



ADDENDUM No. 2

TO: Prospective Submitters
FROM: Randi Gates, Director of Transportation
DATE: July 2, 2026
PROJECT: Project CHANGE Feasibility and Connectivity Study

Q#10 Are there existing records the City can share now or intends to share with the selected team?

A#10 The City has limited utility and right-of-way information available and will provide relevant records in its possession to the selected consultant upon contract award. The consultant should anticipate conducting independent verification and coordination with utility providers, NCDOT, Norfolk Southern, and other stakeholders as necessary to complete the study. Any additional information identified during the project will be shared with the selected consultant as it becomes available.

Q#11 Will the City allow tabs and a table of contents to be included in the proposal without counting toward the 20-page limit, and may those tabs include text and images beyond the section title?

A#11 A table of contents and divider tabs may be included and will not count toward the 20-page limit. Divider tabs should be limited to section titles and organizational purposes only. Any substantive narrative, graphics, charts, project descriptions, qualifications, or other evaluative content included on divider pages will count toward the 20-page limit.

Q#12 Will the City allow select uses of 11×17 pages for the organizational chart, schedule, and any additional charts or matrices that warrant a larger size to better facilitate City review?

A#12 The City will permit the use of 11×17 foldout pages for organizational charts, schedules, matrices, and similar graphics. Each side of an 11×17 sheet shall count as two (2) pages toward the applicable page limit unless otherwise excluded from the page count. Accordingly, a single-sided 11×17 sheet will count as two (2) pages, while a double-sided 11×17 sheet will count as four (4) pages.

Q#13 What is the anticipated schedule for project delivery, Council action, and grant close-out?

A#13 The City anticipates completing the Feasibility and Connectivity Study no later than December 31, 2029, consistent with the project schedule established in the USDOT Reconnecting Communities Pilot Grant Agreement, with grant close-out activities completed during the remaining period of performance ending December 31, 2030.

Q#14 Is there a specific level of design development the City desires for the conceptual engineering drawings referenced in the RFQ or will this be provided at a future date (e.g., 5%, 10%, etc.)?

A#14 The conceptual engineering drawings are intended to support feasibility analysis and decision-making rather than final design. At this time, the City anticipates a conceptual level of development generally consistent with approximately 5% to 10% design, sufficient to evaluate alternatives, identify constraints, develop planning-level cost estimates, and support future implementation funding applications. The specific level of detail will be refined in coordination with the selected consultant during project scoping.

Q#15 Will 11x17 pages that are excluded from the page count (such as resumes or the DBE/MWBE Participation Plan) count toward the page limit?

A#15 No. Documents specifically excluded from the page limit remain excluded regardless of page size.

Q#16 The RFQ mentions NEPA several times. What level of NEPA coordination do you require? Is it engagement with the FHWA or the FRA, or something else?

A#16 The Project CHANGE Feasibility and Connectivity Study is a planning-level study and is not intended to complete or satisfy the requirements of the National Environmental Policy Act (NEPA). The selected consultant will be expected to perform a planning-level environmental screening to identify potential environmental constraints, permitting considerations, and issues that may influence the feasibility, cost, schedule, or implementation of project alternatives. This effort should include the identification of potential environmental resources, anticipated permitting requirements, and recommendations for future environmental studies necessary to support project implementation.

The consultant should also identify anticipated agency coordination needs and develop recommendations for an appropriate future NEPA strategy. Coordination with federal, state, and local agencies, including transportation and resource agencies, should occur as appropriate to inform the feasibility study; however, the preparation of a NEPA document or completion of the formal NEPA process is not included within the scope of this contract.

Q#17 Will a cover and back page count toward the overall page limit?

A#17 A cover page and back page may be included and will not count toward the 20-page limit.

Q#18 Section 9, Evaluation Criteria: The last criterion is "Federal Compliance Capacity". Can you expand on what that means?

A#18 "Federal Compliance Capacity" refers to the consultant team's demonstrated ability to successfully perform work on federally funded transportation projects while complying with applicable federal requirements. The City will evaluate the consultant's experience and capacity to manage federal compliance responsibilities appropriate for a USDOT-funded planning study, including, but not limited to, familiarity with federal grant requirements, NEPA planning-level considerations, Title VI and Environmental Justice, ADA accessibility, DBE requirements, Uniform Guidance (2 CFR Part 200), and coordination with federal, state, and local agencies. The City will also consider the firm's demonstrated experience successfully delivering federally funded transportation planning or infrastructure projects in compliance with applicable federal requirements.

Q#19 Is the City of Gastonia the direct recipient of the federal grant or is it passed through NCDOT? Is there any NCDOT involvement in the development of this study?

A#19 The City of Gastonia is the direct recipient of the RCP grant through the Federal Highway Administration (FHWA). The grant will not be administered through NCDOT. While NCDOT is not the grant recipient or administering agency, NCDOT will serve as a key project stakeholder and will participate on the project's Steering Committee and Technical Advisory Committee. The selected consultant should anticipate coordinating with NCDOT throughout the study.