California High-Speed Rail Authority

Request for Proposals for the Track & Systems Construction Contract

RFQ No.: HSR25-89

Questions and Responses

Round	Date
5	February 20, 2026]

No.	Proposer Question	Authority Response
296	[Agreement-TSCC Agreement, Agreement-TSCC Agreement] TSCC Agreement, Section 20.9.b makes reference to the "Interim Completion". What is the date for Interim Completion?	Required dates and milestones will be updated through Addendum 4.
297	Form J1_Add_ No 1 Package 2B & "HSR25-89-TSCC_Schedules_6_-_8_A1] rack Item: Cement-Treated Type 1 Gravel. Station limits are shown on the track plans, however it does not show up on typical sections. It is unclear if this is full width of subgrade, subbase or just for single track. Please provide a typical sections for this work related to Phase 2B pricing.	This item will be removed from Form J1 in Addendum 4.
298	[HSR25-89_TSCC_Instructions_to_ Proposers - Section 2.2, Page 8 of 74] Please confirm the Authority's anticipated start date for revenue service of the EOS. The last sentence of Section 2.2 states "The Authority presently anticipates completion of construction, testing, and commissioning for the EOS to allow the start of revenue service by December 31, 2033." However, at the Pre-Bid meeting on 12/19/25 and in the Authority's 2025 Project Update Report, the Authority has stated plans to start revenue service by January 1, 2032.	This will be revised through Addendum 4.

299	[TSCC Agreement] Schedule - In the TSCC Agreement, the Project Goals are defined as having the 119 Mile segment running trains and in testing by 2030. In other documents, it's listed as 2033. Could the Authority please clarify the schedule.	This will be revised through Addendum 4.
300	Is the railhead OCS priced as CP4?	Form J1 will be revised in Addendum 4, to include the overall length of the CP4 segment from the limit with CP2-3 to the limit with LGA.
301	[Section 26 05 34 Cable Trough - Part 2, 2.02 D8] 26 05 34 Cable Trough Part 2, 2.02 D8 states “Dividers are used to separate cables within the trough units, when required”. Please define when dividers required and provided details and locations for dividers.	Dividers are required in the cable troughs. Cable troughs will be Authority-furnished materials.
302	Could you please clarify if the locations for the CP1 segment sound walls will be provided? Currently, we only have plans indicating the station locations for the CP4 sound walls, with no information available for CP1. Additionally, we would like to know if the geotechnical or soil report for this project is available.	It is expected that there will be soundwalls on CP1. However, the Authority is not asking for a fixed price for CP1, just unit costs.
303	[Schedule 2_6-Systems Tech Specs - 00 01 16 Sch 16, paragraph 1.3.5] Pease confirm that the Authority load flow will be furnished with complete data files for use in the TSCC's confirmation effort.	The Authority will provide the traction power load flow study outputs and supporting information that are available for use as baseline inputs (e.g., study reports and associated data extracts where releasable). The Authority does not warrant that any model files will be ‘complete’ for direct reuse without modification. The TSCC Contractor remains responsible for developing its confirmation model,

		validating inputs, and identifying any discrepancies through the formal query process.
304	[Schedule 2_6-Systems Tech Specs - 00 01 16 Sch 16, paragraph 1.3.4] Please clarify what civil designs will be furnished by the Authority.	Two types of civil drawings will be furnished by the Authority: - The as-build drawings and documents produced by the civil works contractors. - The civil and miscellaneous CP4 final detailed design drawings are currently under development by Track and OCS designer (i.e., cable trough, undertrack ducting, utility relocation, fencing, gates, locking systems, signage, emergency access walkways, emergency exit, access roads). The Authority will provide 100 percent design documents for OCS and Track.
305	[Schedule 3_6-Design Drawing & Specs - 3.04] As part of the track geometry design, it is customary to reference the rail longitudinal profile. Will you provide the full set of design files — trackbed, drainage, track, and overhead line — in native CAD format (DWG with Xrefs), using the project reference control network?	The full set of design files - trackbed, drainage, track and overhead line - including native CAD format, will be provided once the TSCC Contractor is on board.
306	[Schedule 3_6-Design Drawing & Specs] Could you please confirm the following points regarding the track design study for the high-speed rail project: Will the track design study include all necessary calculations to justify the complete set of geometric profiles and ensure compliance with high-speed rail	The Track Design Study included within the final design for the Track and OCS package already includes the design basis, criteria, and supporting calculations necessary to justify the complete set of track geometric profiles, including alignment, transitions, superelevation, and clearances. The design demonstrates compliance with applicable high-speed rail requirements, including relevant regulations of the Federal Railroad Administration (FRA) and adopted guidance of the American Railway Engineering and Maintenance-of-Way Association

	standards, including FRA regulations and AREMA guidelines? Will the study you provide be sufficient to support the safety documentation required for certification by an independent authority for the high-speed line? If there are specific requirements, deliverable formats, or additional standards that must be followed to meet California High-Speed Rail Authority expectations, please advise.	(AREMA), in accordance with the project technical criteria and specifications. The Track Design Study already forms part of the design evidence supporting safety documentation. Safety certification related to the design stage will be provided by the Authority. However, this does not, by itself, constitute the complete safety certification package. Safety assurance and certification associated with construction, installation, testing, and commissioning activities remain the responsibility of the TSCC Contractor and relevant contractors within their respective contractual scopes, with Authority oversight. All deliverables are defined under Schedule 3_6 and the applicable Contract Documents. No additional standards or deliverable formats apply unless formally instructed by the Authority.
307	[Schedule 3_6-Design Drawing & Specs - 00-01-05-19-5-S-Traction-Power-Supply-System-TPSS_Rev_0, paragraph 20.1.7.3] Please clarify the scope of the referenced 'Utilitity/Clean Energy Contractor'.	Clean energy supply is not within the TSCC scope. However, in accordance with Schedule 16, the TSCC Contractor must design the TPSS to accommodate future connection to clean energy sources provided under a separate contract. The TPSS will initially be powered by PG&E utility supply, and the TSCC Contractor is required to coordinate with the Authority, its future clean energy contractor, and PG&E in accordance with Schedules 5, 16, and the Agreement.
308	[Schedule 3_6-Design Drawing & Specs - 34 30 39, paragraph 1.03] Paragraph reads as though the TSCC is funishing the poles as opposed to para 1.01 C. Please clarify.	Poles will be furnished by the Authority. This will be clarified in Addendum 4.

