California High-Speed Rail Authority

RFP No.: HSR 13-57

Request for Proposals for Design-Build Services for Construction Package 2-3

Book IV, Part C.6
Safety and Security Policy Statement

California High-Speed Train System

TECHNICAL MEMORANDUM

Safety and Security Policy Statement
TM 500.01

Prepared by:	John Cockle, System Safety	26 October 12 Date
Checked by:	Jack Sheehan, Safety & Security Manager	01 November 12 Date
Approved by:	Joseph Metzler, Operations Manager	07 November 12 Date
Released by:	Brent Felker, PE, Program Director	11-28-12 Date
Reviewed by:	Michael D. Lewis, PE, Project Management Oversight	07 NOV 12 Date
Reviewed by:	Jon Tapping, Risk Manager. Authority	11-16-12 Date
Accepted by:	Jeffrey Morales, CEO, Authority	12-7-12 Date

Revision	Date	Description
0	26 Oct 12	Initial Release

Note: Signatures apply for the latest technical memorandum revision as noted above.

Prepared by PARSONS BRINCKERHOFF

for the California High-Speed Rail Authority

04/02/2014 - RFP No.: HSR13-57

04/02/2014 - RFP No.: HSR13-57

This document has been prepared by ***Parsons Brinckerhoff*** for the California High-Speed Rail Authority and for application to the California High-Speed Train System. Any use of this document for purposes other than this System, or the specific portion of the System stated in the document, shall be at the sole risk of the user, and without liability to PB for any losses or injuries arising from such use.

TABLE OF CONTENTS

TABLE OF CONTENTS I

ABSTRACT 1

1.0 INTRODUCTION 2

1.1 PURPOSE OF TECHNICAL MEMORANDUM 2

1.2 GENERAL INFORMATION 2

2.0 DEFINITION OF TECHNICAL TOPIC 2

2.1 SAFETY AND SECURITY POLICY STATEMENT 2

3.0 SUMMARY AND RECOMMENDATIONS 3

3.1 RECOMMENDATIONS 3

APPENDIX A 4

04/02/2014 - RFP No.: HSR13-57

ABSTRACT

This memorandum is intended to establish the Safety and Security Policy for the California High-Speed Train System (CHSTS) that will be used as a confirmation of the California High-Speed Rail Authority's (Authority) commitment to plan, design, construct, test and prepare for operating a high-speed train system that operates with a primary focus on safety and security.

04/02/2014 - RFP No.: HSR13-57

1.0 INTRODUCTION

The California High-Speed Rail Authority (Authority) is responsible for certifying the planning, design, construction, testing, and placement into revenue service a safe and secure high-speed train system. The Safety and Security Policy Statement is a high-level confirmation of the Authority's commitment to safety and security.

1.1 PURPOSE OF TECHNICAL MEMORANDUM

The purpose of this technical memorandum is to provide a vehicle for the authorization of the Safety and Security Policy Statement by the Authority.

1.2 GENERAL INFORMATION

Absent federal regulations that govern the completion of major capital projects, the Federal Railroad Administration looks to the Federal Transit Administration (FTA) regulations for guidance. FTA regulations found at 49 CFR 633 requires the development of a *Project Management Plan* (PMP) for every major capital transit project. As described in FTA Circular 5800.1 *Safety and Security Management Guidance for Major Capital Projects*, (dated 8/1/07) a *Safety and Security Management Plan* (SSMP) is the element of the PMP that manages project safety and security activities, responsibilities, and verification processes throughout the project life cycle.

A critical (and required) element of the SSMP, as described in FTA Circular 5800.1, is the Safety and Security Policy Statement.

2.0 DEFINITION OF TECHNICAL TOPIC

2.1 SAFETY AND SECURITY POLICY STATEMENT

It is the policy of the Authority to perform work on the California High-Speed Train System (CHSTS) in a manner that ensures the safety and security of passengers, employees, contractors, emergency responders, and the public. The application of system safety and security comprises a fundamental hazard and vulnerability management process that incorporates the characteristics of planning, design, construction, testing, operational readiness, and subsequent operation of the high-speed rail system. Safety and security are priority considerations in the planning and execution of all work activities on the CHSTS.

