

# Cost Proposal

RFP-25-024

## City of Beaumont

### Transit Comprehensive Operational Analysis



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SUBMITTED BY:



IN ASSOCIATION WITH:



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## COST PROPOSAL

# Cost Proposal Summary

As directed in the RFP, TMD has prepared a detailed price proposal that includes the required Pricing Forms. Our projected total price of **\$399,653.36** is inclusive of all major tasks and deliverables requested in the City of Beaumont's scope of work and represents our best estimate of the labor and fees, materials and supplies, travel, printing, and related administrative expenses required to successfully complete this project. A breakdown of the total cost by firm is listed below, along with the overall project total.

### Proposed Budget by Firm

Transportation Management & Design, Inc (TMD).....	\$267,894.16
Kearns & West .....	\$70,320.00
ETC Institute.....	\$61,439.20
<hr/>	
<b>PROJECT TOTAL.....</b>	<b>\$399,653.36</b>

TMD's hourly labor rates are fully loaded and include the general overhead, administrative costs, and standard project management fee (which we include on all proposals) and reflects our accounting, legal, insurance, subconsultant oversight, and other costs of doing business. We believe our proposed budget represents the most cost-effective allocation of consultant resources to produce a Comprehensive Operational Analysis to meet the evolving mobility needs of its community.

TMD has the necessary management structure, financial capacity, and accounting systems in place to meet any and all budget requirements of this project. In addition, our collaborative project management approach ensures regular communication with Beaumont staff to monitor adherence to project costs. There are no unusual conditions or events that would impede our ability to complete the study within the desired budget. **We remain open to negotiations regarding our proposal if the Beaumont staff selects our team through this competitive bidding process.**