309	[Schedule 1_6-TSCC Schedules - Schedule 3, Section 4.3] Please confirm our understanding that internal interfaces refer to connections between subsystems within the same system (e.g., contact wire and electrical devices within OCS) and are managed by the Contractor for systems under TSCC's scope, whereas external interfaces involve other systems, contractors, or third parties and are handled by the designated interface lead contractor, with the Authority acting as the escalation body for disputes, particularly those involving third parties or cross-contract boundaries.	The Authority confirms that the interpretation is consistent with PLAN-1022, Section 5.2.3. The Authority retains governance oversight and acts as the escalation and decision authority for unresolved external interface matters.
310	[Schedule 1_6-TSCC Schedules - Schedule 16, Section 1.3] It is indicated as per item 1.3.5 that the traction power load calculations will be produced by the Authority and its Track/OCS Design Services Consultant. If any discrepancy is identified by the TSCC Contractor, who will be in charge to perform the updated power Load calculation?	The TSCC Contractor remains responsible for reviewing these inputs as part of its design development and for identifying and raising any discrepancies to the Authority. Any updates to the load calculations will be assessed and agreed by the Authority, with supporting analysis provided by the TSCC Contractor, as required.
311	[Schedule 1_6-TSCC Schedules - 10.2.2.3] Please, could you confirm that interaction or coordination with cellular or satellite providers such as Verizon, AT&T, T-Mobile and others shall be done with support from the TSCC contractor?	TSCC Contractor shall lead the coordination with support from the Authority as required.

312	[Schedule 1_6-TSCC Schedules - Multiple sections] Most technical specifications detailed in this document need to be met by the MNO (AT&T, Verizon, T-Mobile etc) who will provide the FRMCS Transport Domain entirely for the CAHSR. Please, could you please confirm that the specifications regarding FRMCS should be used by the TSCC Contractor to develop the Basis of Design which will be used to engage with the MNOs for them to meet these requirements?	The TSCC Contractor is responsible for providing a wireless communication system that meets FRMCS requirements. Using an MNO is one possible option. If the TSCC Contractor chooses this option as its solution, then the TSCC Contractor is responsible for ensuring it meets the requirements in this technical specification.
313	[Schedule 2_6-Systems Tech Specs - 3.1 SuC (Cybersecurity) Schedule 5(a)] System under consideration, should it cover other contractors scope? Or only consider their impacts at the interfaces?	The TSCC Contractor is responsible for providing cybersecurity that covers all systems and subsystems that fall within the TSCC scope of work.
314	[Schedule 2_6-Systems Tech Specs - 8 Lifecycle Phase Requirement & Deliverables Schedule 5(a)] Please confirm that the activities and deliverables described in table 4 limited to the systems under TSCC contractor?	The Authority confirms that the activities and deliverables described in Table 4 of Schedule 5(a) are limited to the systems within the TSCC Contractor's scope of responsibility. However, the final applicability, sequencing, and detailed alignment of these activities and deliverables will be confirmed and agreed at the applicable Notice to Proceed (NTP) stage for the relevant Package.

315	[Schedule 2_6-Systems Tech Specs - Schedule 5(a)] Which entity is in charge to provide the document management tool to manage the classified Cybersecurity documents and to establish the document classification policy?	The TSCC Contractor is in charge of coordination with support from the Authority.
316	[Schedule 15] Schedule 15 includes third-party agreements to which the TSCC Contractor is not a signatory. Please clarify whether compliance with Railroad Agreements is informational or contractually binding on the TSCC Contractor, and whether conflicts with TSCC requirements shall be treated as a Change.	The Authority anticipates making clarifying changes in Addendum 4.
317	[RM.26- Plan-1022 Interface Management Plan – IMP - Appendix 1] Could you please provide us with a clear version of the SoS architecture in Appendix 1?	A clearer representation of the System-of-Systems (SoS) Architecture will be uploaded to the Authority's Virtual Data Room (Virtual Box) under the document titled "CHSRP Combined System Architecture Version 1.0". Proposers are requested to obtain access through the Authority to review this file. The diagram is issued as a draft and remains a work in progress. It is provided for reference and system understanding purposes only and does not supersede the Contract Documents. Further refinement and formal issue will be undertaken in accordance with the project configuration and document control procedures in discussions with the TSCC Contractor.

318	[RM.42- Guide-0005 Testing and Commissioning Strategy] Could you please provide us with the missing section titled "5.5 Testing Documentation", which appears in the table of contents but is absent from the document?	The Table of Contents has been updated. The section relating to testing documentation is Section 5.2 of the updated document, which will be provided with Addendum 4. The broken links within the Table of Contents have been corrected.
319	[ITP, Instruction to Proposers - §3 Table 1 RFP Schedule] Do you have information to share about the Southern Rail Head? A site visit to the Rail Head is scheduled for the first week of January. To prepare properly, could you provide us with the following: A general layout plan of the base, A utility and roadway plan (including water, electricity, telecom, fences etc.), A layout showing possible locations for setting up modular office units and storage sheds, Any special track sections, such as a pit track for rail equipment maintenance, Any concrete-paved tracks for equipment washing and fueling, including the necessary fuel tanks.	Site visits to the southern railhead occurred on January 6-7, 2026. Proposers should refer to the ITP Section 2.5 and Form R, for access to information regarding the southern railhead, available in the Confidential Reference Materials (HSR25-89 TSCC Confidential Reference Materials - Technical Drawings and Reports).
320	[ITP, Instruction to Proposers - §3 Table 1 RFP Schedule] Do you have information to share about the Southern Rail Head? A site visit to the Rail Head is scheduled for the first week of	See Question 319, Site visits to the southern railhead occurred on January 6-7, 2026. Proposers should refer to the ITP Section 2.5 and Form R, for access to information regarding the southern railhead, available in the Confidential Reference Materials (HSR25-89 TSCC Confidential Reference Materials - Technical Drawings and Reports).

