



CALIFORNIA
High-Speed Rail Authority

**CALIFORNIA HIGH-SPEED RAIL:RFEI No.:
HSR23-19 - Request for Expressions of
Interest for the Domestic Manufacture and
Supply of UIC60 Rail Industry Forum**

Wednesday, August 9, 2023

WELCOME AND AGENDA

- Moderator
 - Melissa Figueroa, Chief of Strategic Communications
- HSR Project Overview
 - Melissa Figueroa, Chief of Strategic Communications
- Rail Requirements Overview
 - Bruce Armistead, Chief of Rail and Operations Delivery
- Commercial Considerations
 - Lisa Crowfoot, Attorney IV
- Questions and Resources

REQUEST FOR EXPRESSIONS OF INTEREST PROCESS DETAILS

- For additional information:
- Visit: [Cal eProcure](#)
- Visit: www.hsr.ca.gov, then [Business Opportunities](#), then under [Contract Opportunities](#) click [Track & Systems](#). The webpage will include:
- Industry Forum Video
- PowerPoint
- Registrant List
- Responses to Questions
- Updates

- **Submit questions to Rachael Wong at TS1@hsr.ca.gov by August 15, 2023, 12:00 p.m. (noon), Pacific Standard Time**

- **Responses will be posted August 18, 2023**

REQUEST FOR EXPRESSIONS OF INTEREST PROCESS DETAILS (CONT'D)

- Expressions of Interest (EOI) due by Monday, August 25, 2023, 12:00 p.m. (noon), Pacific Standard Time
- Please conduct all communications for this Request for Expression of Interest (RFEI) through and submit all EOIs to the contact below:
 - Rachael Wong
 - California High-Speed Rail Authority
 - 770 L Street, Suite 620 MS 2
 - Phone: (916) 324-1541
 - Email: TS1@hsr.ca.gov



CALIFORNIA HIGH-SPEED RAIL: PROJECT OVERVIEW

Rail Systems Engineering Services Pre-Bid

Melissa Figueroa
Chief of Strategic Communications



CONNECTING CALIFORNIA

PROGRAM HIGHLIGHTS

- Phase 1
 - 500 Miles
 - San Francisco to Los Angeles/Anaheim
- Phase 2
 - After Phase 1 - Extends 300 Miles
 - Connections to Sacramento and San Diego

Travels at approximately 220 mph
Up to 24 Stations



WHERE WE ARE TODAY

2023 PROGRESS

Today:

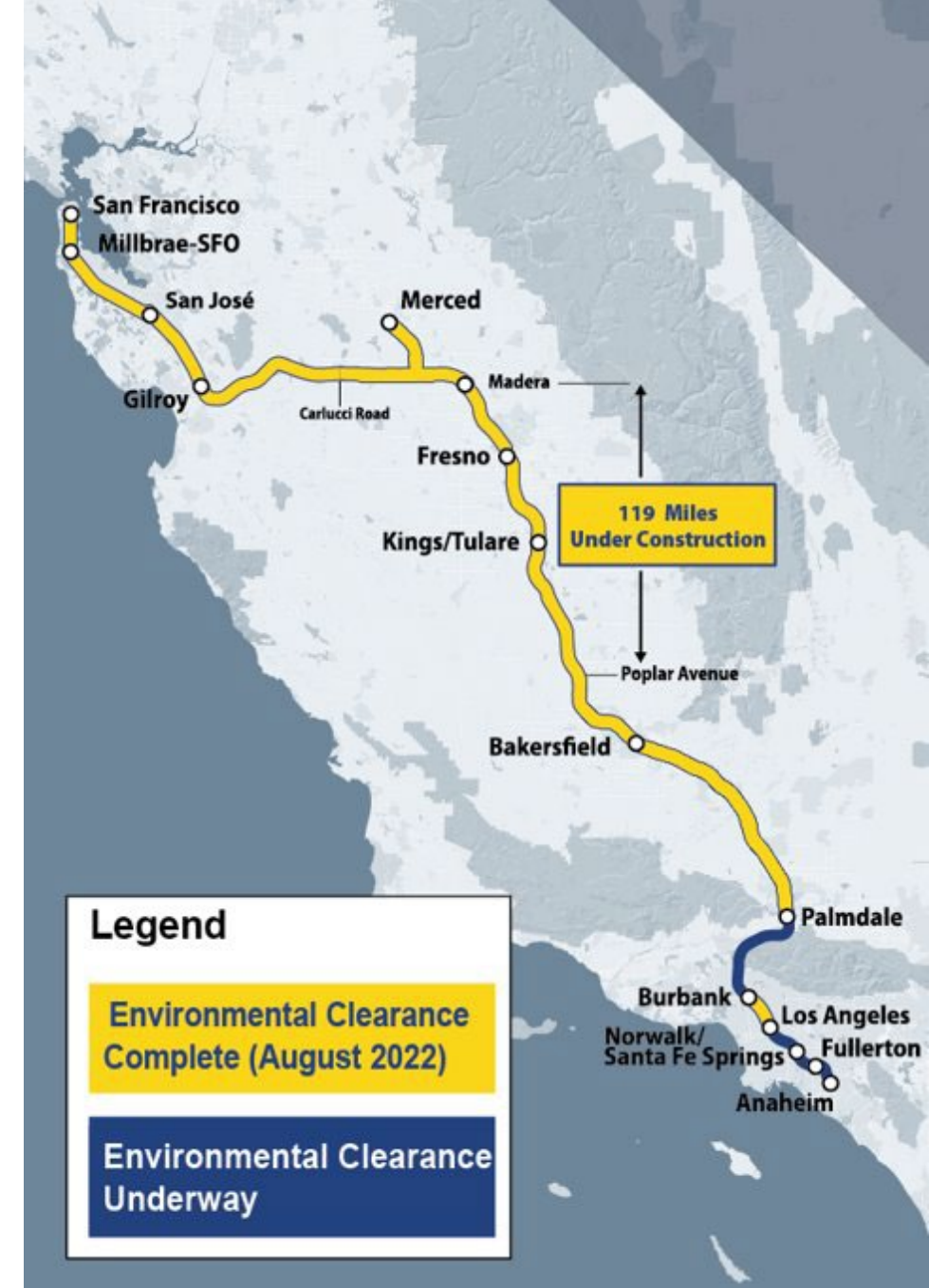
- 119 Miles Under Construction
- 52 miles under advanced design (north into Merced and South into Bakersfield)
- Environmentally Clearing Full 500 Miles Between San Francisco and Los Angeles Basin
 - Approximately 422 Miles Environmentally Cleared To-Date
- **Bookend Projects:**
 - Caltrain Electrification
 - Los Angeles Union Station Improvements
 - Statewide Grade Separations
- **Station Design for four Central Valley Stations**
 - Merced, Fresno, Kings/Tulare and Bakersfield
- **Memorandum Of Understanding with Brightline West**



LOOK AHEAD

Upcoming Milestones:

- Completion of the first Central Valley construction segment CP4 (Summer 2023)
- Draft Palmdale to Burbank Environmental Impact Report/Statement issued (late 2023)
- Caltrain electrification (Completion anticipated in late 2024)
- Rosecrans/Marquardt grade separation (completion anticipated in 2024)
- Continued advance station design of Central Valley stations (Contract awarded Oct 2022)



PROGRAM UPDATE

HIGHLIGHTS

- **11,000+ Construction Jobs Created Since Construction Began**
 - 1,000+ Construction Workers Dispatched to Sites Daily
 - 34 Active Construction Sites
 - 70% Workers from Disadvantaged Communities
- **761 Small Businesses Employed**
 - 259 are Disadvantaged Business Enterprises
 - 92 Disabled Veteran Business Enterprises
- **Leading In Sustainability**
- **Run on 100% Renewable Energy**
- **Currently Using Tier IV Equipment on Construction**
- **Will Reduce VMT by taking 400k cars off the road annually**





CALIFORNIA HIGH-SPEED RAIL: RFEI NO.: HSR23-19 - REQUEST FOR EXPRESSIONS OF INTEREST FOR THE DOMESTIC MANUFACTURE AND SUPPLY OF UIC60 RAIL

Bruce Armistead

Chief of Rail and Operations Delivery



BUILDING THE RAIL SYSTEM

- The California High-Speed Rail system project (CHSR) will be a certified railroad that is ready for passenger service from Merced to Bakersfield
- The California High-Speed Rail Authority (Authority) has active civil construction on the first 119-mile segment
 - Track and Systems contractors will follow the civils, along with
 - Trainsets, Trainset Certification Facility, and Light Maintenance Facility
- Today's topic: Domestic Manufacture and Supply of UIC60 Rail
 - Rail is recognized as a long-lead item, and the Authority is developing strategies to ensure that a supply of rail is available as the completion of the 3 ongoing civil packages is completed.
 - The Authority is seeking partner firms that can participate in supply contracts for UIC60 rail manufactured in the United States of America (USA).

