



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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High-Speed Train Board Swears in New Members Approves Oversight Contract and Examines Progress in Southern California

SACRAMENTO – At an agenda-packed monthly meeting, the [California High-Speed Rail Authority Board](#) recognized former state legislator Richard Katz and union business manager Russell Burns as two newly appointed members, and David Crane as returning member of the board, which is responsible for oversight of the development of the state's 800-mile high-speed train system.

[David Crane](#), 55, of San Francisco, was reappointed to the board by Governor Arnold Schwarzenegger. Crane has served on the authority since 2007. He is a special advisor to the Governor for jobs and economic growth and is also a member of the California Economic Development Commission.

[Richard Katz](#), 58, of Sherman Oaks, was appointed to the Authority Board by Governor Schwarzenegger. