ADDENDUM No. 2

November 3, 2026

Request for Proposals

Clear Lake Ferry Service Feasibility Study

Pursuant to the Request for Proposals (RFP) for the *Clear Lake Ferry Service Feasibility Study*, the deadline to submit written questions was **October 30, 2026**. This Addendum addresses questions received through that date. All other terms and conditions of the RFP remain unchanged.

Question #1: Proposal deadline. Section VI.D lists November 17, 2026 at 5:00 p.m., and Section VI.A states November 20, 2026 at 5:00 p.m. Which date and time control?

Response: As stated in Addendum No. 1, the proposal submittal deadline has been extended to 5:00 p.m. on November 20, 2026.

Question #2: Electronic copy. Section VI.A requires five print copies and one electronic copy. What format does Lake APC prefer for the electronic copy (for example, a PDF on a USB drive)? May it also be emailed?

Response: A USB drive is preferred for the electronic copies. An emailed PDF will be accepted as long as it is received by the proposal submittal deadline.

Question #3: Contract amount. Section VI.G states that available funding is approximately $192,500. Is this the maximum consultant contract amount, or does it include Lake APC staff and administrative costs?

Response: The figure refers to the maximum consultant contract amount. Administrative costs for Lake APC staff will be covered separately.

Question #4: Cost scoring. How will the 30% cost criterion in Section V.B be scored (for example, lowest cost receives full points and others are scored proportionally)?

Response: The criterion refers primarily to budgeting and resource allocation. The lowest cost proposal will not necessarily receive better overall evaluation scores.

Question #5: Funding source and federal requirements. Please confirm the project is funded by the Caltrans Sustainable Transportation Planning Grant (Work Element 615). Do any federal requirements apply, including a DBE goal under 49 CFR Part 26 (Attachment B, Section 13) or the FTA provisions in Attachment C?

Response: The funding source for the project comes through the State Road Maintenance and Rehabilitation Account (RMRA). The project is intended to be performed in accordance with all applicable Federal, State, and County of Lake laws, ordinances, and regulations (along with all Caltrans' published manuals). However, based on the State source of funding, DBE and FTA provisions are not required.

Question #6: Schedule. Does Lake APC have a target completion date for the final study and Board adoption?

Response: While not a requirement, projects are typically completed within one and a half to two years. No funds can be approved beyond FY 2028-29.

Question #7: Demand analysis. Task 3 bases demand on surveys and workshops. Does Lake APC also expect use of a regional travel demand model or third-party travel-pattern data? If so, will Lake APC provide access?

Response: Caltrans District 1 is available to assist with the use of the appropriate travel demand model for the Lake County region.

Question #8: Terminal concepts. For the "conceptual terminal design" in Task 5, what level of detail is expected (for example, plan-view concept sketches versus engineered drawings)? Is a licensed engineer's stamp required?

Response: The terminal concepts in Task 5 are planning-level only (not engineered design). While terminal locations have yet to be determined, final products should identify and compare candidate sites as well as address siting factors. These may include items such as shoreline and water-depth constraints, access and parking, ADA accessibility, transit connections, and permitting considerations. Plan-view concept sketches or diagrams on aerial imagery are sufficient. Engineered drawings are not expected, and a licensed engineer's stamp will not be required.

Question #9: Wildfire evacuation. Should the study include a quantitative estimate of evacuation capacity and coordination with the County's Wildfire Evacuation & Preparedness Plan and emergency services, or only a review of evacuation history and procedures (Task 1)?

Response: Evaluation of using the potential ferry service for evacuation purposes is expected as part of the overall analysis. A review of evacuation history (which may include the Wildfire Evacuation and Preparedness Plan) would help inform this component of the project.

Question #10: Future eligibility. Section VI.K addresses conflicts of interest. Would the selected consultant be eligible to propose on later implementation, pilot service or operating contracts that may result from this study?

Response: Nothing would preclude the successful proposer from responding to future implementation projects related to the subject feasibility study.

Question #11: Insurance. Attachment B, Section 11 lists general liability, automobile and workers' compensation coverage. Is professional liability (errors and omissions) insurance required, and if so at what limit?

Response: Professional liability (errors and omissions) insurance is not required for this contract. Required coverage is limited to the automobile, general liability, and workers' compensation/employer's liability insurance specified in Attachment B, Section 11.

Question #12: Payment basis. Attachment B, Section 2 refers both to compensation on a job-completion basis and to an hourly rate plus non-salary expenses. Section V.C describes a cost-reimbursement contract. Please confirm the payment basis.

Response: The contract will be awarded on a cost-reimbursement basis with a not-to-exceed maximum, as stated in Section V.C (Contract Award). The consultant will be paid monthly for actual hours worked at the loaded hourly rates established in the cost proposal (Attachment A), plus documented direct expenses with no markup. The reference to a "job completion basis" in Attachment B, Section 2 means that the consultant is responsible for completing all tasks and deliverables in the scope within the contract's not-to-exceed amount (not a lump-sum or fixed-price payment). Progress payments per task may not exceed 100% of the task budget, and 10% retention will be withheld from each invoice until final deliverables are accepted (Attachment B, Section 3).