	January. To prepare properly, could you provide us with a schematic of the rail facilities at the base (including signaling, storage/yard areas, switch numbers, and whether the switches are powered or manual)?	
321	[ITP, Instruction to Proposers - §3 Table 1 RFP Schedule] Do you have information to share about the Southern Rail Head? A site visit to the Rail Head is scheduled for the first week of January. To prepare properly, could you provide us with the connection agreement for linking the base to the BNSF network?	Site visits to the southern railhead occurred on January 6-7, 2026. Proposers should refer to the ITP Section 2.5 and Form R, for access to information regarding the southern railhead, available in the Confidential Reference Materials (HSR25-89 TSCC Confidential Reference Materials - Technical Drawings and Reports).
322	[ITP, Instruction to Proposers - §3 Table 1 RFP Schedule] Do you have information to share about the Southern Rail Head? A site visit to the Rail Head is scheduled for the first week of January. To prepare properly, regarding material storage and the base itself, do you have all the required administrative permits (environmental, legal, etc.)?	Site visits to the southern railhead occurred on January 6-7, 2026. Proposers should refer to the ITP Section 2.5 and Form R, for access to information regarding the southern railhead, available in the Confidential Reference Materials (HSR25-89 TSCC Confidential Reference Materials - Technical Drawings and Reports).
323	[Schedule 3_6-Design Drawing & Specs - Schedule 6] Is there a Geotechnical report available for the Contractor to review?	The Geotechnical Report is available in the virtual room via Box pursuant to ITP Section 2.5(d). Please refer to the procedures in ITP Section 2.5 for requesting access to the Confidential Reference Materials.

324	[RM.27- Plan-1025 System Engineering Management Plan - Section 3.2.7] According to section 3.2.7, the Authority is responsible for the installation of the Requirements Management Database tool (DOORS). However, item 4.1.2 of the SDLC states that the Contractor is responsible for implementing DOORS and for providing the Authority with 5 floating licenses. Could you please clarify whether the Contractor be granted access to the DOORS project implemented by the Authority or the requirements are expected to be managed at two separate levels using two different platforms?	The previous requirement for the TSCC Contractor to procure five licenses for a Requirements Management tool will be removed. Both documents, SEMP & SDLC and Requirements Management Plans, will be updated as part of Addendum 4. The TSCC Contractor will work within the Authority's environment using the Authority-provided Requirements Management software (IBM Rational DOORS). There will be one centralized database for the entire Program, hosted and managed by the Authority. All requirements will be maintained in this single environment to ensure consistency and traceability across the CHSR Program.
325	[Schedule 3_6-Design Drawing & Specs - Schedule 6] In typical cross-section PWD_TT_A05102, there is a mention of removal of protection layer and re-grading of prepared subgrade, please provide additional information on layer thickness, subgrade preparation requirements. Under which pay item is this paid?	For typical cross-section PWD_TT_A05102, the protection layer is generally intended to remain in place, and removal is not required as a standard condition. Notwithstanding the above, localized removal and regrading may be required in specific areas, such as bridge approaches, where existing build-up was provided to support interim vehicular traffic, and adjustment is necessary to achieve the final rail profile. Any such work shall be performed as required to meet the final design levels and shall be paid under the applicable Contract earthwork or grading pay items.

326	[Spec-0009 European Train Control System - Figure 2] Concrete Bearing Layer - Spec-0009 European Train Control System Rev 0.0 Fig 2 shows ATO but no other mention seems to be made of ATO provision within this specification or any other relevant one. Could you confirm if ATO is in scope or not please?	ATO is not part of the TSCC scope, but passive provision must be provided to allow for the future addition of ATO to the train control system with minimal redesign/rework.
327	[Agreement-TSCC Agreement - Section 30.9.c] Section 30.9(c) provides that the mediation process shall be held no earlier than the Expiration Date or the date that TSCC Contractor last performs any Work, whichever is earlier. Could you please confirm that such Section shall be interpreted as that TSCC Contractor would not be able to resort to the disputes resolution mechanism provided under Section 30 during all duration of the TSCC Agreement? If so, could you please consider inserting a interim dispute process such as DRB for certain types of claims?	This provision was removed in Addendum 2. *See* Article 30 in Addendum 2 for an updated Dispute Resolution process.

328	[Schedule 38] Could the Authority please provide Schedule 38 as referenced in the contract, as it is not included in the documents currently available to us?	Schedule 38 will be provided with the issuance of Addendum 4.
329	[Schedule 3_6-Design Drawing & Specs - Section 34 30 85 - 3.09 stringing] If stringing is not done by train at full tension, can you please provide a minimum information about the stringing tension based on the S 220 system design owner and your manufacturer recommendations?	The Authority confirms that stringing tension requirements for the S 220 OCS system are defined in the applicable SNCF design specifications. Bidders shall refer to SNCF Drawing 21400/300360, which sets out the required stringing methodology and tension parameters.
330	[Schedule 1_6-TSCC Schedules, Schedule 17] Key Personnel: Traction Power System (TPS) Manager The requirements state that the KP must have minimum 15 years experience, as well as hold appropriate CA PE or comparable recognition/accredition from a comparable engineering institute. We have identified a highly qualified candidate who exceeds the experience requirements and has extensive leadership credentials in as a TPSM. While this individual is not a California-licensed Professional Engineer (PE), their background fully aligns with the technical,	The Authority may waive the PE requirement for some positions with comparable education and experience. The process to request a PE waiver with comparable education and experience will be incorporated in Addendum 4.