**Attachment B - Price Response Form  
RFP TR-RFP-25-001**

TASK		PERSONNEL BREAKDOWN BY HOURS										
COMPREHENSIVE OPERATIONAL ANALYSIS												
TASK 1 - Public Engagement		Project Manager (TMD)	Principal (TMD)	Deputy PM (TMD)	Senior Planner (TMD)	Senior Innovative Mobility Lead (TMD)	Senior Fare Analyst (TMD)	Graphic Designer (TMD)	GIS Associate (TMD)	Associate Planner (TMD)	Contract Manager (TMD)	Total for Task 1
Enter Job Title:												
A	Community & Internal Engagement	48	2	48						40	4	
B	Rider Feedback	4	2	8				8		40		
Subtotal of Hours		52	4	56	0	0	0	8	0	80	4	
Rate per Hour		\$177.45	\$308.66	\$145.04	\$116.89	\$189.67	\$175.61	\$131.23	\$101.23	\$92.04	\$200.00	
Subtotal per Task		\$9,227.40	\$1,234.64	\$8,122.24	\$0.00	\$0.00	\$0.00	\$1,049.84	\$0.00	\$7,363.20	\$800.00	\$27,797.32
TASK 2 - Data Collection		Project Manager (TMD)	Principal (TMD)	Deputy PM (TMD)	Senior Planner (TMD)	Senior Innovative Mobility Lead (TMD)	Senior Fare Analyst (TMD)	Graphic Designer (TMD)	GIS Associate (TMD)	Associate Planner (TMD)	Contract Manager (TMD)	Total for Task 2
Enter Job Title:												
A	Required Data Collection	16	2	64				24	40	80	2	
Subtotal of Hours		16	2	64	0	0	0	24	40	80	2	
Rate per Hour		\$177.45	\$308.66	\$145.04	\$116.89	\$189.67	\$175.61	\$131.23	\$101.23	\$92.04	\$200.00	
Subtotal per Task		\$2,839.20	\$617.32	\$9,282.56	\$0.00	\$0.00	\$0.00	\$3,149.52	\$4,049.20	\$7,363.20	\$400.00	\$27,701.00
TASK 3 - Current and Projected Funding Levels Analysis		Project Manager (TMD)	Principal (TMD)	Deputy PM (TMD)	Senior Planner (TMD)	Senior Innovative Mobility Lead (TMD)	Senior Fare Analyst (TMD)	Graphic Designer (TMD)	GIS Associate (TMD)	Associate Planner (TMD)	Contract Manager (TMD)	Total for Task 3
Enter Job Title:												
A	Funding and Cost Analysis	24	2	16						40	1	
B	Fare Equity Analysis	4	2	4			64			40	1	
Subtotal of Hours		28	4	20	0	0	64	0	0	80	2	
Rate per Hour		\$177.45	\$308.66	\$145.04	\$116.89	\$189.67	\$175.61	\$131.23	\$101.23	\$92.04	\$200.00	
Subtotal per Task		\$4,968.60	\$1,234.64	\$2,900.80	\$0.00	\$0.00	\$11,239.04	\$0.00	\$0.00	\$7,363.20	\$400.00	\$28,106.28
TASK 4 - Fixed Route, Commuter Link and Paratransit Service Analysis		Project Manager (TMD)	Principal (TMD)	Deputy PM (TMD)	Senior Planner (TMD)	Senior Innovative Mobility Lead (TMD)	Senior Fare Analyst (TMD)	Graphic Designer (TMD)	GIS Associate (TMD)	Associate Planner (TMD)	Contract Manager (TMD)	Total for Task 4
Enter Job Title:												
A	Route Profiles	8	2	12				24	20	24	1	
B	Service Analysis	16	2	64					40	72	1	
Subtotal of Hours		24	4	76	0	0	0	24	60	96	2	
Rate per Hour		\$177.45	\$308.66	\$145.04	\$116.89	\$189.67	\$175.61	\$131.23	\$101.23	\$92.04	\$200.00	
Subtotal per Task		\$4,258.80	\$1,234.64	\$11,023.04	\$0.00	\$0.00	\$0.00	\$3,149.52	\$6,073.80	\$8,835.84	\$400.00	\$34,975.64
TASK 5 - Service Recommendations		Project Manager (TMD)	Principal (TMD)	Deputy PM (TMD)	Senior Planner (TMD)	Senior Innovative Mobility Lead (TMD)	Senior Fare Analyst (TMD)	Graphic Designer (TMD)	GIS Associate (TMD)	Associate Planner (TMD)	Contract Manager (TMD)	Total for Task 5
Enter Job Title:												
A	Short-Term Service Recommendations (1-3 years)	20	2	28					6	40	1	
B	Mid-Term Service Recommendations (4-7 years)	20	2	28					6	40	1	
C	Long-Term Service Recommendations (8-10 years)	20	2	28					6	40	1	
Subtotal of Hours		60	6	84	0	0	0	0	18	120	3	
Rate per Hour		\$177.45	\$308.66	\$145.04	\$116.89	\$189.67	\$175.61	\$131.23	\$101.23	\$92.04	\$200.00	
Subtotal per Task		\$10,647.00	\$1,851.96	\$12,183.36	\$0.00	\$0.00	\$0.00	\$0.00	\$1,822.14	\$11,044.80	\$600.00	\$38,149.26
MICROTRANSIT FEASIBILITY ASSESSMENT												
TASK 1 - Analysis of Current Services and Existing Microtransit Models		Project Manager (TMD)	Principal (TMD)	Deputy PM (TMD)	Senior Planner (TMD)	Senior Innovative Mobility Lead (TMD)	Senior Fare Analyst (TMD)	Graphic Designer (TMD)	GIS Associate (TMD)	Associate Planner (TMD)	Contract Manager (TMD)	Total for Task 1
Enter Job Title:												
A	Review of Current Transit Services	2	2	4		8					1	
B	Examination of Other Microtransit Models	2	2	4		16				40	1	
Subtotal of Hours		4	4	8	0	24	0	0	0	40	2	
Rate per Hour		\$177.45	\$308.66	\$145.04	\$116.89	\$189.67	\$175.61	\$131.23	\$101.23	\$92.04	\$200.00	
Subtotal per Task		\$709.80	\$1,234.64	\$1,160.32	\$0.00	\$4,552.08	\$0.00	\$0.00	\$0.00	\$3,681.60	\$400.00	\$11,738.44
TASK 2 - Identification of Service Gaps and Development of Microtransit Zones		Project Manager (TMD)	Principal (TMD)	Deputy PM (TMD)	Senior Planner (TMD)	Senior Innovative Mobility Lead (TMD)	Senior Fare Analyst (TMD)	Graphic Designer (TMD)	GIS Associate (TMD)	Associate Planner (TMD)	Contract Manager (TMD)	Total for Task 2
Enter Job Title:												
A	Identification of Service Gaps and Key Destinations	2	2	4		6					1	
B	Development of Potential Microtransit Zones	8	2	8		20			8		1	
Subtotal of Hours		10	4	12	0	26	0	0	8	0	2	
Rate per Hour		\$177.45	\$308.66	\$145.04	\$116.89	\$189.67	\$175.61	\$131.23	\$101.23	\$92.04	\$200.00	
Subtotal per Task		\$1,774.50	\$1,234.64	\$1,740.48	\$0.00	\$4,931.42	\$0.00	\$0.00	\$809.84	\$0.00	\$400.00	\$10,890.88
TASK 3 - Financial and Operational Feasibility Analysis		Project Manager (TMD)	Principal (TMD)	Deputy PM (TMD)	Senior Planner (TMD)	Senior Innovative Mobility Lead (TMD)	Senior Fare Analyst (TMD)	Graphic Designer (TMD)	GIS Associate (TMD)	Associate Planner (TMD)	Contract Manager (TMD)	Total for Task 3
Enter Job Title:												
A	Ridership Forecast and Fare Structure Development	2	2	8		16	8				1	
B	Cost-Benefit Analysis of Service Models	2	2	8		16					1	
Subtotal of Hours		4	4	16	0	32	8	0	0	0	2	
Rate per Hour		\$177.45	\$308.66	\$145.04	\$116.89	\$189.67	\$175.61	\$131.23	\$101.23	\$92.04	\$200.00	
Subtotal per Task		\$709.80	\$1,234.64	\$2,320.64	\$0.00	\$6,069.44	\$1,404.88	\$0.00	\$0.00	\$0.00	\$400.00	\$12,139.40
TASK 4 - Microtransit Recommendation and Implementation Plan		Project Manager (TMD)	Principal (TMD)	Deputy PM (TMD)	Senior Planner (TMD)	Senior Innovative Mobility Lead (TMD)	Senior Fare Analyst (TMD)	Graphic Designer (TMD)	GIS Associate (TMD)	Associate Planner (TMD)	Contract Manager (TMD)	Total for Task 4
Enter Job Title:												
A	Recommendation for Microtransit Implementation	2	2	8		20					1	
B	Implementation Plan and Funding Strategy	2	2	8		16				24	1	
Subtotal of Hours		4	4	16	0	36	0	0	0	24	2	
Rate per Hour		\$177.45	\$308.66	\$145.04	\$116.89	\$189.67	\$175.61	\$131.23	\$101.23	\$92.04	\$200.00	
Subtotal per Task		\$709.80	\$1,234.64	\$2,320.64	\$0.00	\$6,828.12	\$0.00	\$0.00	\$0.00	\$2,208.96	\$400.00	\$13,702.16

