tax (8.25%) is typically applicable to hardware only. Can Yuba-Sutter Transit please confirm if Sales Tax should be calculated on hardware only, or the sub-total of the entire project?
    Sales tax should only be applied to taxable items as per California Tax Code.

10. Automatic Voice Annunciators (AVA) are listed as a Demand Response requirement in the grid at the bottom of section 3.4 and appears to be an option on Demand Response vehicles in section 3.74 Are they an option or a requirement on the Demand Response / Rural fleet?
    AVA is an option on Demand Response/Rural Route vehicles as reflected by the modified matrix below.

Bus (Quantity)	CAD/AVL	MDT	AVA	Real-Time Public Info.	APC	Wi-Fi
Fixed Route (22)	X	X	X	X	O	O
Demand Response/ Rural Route (16)	X	X	O	O		O
Commuter (13)	X	X	O	X	O	Existing

11. Can you expand the preferred page count to 150 pages to allow for complete explanation of project approach, base system technology and optional systems? If we include and appendix for additional information, is it subject to the 50-page limit as well, or is that limited merely to the proposal response? Are required forms included in the 50-page limit? If so, can they be excluded?
    The 50 page limit only refers to the proposal response. Required documents and the appendices are excluded from the 50 page limit.

12. Can a USB containing additional materials and videos be included with our proposal for a better understanding of our software?
    Yes, but there are no guarantees that it will be reviewed.

13. Is Yuba-Sutter able to describe in more detail the goals of the REI integration with the successful proposer? What type of data is to be integrated, etc.?
    Integration with the REI surveillance system is optional. The REI system collects GPS data that could potentially be used.

14. Who is the current Wi-Fi vendor installed on the Commuter vehicles? Is it the goal to have the same Wi-Fi provider across all vehicles?
    Cradlepoint IBR900 routers with Verizon data service have been installed on the 13 commuter buses. If a different router or cellular service provider is shown to be cost effective and adequate, it would be considered.

15. Is Yuba-Sutter able to provide a vehicle breakdown of number of doors and dimensions for APC purposes?
    The number of doors and door width is included in the attached Vehicle Inventory.

16. Does Yuba-Sutter have a preferred APC hardware vendor?
    No.

17. Does Yuba-Sutter currently have internal LED signs for AVA that vendors are able to leverage?
    No.

18. Should vendors include integrated LED Next Stop Signs as part of the Automated Voice Annunciators (AVA) requirement?
    Interior led signs or LCD screens should be offered as an option to the AVA system.

19. Are on-going operating/maintenance costs included in the Phase 1 project funding of $235,000, or are those funds for year 1?
    The preliminary project budget of $235,000 is for project implementation in year 1. Ongoing costs in year 2-5 of the agreement would receive additional funding.

20. It is our understanding that when the RFP indicates that the system MUST perform a function, the vendor assumes that this is required functionality. When the RFP indicates that the system SHOULD perform a function, the vendor assumes that this functionality is not required, but is desired. Does this align with your agency's intent with regard to your RFP?
    Yes, that is an accurate interpretation. If a "must" request cannot be met, an explanation as to why should be included in the proposal. Not meeting all requirements will not automatically disqualify a firm.

21. In addition to using the supplied pricing sheet, may vendors also submit pricing in their own format (to mitigate confusion)?
    The supplied pricing sheet was provided to maintain a format to enable an accurate comparison of pricing between firms. A firm may supply additional pricing information or may use their own pricing sheet as long as it contains the same information that is easily identifiable as the required form and is signed by a representative of the firm.

22. Does your agency desire different announcements inside and outside—or the same?
    a. If different, should the separate announcement zones be configurable from within the cloud/software?
    Internal and external announcements should be the same.

23. Are there existing PA Amplifiers on the buses that can be used for announcements? If so, what are the make and models and how many buses have them in working order?
    The 13 MCI Commuter buses and 22 fixed route buses have REI Echo PA systems that are operational. The DAR vehicles have a simple Jensen PA system. All systems are in working condition.

24. To ensure accurate APC pricing, please furnish the number of doors that will need APC's?
    Door information is available on the attached Vehicle Inventory Sheet.

25. Do you have a preferred cellular vendor and if so please provide contact information?
    Currently, the 13 commuter buses utilize the Verizon cellular network. Yuba-Sutter Transit would be open to other providers if service is cost-effective and sufficient throughout the service area.

26. Please clarify what is meant by "a single interface for all modes of transportation" in Section 3.6?
The intent is that the system implemented will allow for use on the dial-a-ride service, fixed route and commuter service to enable employees to operate the various services without the need for retraining.

27. Does the price proposal need to be in a separate sealed envelope from the technical proposal?
No.

28. What are some of the biggest concerns seen in the current solution that you would change immediately if you could?
The Project Objectives are stated in Section 3.6. The main objective is to increase the efficiency of the Dial-A-Ride service by decreasing no shows and improving the passenger trips per service hour. The current use of Excel spreadsheets has led to missed trips and less than optimum scheduling.

29. What are the funding deadlines/timelines for this project?
The funding expires March 31, but there is potential for an extension if needed.

30. Is there a consultant involved with this RFP?
No.

31. Does Yuba-Sutter Transit plan to leave the Mobile Data Terminals (MDTs) within the vehicles at all times, or bring them into the office when they are not in use?
Please propose the best method for efficient operations.

32. 15. Do you want the chosen vendor to do all the driver training or are we training the trainers? If training the trainers, how many of those are there?
The selected firm would train Transdev Supervisors and other key staff.

33. How many depots do you operate?
We operate just one facility located at 2100 B Street in Marysville, CA 95901.

34. Do you have any subcontractors that will need to be worked with or trained for part of this project? If so will those subcontractors need training/go-live support on site from the vendor?
Transdev is our contract transit provider which providers dispatchers, drivers, mechanics and management staff. Key staff/supervisors will need to be trained. Alliant Networking Services is our IT provider and will be involved with technical aspects of the project. Minimal training will be needed for IT staff.

35. Are any private contractors/subcontractors used to provide trips for Yuba-Sutter Transit? If yes, how are these contractors paid, by the trip or by the hour?
Transdev is our transit contractor and is paid per our agreement which has a provision that includes payment at a fixed hourly rate based on service hours each month.