THE AUTHORITY INTENDS TO PROCURE TRACK MATERIALS COMPLIANT WITH EUROPEAN STANDARDS

European Union (EU) Regulatory Approach

- In the past, each of the 27 countries set its own railroad standards and regulations
 - For example: A train designed and certified for operation in Germany would not necessarily be certified to operate in France
- Subsequently, the EU developed standards, regulations and a formal process that allowed for interoperability throughout the EU, including:
 - Technical Specifications for Interoperability (TSI)
 - European Standards (EN) = Technical specifications defining requirements for products, production processes, services or test-methods, ensuring interoperability and safety
 - EN13674-1 – Railway Applications – Track – Rail
- **Recognizing the extraordinary safety record of international high-speed train travel, the Authority seeks to leverage service-proven technologies, materials, and processes**

FEDERAL RAILROAD ADMINISTRATION REQUIREMENTS

Federal Railroad Administration (FRA) Approach

- **Tier III compliance**

- CHSR will be certified as an FRA Tier III railroad
- FRA has developed a suite of regulations which are considered Rules of General Applicability (RGA). These are primarily design-based regulations and universally apply to railroads in the USA
- The published rules reference international standards that the railroad may choose to comply with, with appropriate objective evidence and rationale provided to support the railroad's safety case

- **Buy America Compliance**

- CHSR will be 100% compliant with FRA's Buy America requirements.

ATTRIBUTES OF A CHSR RAIL PROVIDER

- A rail manufacturing and testing facility or facilities located in the United States
 - If the entity is not currently a provider, include the date by which the entity could become a provider
- Is, or will become, capable of manufacturing and testing rail to the requirements of EN 13674-1, Class A, in the USA from R260 steel produced in the USA (current or future capability)
- Is, or will become, capable of producing UIC60 E1/E2 profile rail
- A rail manufacturing facility that is, or will become, capable of producing long lengths of rail (e.g., rails welded at the rail facility to produce lengths >1,300 ft)
- A manufacturing facility that is, or will be, capable of becoming ISO 9001 certified

ESTIMATED QUANTITIES AND TIMEFRAMES FOR DELIVERIES

Segment	Rail Delivery Start (Anticipate regular deliveries until complete)	Approximate Total Metric Tonnes anticipated to complete Segment
Merced to Madera	Q1 2028	14,460
Construction Package 1	Q2 2026	12,840
Construction Package 2-3 (north)	Q2 2026	23,300
Construction Package 2-3 (south)	Q4 2024	2,500
Construction Package 4	Q2 2024	8,700
Locally Generated Alternative (Poplar to Bakersfield)	Q2 2028	7,800

All dates and quantities are approximate and are subject to change prior to procurement of rail.



CALIFORNIA HIGH-SPEED RAIL: COMMERCIAL CONSIDERATIONS AND ORGANIZATIONAL CONFLICTS OF INTEREST OVERVIEW

Lisa Crowfoot
Attorney IV



COMMERCIAL CONSIDERATIONS

- **This is only an RFEI and not a Procurement. However, all entities executing a contract with the Authority must comply with the following commercial considerations.**
 - Responding entities shall not be the subject of Economic Sanctions related to Executive Order N-6-22 regarding Economic Sanctions against Russia and Russian entities and individuals.
 - Responding entities shall not be identified on a list created by the Department of General Services pursuant to section 2203(b) of the California Public Contract Code regarding the Iran Contracting Certification.
 - Responding entities shall not be “scrutinized” companies, as defined in Public Contract Code section 10476, regarding the Darfur Contracting Act Certification.

QUESTIONS AND RESOURCES

- Questions regarding this RFEI and future procurements can be emailed to:
 - TS1@hsr.ca.gov
- Responses to questions, Registrant List, Industry Forum Video and PowerPoint, and updates will be posted to the webpage.