	managerial, and integration responsibilities described for the role. Request: Can the Authority confirm that a California PE license is not a mandatory requirement for the TPS Manager position, and that a candidate with the requisite depth of experience in high-speed rail traction power systems may be proposed for this role?	
331	[ITP Form J1, Pricing Sheet - Maintenance] The Maintenance Tab on Form J1 has reference numbers before the description. For example, "13.3.3 Routine Maintenance of railroad bridges". Are these specification sections? If so, where are they located?	Form J1 and Schedule 16, Scope of Work, 13 will be revised through Addendum 4.
332	[ITP Form J1, Pricing Sheet - Maintenance Tab on Form J1] Please provide a definition of "Routine Maintenance" of railroad bridges.	Form J1 and Schedule 16, Scope of Work, 13 will be revised through Addendum 4.
333	[ITP Form J1, Pricing Sheet - Maintenance Tab on Form J1, Items 13, 26, and 39] Remove or cover graffiti within 10 days of discovery. Please make this item a EACH or UNIT. Lump Sum is not quantifiable.	Form J1 and Schedule 16, Scope of Work, 13 will be revised through Addendum 4.

334	[Schedule 1_6-TSCC Schedules - BIM] As per Schedule 4, the Contractor shall develop, maintain, and submit for Authority's review a Federated Model integrating all discipline models and interface boundaries. Could you please clarify the meaning of "all discipline models and interfaces boundaries"? Our understanding is that "all discipline models and interfaces boundaries" refers only to the TSCC Contractor's scope (Track, OCC & systems). The federated models for the stations for example, should not be developed & maintained by the TSCC Contractor.	Yes, this understanding is correct. The TSCC Contractor will federate its “project level” disciplines and build a federated model for its TSCC scope following in particular “Federated Model and Coordination” and “Federal Models requirements” section of Schedule 4 and supplemented by Bim Manual. The Authority will implement its “program level” federated model based on assembly of every partner’s federated “project level” model.
335	[ITP Form J1, Pricing Sheet - Authority’s response to Questions and Answers #45] “TSCC Contractor shall provide the price, which will be evaluated as part of scoring, pursuant to ITP Section 6.7.” Question: Could the Authority confirm that the contractor is required to continue CP4 b until the revenue service (i.e., until 2032)?	This will be addressed through Addendum 4.
336	[Authority’s response to Questions and Answers #49] Please confirm that this responsibility to maintain the track and OCS until revenue service would be dismissed upon dismisses of the Contractor if a GMP cannot be met for the proceeding NTP's.	This will be addressed through Addendum 4.

337	[Agreement-TSCC Agreement - Section 1.1] Request the removal of the word “material” from the definition of “Authority-Caused Delay”. The term "material" is not defined, and could result in inconsistent interpretation.	This change will not be made. “Material” is a term of art in U.S. contracts.
338	[Agreement-TSCC Agreement - Section 1.1] In light of the current volatility within some the agencies, aside from the Authority, regulating the Project, the limited definition of “Change in Law” creates increased exposure whereby the TSCC Contractor would not be entitled to relief for certain Changes in Law. Request removal of the ”materiality” conditions throughout the definition.	This change will not be made. Changes in law with only a tangential influence on the Project should not entitle TSCC Contractor to relief. If the change in law affects the performance of the work in a real way, it would satisfy the materiality requirement, regardless of the agency regulating the Project.
339	[Agreement-TSCC Agreement - Section 1.1] The term "Compensable Event" is defined as any Relief Event other than a Force Majeure Event. Is it the Authority's intent that the TSCC Contractor, in all instances, will only be entitled to an extension of time for a delay caused by a Force Majeure Event?	Yes, that is the Authority’s intent.

340	[Agreement-TSCC Agreement - Section 10.12] Consistent with the Authority's response to Question 60 under Questions and Responses, Round 2, request that Section 10.12 start with the following language: "Subject to the process under Section 10.9 above,…"	A revision to this section will be issued as part of Addendum 4.
341	[Agreement-TSCC Agreement - Section 17.1.4(a)] Is it the Authority's intent to create a right to enforce the terms of a Subcontract prior to an assignment?	The Authority assumes the reference is to Section 17.4.1(a). Yes, the Authority needs to have a right of enforcement for subcontracts prior to assignment under Section 17.1(e).
342	[Agreement-TSCC Agreement - Section 20.17] To avoid a potential conflict of terms, request adding the following language in a new Section 20.17.3: “Nothing contained in this Section 20.17 shall be interpreted to limit TSCC Contractor’s right to stop Work in accordance with the terms and conditions of Section 27.6 below.”	Such language is not necessary because Section 20.16 addresses disputed payments, and Section 27.6 relates to failure to pay undisputed payments.
343	[Agreement-TSCC Agreement - Section 26.1.2] The exclusions to the limitation of liability significantly limit the intended protection for the TSCC Contractor. Request	(1) The exclusion for Design liability was removed in Addendum 2. (2) The change will not be made. If the TSCC Contractor was required to have insurance but did not, such failure should not reduce the TSCC Contractor’s liability.

	modifications to the exclusions as follows: (1) Subpart (a) the exclusion should be limited to the extent of proceeds received from the applicable design professional's insurance coverage; (2) Subpart (c) the exclusion should be limited to the extent of insurance proceeds received; and (3) Subpart (e) the exclusion should be limited to claims brought by third parties for bodily injury or property damage.	(3) The change will not be made. Payments made to third parties should not reduce the Authority's right to recover from the TSCC Contractor.
344	[Agreement-TSCC Agreement - Section 26.2.1] Request that Subpart (a) be removed in its entirety, and that the TSCC Contractor's indemnity obligations be limited to third party claims.	The change will not be made. Section 26.2 is limited to third party claims. See Section 26.2.6.
345	[Agreement-TSCC Agreement - Section 26.8.2] The exclusions to the waiver of consequential damages significantly limit the intended protection for the TSCC Contractor. Request modifications to the exclusions as follows: Subpart (c) the exclusion should be limited to claims brought by third parties for bodily injury or property damage.	The change will not be made. Payments for third party claims due to the TSCC Contractor's fault should not be the Authority's obligations, even if consequential damages.

