



California High-Speed Rail **BRIEFING: NOVEMBER 19, 2019 AND AGENDA ITEM #2**

TO: Chair Mendonca and Board Members
FROM: Frank Vacca, Chief of Rail Operations
DATE: November 19, 2019
RE: Maintenance Facilities Overview

Summary

High-speed rail operation will require a number of different facilities to support maintenance activities, operating personnel and operations management. This presentation is intended to provide background on each type of facility required for each operational segment – Initial Central Valley operations, Silicon Valley to Central Valley and Phase I. The presentation will review the facility types, requirements and operational needs, the contracts that will provide these facilities and the environmental review process for site selection.

Background

The Authority has developed criteria for high-speed train fleet, facilities and maintenance necessary to support desired service design and ridership. The capabilities and requirements were derived from best practices of high-speed rail systems. The potential designs and footprints for facilities are based on domestic and worldwide experience.

The Authority will have five types of facilities. These facilities include Maintenance of Way facilities (MOWF), Operation Control Center (OCC); a Heavy Maintenance Facility (HMF), a Headquarters (HQ) location and Light Maintenance Facilities (LMF). Each facility has a specific role, physical requirements and staffing needs.

Prior Board Action

On November 5, 2009, Authority staff requested approval from the Authority Board of Directors to circulate a Request for Expression of Interest to solicit ideas from individuals and local governments for the location of trainset maintenance facilities along the rail system alignment.

This information, as well as facility types and requirements were evaluated in environmental documents to varying levels of detail based on information known at the time. The Authority certified the Merced to Fresno Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) on May 3, 2012 and on May 7, 2014, certified the Fresno to Bakersfield Final EIR/EIS. The FRA also approved and issued Records of Decisions on both documents. The recently certified Final Supplemental Fresno to Bakersfield Final EIR/EIS and Record of Decision updated information related to the MOWF north of Shafter.

Discussion

Maintenance-of-way facility (MOWF) sites were evaluated and a site was selected by the Board as part of the Fresno to Bakersfield EIR/EIS. This site, located in Fresno, will be included in the upcoming Track and Systems procurement document to provide potential bidders the location from which infrastructure maintenance will occur for the Central Valley segment.

No other sites for other operational facility needs have been selected. Site selection criteria have been developed to determine the suitability of each of the nine HMF sites preliminarily evaluated in the currently approved Central Valley environmental documents. With these criteria and the advancement of the HMF design, additional environmental analysis will be required to compare HMF information evaluated in 2012 and 2014 environmental documents. The selection of the Central Valley initial operating segment will help to determine which HMF sites, and other maintenance facility needs, best meet rail operational requirements.

Legal Approval

N/A

Budget and Fiscal Impact

N/A

| REVIEWER INFORMATION | SIGNATURE |
|---|---|
| Reviewer Name and Title: Brian Annis, CFO | Signature verifying budget analysis: Original Signed November 11, 2019 |
| Reviewer Name and Title: Alicia Fowler, Chief Counsel | Signature verifying legal analysis: Original Signed November 11, 2019 |

Recommendations

This presentation provides background on the type of maintenance facilities required for Phase I, Silicon Valley to Central Valley, and for the initial Central Valley operating segment. The intent is to inform the Board as to the role each facility plays, the requirements for the facility and the type of jobs these facilities will require. In addition, this presentation provides the Board an understanding on when decisions will be necessary for which contract.

Attachments

High-Speed Rail Maintenance Facilities Overview