All trains, facilities, systems and operational processes must be designed, constructed, and implemented in a manner that promotes the safety and security of persons and property. The design, construction, testing, and start-up of the CHSTS will comply with applicable safety and security laws, regulations, requirements and railroad industry practices. The Authority will maintain or improve upon the public transit and railroad industry standards for safety and security. Through the Reliability, Availability, Maintainability, and Safety (RAMS) Program a standard of safety will be established that is as safe as or safer than conventional U.S. railroad operations and in conformance with the best practices and standards for safety in the international high-speed rail industry. The design, construction, testing, and start-up of the CHSTS will be accomplished in compliance with this standard.

The Authority is committed to providing a safe and secure travel and work environment. Therefore, safety, accident prevention, and security breach prevention must be incorporated into the performance of every employee task. All Authority, Program Management Team, and contractor personnel, subcontractors and employees are charged with the responsibility for ensuring the safety and security of passengers, employees, contractors, emergency responders, and the public who come in contact with the CHSTS. Each individual and organization is responsible for hazard and vulnerability management, for applying the processes that are designed to ensure safety and security, and for maintaining established safety and security standards, consistent with their position and organizational function. Through a cooperative team

04/02/2014 - RFP No.: HSR13-57

effort and the systemic application of safety and security principles, the CHSTS will be designed, constructed, tested, and placed into service in a safe and secure manner.

3.0 SUMMARY AND RECOMMENDATIONS

3.1 RECOMMENDATIONS

It is recommended that the Authority approve and authorize this Safety and Security Policy Statement.

It is recommended that the Program Management Team implements this Safety and Security Policy Statement across all facets of the CHSTS, initially including it in the *Safety and Security Management Plan*, and subsequently in the *System Safety Program Plan* and the *Security and Emergency Preparedness Plan*.

It is recommended that the Safety and Security Policy Statement be included in all construction safety and security contract requirements.

It is recommended that the Authority's CEO signature be affixed to all versions of the Safety and Security Policy statement when published in other documents. See Appendix A.

04/02/2014 - RFP No.: HSR13-57

APPENDIX A

Safety and Security Policy Statement

It is the policy of the California High-Speed Rail Authority (Authority) to perform work on the California High-Speed Train System (CHSTS) in a manner that ensures the safety and security of passengers, employees, contractors, emergency responders, and the public. The application of system safety and security comprises a fundamental hazard and vulnerability management process that incorporates the characteristics of planning, design, construction, testing, operational readiness, and subsequent operation of the high-speed rail system. Safety and security are priority considerations in the planning and execution of all work activities on the CHSTS.

All trains, facilities, systems and operational processes must be designed, constructed, and implemented in a manner that promotes the safety and security of persons and property. The design, construction, testing, and start-up of the CHSTS will comply with applicable safety and security laws, regulations, requirements and railroad industry practices. The Authority will maintain or improve upon the public transit and railroad industry standards for safety and security. Through the Reliability, Availability, Maintainability, and Safety (RAMS) Program a standard of safety will be established that is as safe as or safer than conventional U.S. railroad operations and in conformance with the best practices and standards for safety in the international high-speed rail industry. The design, construction, testing, and start-up of the CHSTS will be accomplished in compliance with this standard.

The Authority is committed to providing a safe and secure travel and work environment. Therefore, safety, accident prevention, and security breach prevention must be incorporated into the performance of every employee task. All Authority, Program Management Team, and contractor personnel, subcontractors and employees are charged with the responsibility for ensuring the safety and security of passengers, employees, contractors, emergency responders, and the public who come in contact with the CHSTS. Each individual and organization is responsible for hazard and vulnerability management, for applying the processes that are designed to ensure safety and security, and for maintaining established safety and security standards, consistent with their position and organizational function. Through a cooperative team effort and the systemic application of safety and security principles, the CHSTS will be designed, constructed, tested, and placed into service in a safe and secure manner.

Jeff Morales 12-5-12

Jeffrey Morales, CEO
California High-Speed Rail Authority

Date

04/02/2014 - RFP No.: HSR13-57