346	[Agreement-TSCC Agreement - Section 1.1] Could the Authority Please confirm that Tariff Event is considered a Relief Event?	No. A Tariff Event is not a Relief Event because it does not grant additional time, only a direct payment of additional tariffs without markup.
347	[Agreement-TSCC Agreement - 5.1.1(c)] Modification request: TSCC Contractor has, in accordance with Good Industry Practice, performed Reasonable Investigation regarding the Project, reviewed and analyzed all information provided in the Agreement, including all Schedules, ~~and Reference Documents~~.	The change will not be made. The definition of "Good Industry Practice" requires the TSCC Contractor to use due diligence in its undertaking under circumstances similar to the Project and conditions similar to those within the same geographic area as the Site. One way of understanding potential conditions at the site is to review the Reference Documents.
348	[Agreement-TSCC Agreement - 7.1.2 (a) & (b)] Modification request: (i) 50% of the amount of the Performance Bond for a particular Package upon substantial completion of all Scope of Work for such Package, as determined in the Authority's sole discretion, and (ii) the remaining Performance Bond upon Final Acceptance, provided TSCC Contractor is not in default under this Agreement and no event has occurred which, with the passage of time or the giving of notice, would constitute a default under this Agreement; (b) (i) 50% of the amount of the Payment Bond for a particular Package upon substantial completion of all Scope of Work for such Package, as determined in the	This provision was revised in Addendum 2 to release 90% of bonds upon Package Scope Closeout. The process for Package Scope Closeout is further described in Section 19.4.

	Authority's sole discretion, and (ii) the remaining Payment Bond upon Final Acceptance, provided TSCC Contractor is not in default under this Agreement, and no event has occurred which, with the passage of time or the giving of notice, would constitute a default under this Agreement and either: (x) TSCC Contractor has delivered to the Authority (1) evidence, satisfactory to the Authority, that all persons eligible to file a Claim against the Payment Bond have been fully paid, and (2) unconditional releases of Liens and stop payment notices from all Subcontractors who filed a preliminary notice of a Claim against the Payment Bond; or (y) the statutory period for Subcontractors to file a claim against the Payment Bond has expired and no Claims have been filed.	
349	[Agreement-TSCC Agreement - 8] Addition Request: Section 8.6 "To the greatest extent possible the disclosure of the names of Key Individuals and Authority Representatives shall not be published, advertised, and/or openly posted, in an effort to provide some level of privacy and security.	A revision will be added as part of Addendum 4, but will include a caveat that Authority will comply with any applicable Public Records Act requests or other disclosures made in accordance with law and its obligations as a recipient of state and/or federal funding.

350	[Agreement-TSCC Agreement - 14,8 (ii)] Please modify this language to exclude Authority Provided Assets and Work not completed by the TSCC Contractor.	The defined term “Work” limits this to work for which TSCC Contractor is responsible.
351	[Agreement-TSCC Agreement - 14.15.1] Is the Authority prohibiting the use of rental equipment on the project?	No. This provision only relates to tools and equipment “that become part of the Project”.
352	[Agreement-TSCC Agreement - 14.15.3] Please confirm the Authority will compensate the TSCC Contractor for remediation not due to the TSCC Contractor, and consider adding such an instance to the Relief Event definition.	The definition of Relief Event includes performance by TSCC Contractor of Hazardous Materials Management resulting from either Unknown Hazardous Materials or any spill of Hazardous Materials by a third party who is not acting in any capacity related to the TSCC Contract. Pursuant to Section 13.5.2, TSCC Contractor is responsible for performing Hazardous Materials Management for Known or Suspected Hazardous Materials.
353	[Agreement-TSCC Agreement - 14.16.1 (b)] Please confirm that the fuel referenced is that consumed by the TSCC Contractor.	Yes. The definition of “Construction Work”, and by extension “Work”, is that for which the TSCC Contractor is responsible.
354	[Agreement-TSCC Agreement - 15.6.1] Please consider revising the warranty start date to the achievement of substantial completion of each package. This is both realistic and quantifiable performance criteria, and reflects the reality that many components, particularly technology components, may be superseded or have expended their service life by the time the later Packages are constructed. It may be more economical to replace some	The Authority anticipates providing additional information through Addendum 4.

	components than pay for extraordinarily long warranty periods.	
355	[HSR25-89_TSCC_Instructions_to_Proposers_A1_Clean - 6.6.2, page 53 of 74] The ITP states "The Technical Proposal shall be no more than 100 pages in length; the 100 page-limit, however, does not include the Executive Summary, Schedules, resumes for Key Personnel, forms, sketches, renderings, drawings, and plans. Each plan is limited to 25 pages." Could org charts please be excluded from the page count?	This was revised in Addendum 2.
356	[Schedule 1_6-TSCC Schedules - 4.2.5] Refering to the RAM targets that need to be met per requirements, selection of suppliers and their technology will provide allowance for meeting these targets. Could you please confirm that expectations are to set the targets during design and support selection of suppliers that meet or closely follow these requirements?	The Authority can confirm during the design phase that the selection of the suppliers will be proposed based on the RAM targets that meet the requirements.
357	[Schedule 2_6-Systems Tech Specs - Schedule 5(a)] The document describes in several sections that TSCC shall provide procedures and processes; It is understood that at build phase all the technical documentation and specifications including manuals and trainings would need to be provided; procedures are part of the run phase. Clarifications are needed with regards to Operator and Maintainer scope of work before handover.	The Authority acknowledges the query regarding references to “procedures and processes” within Schedule 5(a) and confirms that such references relate to system-level documentation required to support design completion, installation, testing, commissioning, certification, and handover of the TSCC scope. These obligations apply during the delivery phase and are intended to ensure that the systems are safe, integrated, maintainable, and ready for operational use at the point of handover. Prior to handover, the TSCC Contractor shall provide, as applicable, system technical documentation and specifications, installation, testing and commissioning procedures,