**BUS STOP IMPROVEMENT PLAN**

<b>TASK 1 - Analysis of Existing Bus Stops and Bus Stop Infrastructure</b>												
Enter Job Title:		Project Manager (TMD)	Principal (TMD)	Deputy PM (TMD)	Senior Planner (TMD)	Senior Innovative Mobility Lead (TMD)	Senior Fare Analyst (TMD)	Graphic Designer (TMD)	GIS Associate (TMD)	Associate Planner (TMD)	Contract Manager (TMD)	Total for Task 1
A	Comprehensive Bus Stop Inventory and Condition Assessment	8	1		24				8	80	1	\$16,758.20
B	Benchmarking Against Best Practices		1		16					16	1	
<b>Subtotal of Hours</b>		8	2	0	40	0	0	0	8	96	2	
<b>Rate per Hour</b>		\$177.45	\$308.66	\$145.04	\$116.89	\$189.67	\$175.61	\$131.23	\$101.23	\$92.04	\$200.00	
<b>Subtotal per Task</b>		\$1,419.60	\$617.32	\$0.00	\$4,675.60	\$0.00	\$0.00	\$0.00	\$809.84	\$8,835.84	\$400.00	
<b>TASK 2 - Identification of Priority Areas and New Bus Stop Locations</b>												
Enter Job Title:		Project Manager (TMD)	Principal (TMD)	Deputy PM (TMD)	Senior Planner (TMD)	Senior Innovative Mobility Lead (TMD)	Senior Fare Analyst (TMD)	Graphic Designer (TMD)	GIS Associate (TMD)	Associate Planner (TMD)	Contract Manager (TMD)	Total for Task 2
A	Identification of Priority Areas	8	2	8					8		1	\$7,604.32
B	Evaluation of Potential New Bus Stop Sites	8	2	8							1	
<b>Subtotal of Hours</b>		16	4	16	0	0	0	0	8	0	2	
<b>Rate per Hour</b>		\$177.45	\$308.66	\$145.04	\$116.89	\$189.67	\$175.61	\$131.23	\$101.23	\$92.04	\$200.00	
<b>Subtotal per Task</b>		\$2,839.20	\$1,234.64	\$2,320.64	\$0.00	\$0.00	\$0.00	\$0.00	\$809.84	\$0.00	\$400.00	
<b>TASK 3 - Community Engagement and Regulatory Compliance</b>												
Enter Job Title:		Project Manager (TMD)	Principal (TMD)	Deputy PM (TMD)	Senior Planner (TMD)	Senior Innovative Mobility Lead (TMD)	Senior Fare Analyst (TMD)	Graphic Designer (TMD)	GIS Associate (TMD)	Associate Planner (TMD)	Contract Manager (TMD)	Total for Task 3
A	Community Engagement	2	2		16						1	\$19,731.78
B	Regulatory Compliance Review	16	2		80					40	1	
<b>Subtotal of Hours</b>		18	4	0	96	0	0	0	0	40	2	
<b>Rate per Hour</b>		\$177.45	\$308.66	\$145.04	\$116.89	\$189.67	\$175.61	\$131.23	\$101.23	\$92.04	\$200.00	
<b>Subtotal per Task</b>		\$3,194.10	\$1,234.64	\$0.00	\$11,221.44	\$0.00	\$0.00	\$0.00	\$0.00	\$3,681.60	\$400.00	
<b>TASK 4 - Financial Analysis and Implementation Plan</b>												
Enter Job Title:		Project Manager (TMD)	Principal (TMD)	Deputy PM (TMD)	Senior Planner (TMD)	Senior Innovative Mobility Lead (TMD)	Senior Fare Analyst (TMD)	Graphic Designer (TMD)	GIS Associate (TMD)	Associate Planner (TMD)	Contract Manager (TMD)	Total for Task 4
A	Financial Analysis and Cost Estimation	16	2		4					20	1	\$14,284.48
B	Development of Implementation Plan	24	2		12					20	1	
<b>Subtotal of Hours</b>		40	4	0	16	0	0	0	0	40	2	
<b>Rate per Hour</b>		\$177.45	\$308.66	\$145.04	\$116.89	\$189.67	\$175.61	\$131.23	\$101.23	\$92.04	\$200.00	
<b>Subtotal per Task</b>		\$7,098.00	\$1,234.64	\$0.00	\$1,870.24	\$0.00	\$0.00	\$0.00	\$0.00	\$3,681.60	\$400.00	
<b>Other Direct Costs</b>												
1	Travel	\$1,065.00										\$4,315.00
2	Lodging plus per diem	\$3,250.00										
3	Reproduction											
4	Communications											
5	Other (description required)											
<b>Subtotal Cost</b>		\$4,315.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
<b>TMD GRAND TOTAL (Tasks + Other Direct Costs)</b>			\$267,894.16									

