1. Can you confirm that the due date for proposal responses is Friday, July 26, 2019 at 3 pm? Yes. The deadline for submittal is Friday, July 26th. The notice on our website has the correct dates.

2. Is it correct to assume that the 10 page limit only applies to the Project Understanding, Qualifications and Experience, Quality Control/Quality Assurance Plan, and Reference sections of the SOQ and not the separate cost proposal? Yes. The 10 page limit does not apply to the cost proposal.

3. Is the study area for potential SMART Station Locations in Solano County the segment of the rail line between the Suisun-Fairfield station and the Solano/Napa border to the west? Yes and possibly as far east as the Fairfield Vacaville Train Station.

4. Is there additional work on the SMART to Suisun report (authored by SMART) that needs to be completed by this RFP? Can the railroad assessment be summarized from the SMART provided study instead of being redone? The SMART study will be a large resource for this follow up effort, but the new scope includes additional analysis as well as fatal flaws on what infrastructure improvements needed for SMART service stops in Solano County.

5. Can the property ownership review be limited to the stations? Review of property ownership should include all locations impacted by potential infrastructure improvements for new SMART service stops.

6. What is expected of the review of biological conditions and how would they be assessed within this study? The biological condition study is a planning level review of sensitive habitats. It is intended to inform potential impacts from needed infrastructure improvements for new SMART service stops in Solano County.

7. Please confirm the biological review does not include field work. The biological review does not necessarily include field work. The review can come from current existing resources.

8. We understand that STA expects to identify preferred and ultimately recommend station locations in this report -- has STA developed any policy guidance for these selections, or will the consultant be required to develop this guidance and then ask for STA concurrence? The STA currently does not have specific policy guidance for SMART station service.

9. STA Contract Document: Page 3 Section H States: H. The total amount payable by STA including the fixed fee shall not exceed 11% of the total contract. Is this an error? Section B states: B. In addition to the allowable incurred costs, STA will pay CONSULTANT a fixed fee not to exceed 11% of the total contract. This STA contract will require costs plus fixed fee accounting, example found on form 10-H. Caltrans requires firms to submit their actual costs, plus a fixed fee (profit.) The maximum allowable fixed fee for this contract is 11%.

10. Suisun Train Depot has passengers crossing the main line track to reach their train and does not meet CCJPA Station Policy. Will the SMART station feasibility study analyze improvements to correct this safety deficiency? Yes.
11. What will be the next steps from the SMART study; in other words, once the potential stations are sited will there be immediate next steps, or is STA seeing this mostly as a future planning scenario. This study is intended to inform the SMART Passenger Study in anticipation for future service.