		Operation and Maintenance (O&M) manuals for the systems supplied, system-level maintenance procedures and recommended maintenance regimes, and training materials together with delivery of training for Operator and Maintainer personnel. These deliverables form part of the evidence required to demonstrate system safety acceptance and readiness for operations. For clarity, the development of railway operational rulebooks, service operation procedures, traffic management procedures, and overall operational governance processes applicable to the run phase remains the responsibility of the Operator and Maintainer and is outside the TSCC Contractor's scope, except where system-specific technical data, parameters, constraints, and functional descriptions are required to enable the Operator and Maintainer to prepare such operational documentation.
358	[Spec-0009 European Train Control System - 5.6.6.3] SPEC-0009 – European Train Control System 5.6.6.3 - 100 trains is a very large number to be connected to one RBC, and is above the norm. Would it be possible for the railway to be subdivided the areas into separate RBC?	This is part of the detailed design and is required by the Contract Documents.
359	[Spec-0009 European Train Control System - 5.4.7.5] SPEC-0009 – European Train Control System 5.4.7.5 - This is not something an RBC would realistically be able to do. The logic for determining where this TSR is would not be within the RBC. 1 It may be possible to manage this from the TM system, with the right development. 2 The same applies for the corresponding requirement on Shunting areas, and indeed	Clause 5.4.7.5 requires that along working areas, the TMS and/or RBC shall automatically reduce train speeds on adjacent tracks. The automatic TSR function shall achieve SIL4 and cover, at minimum, the full projection of the working area onto tracks remaining in service. The functional logic may be implemented within the TMS, provided the overall safety function achieves SIL4 as demonstrated by the system supplier. Implementation within the RBC remains the preferred approach. The same principle applies to shunting areas and similar externally influenced functions.

	several other requirements for special interfaces to the RBC to make it respond to certain external inputs. 3 Please clarify this requirement?	The Authority further notes that this procurement stage is for system design pricing only. Final functional allocation between TMS and RBC will be developed during detailed system design with the selected TSCC Contractor post-award.
360	[Spec-0009 European Train Control System - 5.1.19.4 – 5.1.19.7] With regards to 5.1.19.4 – 5.1.19.7 of the Schedule 5(r), Could you confirm whether full compliance with all five UIC FRMCS Specifications is required at Day 1 commissioning, or if a phased approach would be acceptable, for the WCS FRMCS?	Full compliance with the specifications is required on Day 1 of commissioning/entry into operational service.
361	[SPEC-0022 – Wireless Communication Systems - 5.4.17.14] In light of the US regulatory context and spectrum constraints, what is the Authority's position on limited deviations or waivers from UIC FRMCS requirements or Schedule 5(r) (e.g. the 5.4.17.14 Double or Duplicated Coverage requirement), should these be necessary to achieve safe, reliable operations for the CHSR?	This is part of detailed design and required by Contract Documents.

362	[SPEC-0022 – Wireless Communication Systems - 5.1.6 – 5.1.8] With regards to 5.1.6 – 5.1.8 of the Schedule 5(r), What is the Authority's approach to securing exclusive spectrum? Has the Authority initiated or planned any engagement with the FCC to secure exclusive spectrum in UIC FRMCS-specified bands, for the WCS?	As described in Schedule 5(r) the Authority does own licenses for limited spectrum in the 700MHz band. Any additional spectrum that is required is the responsibility of the TSCC Contractor.
363	[Spec - 0010 Fire Protection System - 5.2.6] Should the references to the WEEE and RoHS directives - which are EU directives - in this section actually be to the Electronic Waste Recycling Act or some other US legislation?	The references to WEEE and RoHS are valid. The Electronic Waste Recycling Act should also be referenced here.
364	[SPEC-0005 - Cyber Security - 3.1.9] Can the Authority please confirm what is meant by "secure conduits" - does the Authority have any baseline expectations for what constitutes a "secure conduit"?	Conduits that are secure, i.e. not easily accessible, provide a level of protection from rodents, fire, theft, intrusion, etc. as best practice.
365	[SPEC-0005 - Cyber Security - 4.3.6] The requirements in the Specification differ to the outline structure recommended in TS 50701 for a Cyber Security Case. Please can the Authority clarify whether the "Assurance Case" is different to that mandated in TS 50701, or whether it is a separate additional deliverable?	This is an additional deliverable on top of the requirements of TS 50701.
366	[SPEC-0005 - Cyber Security - 4.5] This section refers to "end of life" and "end of support". Can the Authority please clarify these terms - e.g., does end of support refer to end of TSCC Contractor support, or	For the purposes of Section 4.5: • End of Life refers to the end of the product's defined design life.