(If additional information is needed, please provide an additional sheet)

All costs associated with providing the materials for TR-RFP-25-001 must be identified on the Price Response Sheet, which shall be signed by an authorized agent.

The undersigned hereby certifies that you have read and understand this Request for Proposal (RFP), and that you are authorized to submit this proposal on behalf of the Firm, and that you guarantee complete compliance with

Transportation Management & Design, Inc.  
 Company's Name  
  
 Authorized Signature  
 (760) 476-9600  
 Phone Number

China Langer, President  
 Name / title of Authorized Signature  
 July 25, 2025  
 Date  
 This bid is valid for 120 days  
 (Bid must be valid for 120 days)

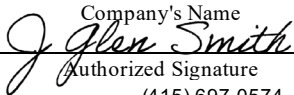


**Attachment B - Price Response Form  
RFP TR-RFP-25-001**

TASK		PERSONNEL BREAKDOWN BY HOURS					
COMPREHENSIVE OPERATIONAL ANALYSIS							
TASK 1 - Public Engagement							
Enter Job Title:		Principal (KW)	Senior Director (KW)	Director (KW)	Project Coordinator (KW)	Project Coordinator (KW)	Total for Task 1
A	Community & Internal Engagement	23	24	21	95	2.5	
B	Rider Feedback						
<b>Subtotal of Hours</b>		23	24	21	95	2.5	
<b>Rate per Hour</b>		\$360.00	\$260.00	\$235.00	\$150.00	\$150.00	
<b>Subtotal per Task</b>		\$8,280.00	\$6,240.00	\$4,935.00	\$14,250.00	\$375.00	
BUS STOP IMPROVEMENT PLAN							
TASK 3 - Community Engagement and Regulatory Compliance							
Enter Job Title:		Principal (KW)	Senior Director (KW)	Director (KW)	Project Coordinator (KW)	Project Coordinator (KW)	Total for Task 3
A	Community Engagement	17	21	15	87	2.5	
B	Regulatory Compliance Review						
<b>Subtotal of Hours</b>		17	21	15	87	2.5	
<b>Rate per Hour</b>		\$360.00	\$260.00	\$235.00	\$150.00	\$150.00	
<b>Subtotal per Task</b>		\$6,120.00	\$5,460.00	\$3,525.00	\$13,050.00	\$375.00	
Other Direct Costs							
1	Travel	\$560.00					Total for Other Direct Costs
2	Lodging plus per diem						
3	Reproduction	\$3,000.00					
4	Communications						
5	Other (includes translation, interpretation, and materials)	\$4,150.00					
<b>Subtotal Cost</b>		\$7,710.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,710.00
<b>GRAND TOTAL (Tasks + Other Direct Costs)</b>		\$70,320.00					

*(If additional information is needed, please provide an additional sheet)*

All costs associated with providing the materials for TR-RFP-25-001 must be identified on the Price Response Sheet, which shall be signed by an authorized representative of the undersigned. The undersigned hereby certifies that you have read and understand this Request for Proposal (RFP), and that you are authorized to submit this

\_\_\_\_\_  
 Kearns & West, Inc.  
 Company's Name  
  
 Authorized Signature  
 (415) 697-0574  
 Phone Number

**J. Glen Smith, Vice President Business Services**  
 Name / title of Authorized Signature  
 22 July 2025  
 Date  
 Valid for 120 Days  
 (Bid must be valid for 120 days)




**Attachment B - Price Response Form  
RFP TR-RFP-25-001**

TASK		PERSONNEL BREAKDOWN BY HOURS										
COMPREHENSIVE OPERATIONAL ANALYSIS												
<b>TASK 1 - Public Engagement</b>												
Enter Job Title:		Project Advisor (ETC)	Project Manager (ETC)	GIS Manager (ETC)	Data Manager (ETC)	QAQC Manager (ETC)	Sr. Researchers (ETC)	Analyst (ETC)	Field Supervisor (ETC)	Support staff supervisors (ETC)	Support staff (ETC)	Total for Task 1
A	Community & Internal Engagement											
B	Rider Feedback	4	91	10	10	24	75	26	80	8	70	
	<i>Subtotal of Hours</i>	4	91	10	10	24	75	26	80	8	70	
	<i>Rate per Hour</i>	\$291.98	\$225.35	\$252.01	\$225.35	\$164.93	\$147.88	\$102.95	\$98.27	\$118.40	\$68.97	
	<i>Subtotal per Task</i>	\$1,167.91	\$20,506.63	\$2,520.11	\$2,253.48	\$3,958.43	\$11,091.16	\$2,676.59	\$7,861.55	\$947.17	\$4,827.69	\$57,810.70
<b>Other Direct Costs</b>												
1	Travel								\$500.00			Total for Other Direct Costs
2	Lodging plus per diem								\$2,528.50			
3	Reproduction								\$600.00			
4	Communications											
5	Other (description required)											
	<i>Subtotal Cost</i>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,628.50	\$0.00	\$0.00	\$3,628.50
<b>ETC GRAND TOTAL (Tasks + Other Direct Costs)</b>		<b>\$61,439.20</b>										

*(If additional information is needed, please provide an additional sheet)*

All costs associated with providing the materials for TR-RFP-25-001 must be identified on the Price Response Sheet, which shall be signed by an authorized agent.

The undersigned hereby certifies that you have read and understand this Request for Proposal (RFP), and that you are authorized to submit this proposal on behalf of the Firm, and that you guarantee complete compliance with all the terms,

ETC Institute  
 \_\_\_\_\_  
 Company's Name  
  
 \_\_\_\_\_  
 Authorized Signature  
 512-653-5551  
 \_\_\_\_\_  
 Phone Number

Greg Emas, CFO  
 \_\_\_\_\_  
 Name / title of Authorized Signature  
 7/8/25  
 \_\_\_\_\_  
 Date  
 This bid is valid for 120 days.  
 \_\_\_\_\_  
 (Bid must be valid for 120 days)

2



## REQUIRED FORMS AND ADDENDA



**BEAUMONT**  
 550 E. 6th Street  
 Phone (951) 572-3236  
 BeaumontCa.gov

# City of Beaumont

## Addendum #1

### Request for Proposal: TRANSIT COMPREHENSIVE OPERATIONAL ANALYSIS

Please note that the Firm Experience/qualifications for this RFP have been updated, please find the revised qualifications attached.

***Firm Experience/Qualifications:***

*A list of the (3), most recent similar projects by the proposed project team. Describe any prior projects where the primary firm and proposed subcontractors have worked together, if applicable. If no prior collaboration exists, provide a description of each subcontractor’s relevant experience on projects of similar scope and complexity, including their specific roles and contributions. For each referenced project, include the following information:*

- *The name of the client and a contact person (including phone number and/or email)*
- *The name and location of the project*
- *The scope of the Consultant’s involvement in the project*
- *The month and year the project started, and the month and year it was completed (or the anticipated completion date)*
- *The total value of the services provided*
- *Key personnel involved and any subcontractors employed*

**Acknowledgement of Addendum #1 (To be included with proposal)**

China Langer  
 Signature

06/18/2025  
 Date

China Langer  
 Print Name



## ➤ Addendum #2

### RFP: COMPREHENSIVE OPERATIONAL ANALYSIS

#### Questions & Answers

- 1. Please summarize the main differences in the Scope of Work between the City's latest RFP and the one issued in January 2025.**
  - Response: The main difference is that the City refined the scope to better reflect its focus on long-term service sustainability in light of its recent UZA designation. Other elements of the scope have been adjusted for clarity, but the City will not be releasing a line-by-line comparison. Proposers should reference the current scope as published.
  