	vendor support (e.g., software updates or provision of spares)?	• End of Support refers to the end of vendor/manufacturer support, including but not limited to software updates, security patches, and provision of spares. End of Support does not refer to the end of TSCC Contractor support obligations under the Contract.
367	[SPEC-0005 - Cyber Security - 6.8.12] The cryptography used for train to trackside communications defined in SUBSET-037 (EuroRadio) is considered 'Disallowed' by NIST as it is DES-based. Can the Authority confirm whether this clause applies to defined communications cryptographic protection inherent to ETCS, otherwise this will incur significant cost where it deviates from the ETCS core specifications.	It refers to the safety critical communications for voice and data for ETCS.
368	[SPEC-0005 - Cyber Security - 6.9] Does the SIEM solution require automatic ingestion of threat intelligence feeds and indicators of compromise? If so, does it require ingestion of open source (and which sources) and closed source feeds?	Yes, the SIEM solution requires automatic ingestion of threat intelligence feeds and indicators of compromise. Yes, it requires ingestion of open source and closed source feeds.
369	[Spec-0009 European Train Control System - 5.6.7.5] This Clause appears to be truncated. Can the Authority confirm the full Clause?	This will be addressed in Addendum 4.
370	[Spec-0009 European Train Control System - 5.7.6] ETCS Balises are broadcast only once telepowered and do not have any ability to verify their data payloads. Can the Authority confirm this clause is intended in this way?	The Authority confirms this statement.

371	[Schedule 17 - Key Individuals - 12] The definition of the Digital Manager appears to take on roles and responsibilities for defined individuals specified in SPEC-0005 (Cyber Security). Can the Authority confirm if this is the intention or is it that the Cyber Security Lead would report to the Digital Manager?	According to the Authority's SEMP, Cyber Security is assigned under the Digital Integration function, and the Cyber Security Lead shall report to the Digital Manager. The process for substitution will be provided in Addendum 4.
372	[DCM and Schedule 5(e) - Basis Of Design 2.2.3.6 Schedule 5(e) 5.3.3] Can the Authority please confirm the Design Speed and the Operating Speed for the Railway as the DCM states that both are 220mph. Schedule 5(e) states the operating speed is 350kph (271mph) with a 10% increase for testing (i.e 380 kph (240 mph))	Reference to DCM is correct. Schedule 5(e) will be updated in Addendum 4.
373	[Agreement-TSCC Agreement - 14.10.4] Regarding Article 14.10.4 on waste of Authority-Provided Materials, we note that the table specifying the applicable waste percentage is not completed in the contract. Could you please confirm the reference or standard percentage of allowable waste to be applied for this project?	Percentages were added in Addendum 2.
374	[Schedule 1_6-TSCC Schedules - Schedule 8] As per schedule 8, the Contractor will design and construct noise barriers at locations identified by the Design Services Consultant. Could you please specify whether the Authority will inform the TSCC of the applicable mitigations for each	All environmental requirements applicable to the TSCC are specified in Schedule 8. The environmental requirements are not defined specific to each subsystem as that will be up to the TSCC to apply as appropriate to each phase of work. In either case, TSCC will not be expected to perform any environmental impact analysis or develop additional mitigation

	subsystem within their scope of work, or if the TSCC is responsible for defining these mitigations and performing the impact analysis for project-level activities.	
375	[Schedule 1_6-TSCC Schedules - Schedule 7] According to the submittal list in schedule 7, TSCC is required to deliver an EMC/EMI strategy (Contrat Data Item 107). Please confirm our understanding that the overall EMC/EMI strategy is defined by the Authority and communicated to TSCC who will then implement it at the project level.	According to SPEC-0026 EMC Grounding and Bonding: 1. The Contractor shall develop, maintain, and submit a comprehensive suite of documents demonstrating how Electromagnetic Compatibility and Grounding/Bonding compliance will be achieved, verified, and maintained throughout the project lifecycle. 2. The Contractor shall define and coordinate the EMC, grounding and bonding interfaces between all systems within its scope and with other project elements or external parties, such as Civil Works, Utilities, Clean Energy Contractors, Stations, Facilities, Trainsets, and any third parties external to the railway corridor, as applicable 3. The EMC scope also includes assessment of electromagnetic fields (EMFs) produced by HSR equipment, trainsets, and facilities on the health and safety of persons in proximity to the system, including HSR staff, passengers, and the general public. 4. The Contractor shall ensure that electromagnetic interactions do not: • Interfere with the normal function of HSR, neighboring, or third-party equipment and facilities; or • Adversely affect the health and safety of persons in the vicinity of the HSR system 5- Hazard Log: Identifying, tracking, and mitigating EMC and electrical safety hazards, fully integrated with the project's overall Safety Case and Assurance Register.

376	[Schedule 1_6-TSCC Schedules - Schedule 7] According to the submittal list in schedule 7, TSCC is required to deliver a Grounding and Bonding strategy (Contrat Data Item 107). Please confirm our understanding that the overall strategy is defined by the Authority and communicated to TSCC who will then implement it at the project level.	See response to Question 375.
377	[Schedule 2_8-Railroad Agreements - Drawing EZ-01] There seems to be some differing site condistons at the Railhead in Wasco as compared to the drawing EX-01. For example the drawing shows the storage tracks at a length of 4,000'+. At the site visit they were measured to be closer to 2,500'. Can the Authrity please provde the IFC drawings for the yard or the asbuilts?	IFC drawings have been uploaded within virtual room. Please ask for access to the virtual box from the Authority.
378	[Schedule 2_8-Railroad Agreements - Drawing EX-01] Drawing EX-01 shows a storage track going north on the existing alignment where the future High Speed Track will be constructed. This was not observed to be completed at the site visit. Will this be completed prior to CP-4 construction?	Drawing EX-01 is a concept drawing of the railhead, developed prior to the final design. Currently, there is storage track built on the mainline alignment leading in and out of the railhead and is detailed in the Issued for Construction drawings dated December 18, 2024, and are loaded in the virtual plan room.
379	[Agreement-TSCC Agreement - follow up on RFI answer 1.01] Can the authority provide a delivery schedule information for OCS component : i.e. Cantilever, disconnectorwires, wires and hangers, negativ feeder and static wire component.	This will be addressed though Addendum 4.