- 2. What is the primary reason the City rebid this project for a second time?**
  - Response: The City elected to rebid the project to refine the scope and to ensure a broader pool of competitive proposals.
  
- 3. Did the City receive any qualified responses to its most recent procurement?**
  - Response: The City received limited responses to the previous procurement. The reissuance includes a refined scope and also aims to promote a more competitive process.
  
- 4. Given the relatively wide project budget included in the City's prior RFP, does this latest RFP include more budget specificity?**
  - Response: The City will not be providing any information regarding the budget.
  
- 5. Does the City intend to conduct interviews with top-ranked bidders with respect to this latest RFP? If so, will such interviews be conducted in-person or virtually?**
  - Response: The City may hold interviews with top-ranked firms, tentatively scheduled for the week of August 4-8. Interviews, if held, will be conducted virtually.
  
- 6. Page 21 of the RFP states that the proponent must provide at least three projects where all the principal team members, including subcontractors, worked together. Would the City be able to clarify whether they are referring to each member of the proposed team needing to have worked together or solely the prime and sub-consultant firms (if applicable) having prior experience in working together?**
  - Response: This requirement has been updated. Please see Addendum #1. The City is now requesting a description of three of the most recent similar projects completed by the proposed project team. If applicable, proposers should also include a description of any projects where the principal firm and proposed subcontractors have previously worked together.



For the three most recent similar projects, the City would like to clarify that it is not necessary for all proposed team members to have worked together on the same projects. While examples of prior collaboration are encouraged and viewed favorably, the primary goal is to demonstrate relevant experience for each key team member. If prior collaboration does not apply, proposers should highlight three projects that best reflect the qualifications and experience of the proposed team members as they relate to the scope of this study.

**7. As the answer on firm experience and requirements for pre-existing relationships will have a significant effect on the ability of the possibility of partnering, would the City be able to provide a response to that question sooner or, alternatively, extend the proposal submission date to at least one month following the deadline to post the Q/A?**

➤ Response: This requirement has been updated. Please see Addendum #1 and the response question #6.

**8. What level of ridership data will be available to the consultant? Is the data available at the stop-level, trip-level, and/or route-level?**

➤ Response: Ridership data will be available at the stop-level, trip-level, and route-level for both Fixed Route and Commuter Link services. The available datasets will include boardings by fare type, alightings (note that alighting and occupancy data will be recorded during the study period using the existing digital passenger counter system, with bus operators manually entering the data as needed; historical alighting and occupancy data is not available), route name, route ID, block ID, vehicle ID, actual and scheduled times, stop ID, stop name, trip start time, trip ID, schedule adherence, and service date. Data will be available for the past two years, with the exception of alighting and occupancy data, which will only be collected during the study.

➤ For Dial-A-Ride (paratransit) service, the dataset will include service date, pickup and drop-off location names, trip status (e.g., rode, canceled, no-show), estimated miles, start mileage, end mileage, scheduled and actual pickup time, actual drop-off time, and vehicle ID. Rider names will not be included in the dataset, but a de-identified rider ID can be provided to identify unique riders, trip patterns and frequency of use.

**9. What tools or software (i.e. remix, swiftly, etc.) does Beaumont have that will be available to the consultant for this project?**

➤ Response: The consultant will be provided access to the City's Swiftly platform, which contains Fixed Route and Commuter Link trip data, including schedule adherence and ridership data at the stop-, trip- and route-level. For Dial-A-Ride service, the City uses TripMaster and will provide relevant data exports as needed. In addition, the City maintains a bus stop inventory, which includes stop ID, stop name, direction, latitude/longitude, status (active/inactive), available amenities (e.g., shelter, bench, trash can), and the routes that serve each stop.



**10. Can the City please clarify which forms/certifications need to be submitted by subconsultants?**

- Subconsultants should be identified in the proposal under Firm Experience/Qualifications. As noted in Addendum #1, if no prior collaboration exists between the prime consultant and a proposed subcontractor, a description of the subcontractor’s relevant experience on projects of similar scope and complexity must be provided. Subconsultants are not required to submit separate forms or certifications at the time of proposal submission.

**11. Can Beaumont consider answering questions as they come in, rather than releasing all the answers on 7/16, so proposers can better incorporate the new information and adjust proposal and approach accordingly?**

- Yes.

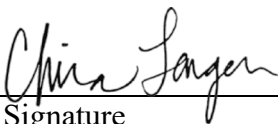
**12. Can the City provide platform hours by route and day type?**

Beaumont Transit Platform Hours (JULY 2024 - MAY 2025)				
Route	Weekday Hours	Saturday Hours	Sunday Hours	Total
Route 3	2,673	No service	No service	2,673
Route 4	2,901	No service	No service	2,901
Route 3/4	No service	450	No service	450
Route 7	1,721	No service	No service	1,721
Route 9	867	No service	No service	867
Casino Express	2,623	No service	No service	2,623
Commuter Link 120	5,573	492	No service	6,064
Commuter Link 125	2,197	No service	No service	2,197
Dial-A-Ride	1,657	322	No Service	1,980
<b>Total</b>	<b>20,211</b>	<b>1,264</b>	<b>0</b>	<b>21,476</b>

**13. Can you clarify what you mean by “platform hours?” Are you referring to total time from pull-out to pull-in (including layover and deadhead), or something else?**

- Yes, you are correct. We are requesting the total time from pull-out to pull-in (including layover and deadhead) by route and day type.

**Acknowledgement of Addendum #2 (To be included with proposal)**

  
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07/07/2025  
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## ➤ Addendum #3

### RFP: COMPREHENSIVE OPERATIONAL ANALYSIS

#### Questions & Answers

**1. Please summarize the main differences in the Scope of Work between the City's latest RFP and the one issued in January 2025.**

- Response: The main difference is that the City refined the scope to better reflect its focus on long-term service sustainability in light of its recent UZA designation. Other elements of the scope have been adjusted for clarity, but the City will not be releasing a line-by-line comparison. Proposers should reference the current scope as published.

**2. What is the primary reason the City rebid this project for a second time?**

- Response: The City elected to rebid the project to refine the scope and to ensure a broader pool of competitive proposals.

**3. Did the City receive any qualified responses to its most recent procurement?**

- Response: The City received limited responses to the previous procurement. The reissuance includes a refined scope and also aims to promote a more competitive process.

**4. Given the relatively wide project budget included in the City's prior RFP, does this latest RFP include more budget specificity?**

- Response: The City will not be providing any information regarding the budget.

**5. Does the City intend to conduct interviews with top-ranked bidders with respect to this latest RFP? If so, will such interviews be conducted in-person or virtually?**

- Response: The City may hold interviews with top-ranked firms, tentatively scheduled for the week of August 4-8. Interviews, if held, will be conducted virtually.

**6. Page 21 of the RFP states that the proponent must provide at least three projects where all the principal team members, including subcontractors, worked together. Would the City be able to clarify whether they are referring to each member of the proposed team needing to have worked together or solely the prime and sub-consultant firms (if applicable) having prior experience in working together?**

- Response: This requirement has been updated. Please see Addendum #1. The City is now requesting a description of three of the most recent similar projects completed by the proposed project team. If applicable, proposers should also include a description of any projects where the principal firm and proposed subcontractors have previously worked together.



For the three most recent similar projects, the City would like to clarify that it is not necessary for all proposed team members to have worked together on the same projects. While examples of prior collaboration are encouraged and viewed favorably, the primary goal is to demonstrate relevant experience for each key team member. If prior collaboration does not apply, proposers should highlight three projects that best reflect the qualifications and experience of the proposed team members as they relate to the scope of this study.

**7. As the answer on firm experience and requirements for pre-existing relationships will have a significant effect on the ability of the possibility of partnering, would the City be able to provide a response to that question sooner or, alternatively, extend the proposal submission date to at least one month following the deadline to post the Q/A?**

- Response: This requirement has been updated. Please see Addendum #1 and the response question #6.

**8. What level of ridership data will be available to the consultant? Is the data available at the stop-level, trip-level, and/or route-level?**

- Response: Ridership data will be available at the stop-level, trip-level, and route-level for both Fixed Route and Commuter Link services. The available datasets will include boardings by fare type, alightings (note that alighting and occupancy data will be recorded during the study period using the existing digital passenger counter system, with bus operators manually entering the data as needed; historical alighting and occupancy data is not available), route name, route ID, block ID, vehicle ID, actual and scheduled times, stop ID, stop name, trip start time, trip ID, schedule adherence, and service date. Data will be available for the past two years, with the exception of alighting and occupancy data, which will only be collected during the study.
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<b>Beaumont Transit Platform Hours (JULY 2024 - MAY 2025)</b>				
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**13. Can you clarify what you mean by “platform hours?” Are you referring to total time from pull-out to pull-in (including layover and deadhead), or something else?**

- Yes, you are correct. We are requesting the total time from pull-out to pull-in (including layover and deadhead) by route and day type.

**14. The RFQ states that proposals must be organized in the format provided. We’d like to combine the Scope of Services, Approach, and City Staff sections into one narrative, to show how they are inter-related and dependent on each other. Will this be acceptable for the reviewers?**

- Yes, this is acceptable.