	Regarding poles if any change any delivery schedule please advise	
380	[Schedule 3_6-Design Drawing & Specs - Optimized BOQ CP4] CP4-OCS-portal quantity = 11. This qty do not match the OCS layout plans qty equal to zero. please clarify.	All portals are in the vicinity of TPSS facilities, and the 11 portals are shown on the OCS layout plans.
381	[ITP -Instruction to Proposers - Form M] We would request that the Authority remove the requirement to submit Form M in its entirety and allow proposers to demonstrate Key Personnel qualifications through résumés as part of the proposal, and other narrative sections already required by the RFP. Résumés and narrative descriptions provide sufficient evidence of each individual's experience, competency, and performance, and they offer a more comprehensive and flexible means of presenting qualifications. Eliminating Form M would also streamline the proposal process, avoid duplicative submittals, and align with industry norms for megaproject procurement, where résumés and narrative qualifications are the standard method for evaluating Key Personnel. Please confirm that Form M will be removed.	The Authority declines to make this change at this time.

382	[Schedule 3_6-Design Drawing & Specs - HSR 25-26 Gen Provisions 20.a.i.1] The Authority bid package for LWR rail procurement states that the LWR is to be placed directly on grade. Please confirm that full LWR rail train of 50 or 60 rails can be transported across all structures on the project	The Authority confirms.
383	[Schedule 3_6-Design Drawing & Specs] The contractor expects to distribute some materials with rail bound work trains. Are there any loading limits for bridge structures for transport of these materials?	Bridges are allowed for a 28-ton axle load limit at no more than 40 mph.
384	Are you able to provide me with a list of prime contractors that have shown interest in bidding this RFP?	Prime Contractors and members of joint venture teams have been identified on the TSCC Pre-Bid Conference registration list, 12/19/2025.
385	Which companies attended the one on one?	The One-on-One sessions were conducted under confidentiality agreements and specific information about these meetings is not available. Names of interested prime contractors and members of joint venture teams can be viewed in the TSCC Pre-Bid Conference registration list and linked on the TSCC procurement webpage, https://hsr.ca.gov/work-with-us/procurements/architectural-engineering-and-capital-contracts/track-systems-construction-contract-rfp/
386	[HSR25-89_TSCC_Instructions_to_Proposers_A1_Clean] Could forms included in the ITP, unless altered, be excluded from future ITP Addendum releases? Each Addendum release updates the forms with a sidebar notification. Having these omitted will allow	All forms and certifications will continue to be included in the ITP for Addendum 4. Proposers may populate and submit forms published in prior addenda so long as those forms contain no changes in subsequent addenda. If a Proposer chooses to populate and submit a version of a form published in a prior addendum, the Proposer is responsible for ensuring that no changes were made to that form in subsequent addenda.

	us to get started on populating the forms in advance of the last Addendum release.	
387	Please provide the digital (CAD, GIS) boundaries that support all environmental documentation and clearances in CP1 thru CP4 (ie: study areas, wetland and stream data, habitat locations). It is unclear from the ITP as to what areas are within the environmental footprint.	The EIR/EIS and ITP footprint files are available on Virtual Box. Please ask the Authority for access. Work within the EIR/EIS footprint is environmentally cleared under NEPA/CEQA, while work within the ITP footprint must comply with permit requirements. Updated footprints will be issued at contract award. Coordination with HSR Environmental is required before starting work, especially if work extends outside the defined footprints.
388	[HSR25-89_TSCC_Instructions_to_Proposers_A1_Clean] We respectfully request that the Track and OCS Installation Manager role may be replaced with a Systems Installation Manager position. The Construction Manager will have oversight for all construction scopes, however this person will focus heavily on civil and track disciplines. Systems construction will be executed after design has matured and long lead items are procured. A Systems Installation Manager role would require systems expertise, and someone who is familiar with working with a lead integrator to commission a transit system in the United States. A Systems Installation Manager, with no California Professional Engineer requirement, would better align with the Proposer's intended execution approach and overall construction management structure.	The process for substitution will be provided in Addendum 4.

389	[HSR25-89_TSCC_Instructions_to_Proposers_A1_Clean] We believe oversight of the track and OCS designs is best managed by the Design Interface Manager and their team. For this reason, we suggest that the Design Oversight Manager role be defined as overall responsibility to deliver fully integrated and compliant designs for traction power, signaling, and communications, and therefore we view this position as more of a Design Management position. While it's true that OEMs will complete final designs for these subsystems, an EOR will need to review and sign and seal these designs. We consider this Design Oversight Manager to be the person who will be the EOR for these designs.	The process for substitution will be provided in Addendum 4.
390	[HSR25-89_TSCC_Instructions_to_Proposers_A1_Clean] The responsibility for defining, managing, and resolving all interfaces will be carried out under the direction of the Design Interface Manager, and their team of interface coordinators. We believe the Civil/Structural Integration Manager aligns with a subset of the Design Interface Manager's role, and therefore, suggest that the key position be redefined as the Design Interface Manager. We understand there is specific interest in teams identifying key people who will manage the external interfaces to owner-supplied designs, and	The process for substitution will be provided in Addendum 4.

	this modification still accommodates the Authority's evaluation of personnel.	
391	1. Please confirm if the design and procurement of the high voltage power transformers at the substation are part of the TSCC contract. 2. Please confirm the voltage of the interconnection agreements for each station with PG&E – either 34.5kv, 115kV or 230kV.	1. High-voltage traction transformers design and procurement forming part of the TPSS are within TSCC Contractor scope in accordance with SPEC-0023 Section 6, Clause 6.1.4, Clause 6.1.4.2 and Section 4, Clause 4.1.6.6. 2. The interconnection voltage at the PCC is not fixed in the specification. In accordance with SPEC-0023 Section 5, Clause 5.2 the final service voltage (e.g., 34.5 kV, 115 kV, or 230 kV) shall be determined during design development in coordination with the serving utility.