**15. The RFP asks bidders to inventory “all existing bus stops, documenting their condition with respect to shelters, benches, lighting, ADA compliance, and other amenities.” To better inform our cost proposal, it would be useful to understand in**



**more detail how in depth the City wants the project team go in the inventorying effort. ADA compliance audits can be time-intensive, but a more cursory review of boarding pad dimensions and slope could be sufficient to help the City understand whether a stop appears ADA compliant.**

- The City is seeking a field-based review guided by FTA Circular 4710.1. The inventory should document whether each stop has a firm, level boarding area, a path to the sidewalk or roadway, and sufficient space for a mobility device. Visual observation of slope or grading issues is sufficient. Consultants should also note missing curb ramps, obstructions, or amenities blocking access. The goal is to identify barriers to accessibility and prioritize improvements.

**16. What are the “other amenities” that the City would like to see in inventorying?**

- The City’s current inventory includes stop locations, shelters, trash receptacles, and seating. Consultants should update this by documenting condition and noting additional elements such as signage, lighting, bike racks, and schedule displays. Observations of ADA accessibility and pedestrian access should also be included, as well as any safety or visibility concerns.

**17. Is the financial data to be provided by the City set in the National Transit Database (NTD) chart of accounts and segregated by mode, e.g. motorbus, demand-response, etc.?**

- No. The City is not currently an FTA recipient and has not reported to NTD. However, the City maintains financial data organized by standard transit cost categories and separated by service type (Fixed Route, Commuter Link, Dial-A-Ride). Data will be provided in a format suitable for analysis.

**18. For costs that are shared between modes, does the City currently have a cost allocation model or methodology used to split costs between modes and programs?**

- Yes. For FY 2025 and prior, shared costs were allocated based on ridership. Beginning in FY 2026, the City is using a weighted model based on revenue miles (35%), revenue hours (35%), and boardings (30%).

**19. Will data provided by the City also include historical revenues?**

- Yes.

**20. How many years of actual operating and financial data will be supplied?**

- At least two full years of actual operating and financial data, separated by service type and route, including key expense and revenue categories.

**21. Task 3.A appears to have an operational cost analysis subtask but not a capital cost analysis subtask. Is there a desire to include/consider the present and future capital program in the overall cost analysis?**

- Yes, a capital cost analysis should be included. While Task 3.A focuses on operational costs, it also references capital funding sources and long-term needs like fleet transitions. Capital costs are also addressed elsewhere in the scope, including:



- Task 4 of the Bus Stop Improvement Plan
- Task 3 of the Microtransit Feasibility Assessment
- Task 5 Service Recommendations

To avoid ambiguity, Task 3.A. has been updated to include a dedicated capital cost analysis subtask.

**Task 3.A. for this RFP has been updated to include:**

**C. Capital Cost Analysis:**

- a. Identify anticipated capital investment needs, informed by service recommendations, the Microtransit Feasibility Assessment, and the Bus Stop Improvement Plan.
- b. Provide high-level cost estimates and align capital needs with potential funding sources.
- c. Evaluate how capital investments may impact overall financial sustainability and implementation feasibility.

**22. What is the desired cost forecast horizon for the long-range financial plan?**

- The desired forecast horizon is 10 years.

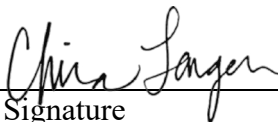
**23. What role will electrification play, or not play, in the capital and operating plan?**

- The fleet includes two battery-electric shuttles, with plans to expand to five electric buses across Dial-A-Ride and fixed route. The City is investing in EV charging, solar, and battery storage to manage long-term operating costs. Electrification will impact both capital and operating budgets and should be reflected in the plan.

**24. Does the City have any other large capital projects planned within the desired long-range financial forecast, e.g. new operating base, new transit center, etc.?**

- Yes. The City is in the design and environmental phase for a new transit yard, which includes an operations building, maintenance facility, administrative offices, CNG fueling, hydrogen fueling, EV charging, solar PV systems, and battery energy storage. A separate consultant is developing cost estimates and a phasing plan. This project should be included in the long-range financial forecast.

**Acknowledgement of Addendum #3 (To be included with proposal)**

  
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## Addendum #4

### Request for Bid: TRANSIT COMPREHENSIVE OPERATIONAL ANALYSIS

Please note that the following changes have been made to task 3.a on the RFP.

To avoid ambiguity, Task 3.A. has been updated to include a dedicated capital cost analysis subtask.

**Task 3.A. for this RFP has been updated to include:**

**C. Capital Cost Analysis:**

- a. Identify anticipated capital investment needs, informed by service recommendations, the Microtransit Feasibility Assessment, and the Bus Stop Improvement Plan.
- b. Provide high-level cost estimates and align capital needs with potential funding sources.
- c. Evaluate how capital investments may impact overall financial sustainability and implementation feasibility.

**Acknowledgement of Addendum #4** (To be included with proposal)

  
Signature

07/16/2025

Date

China Langer  
Print Name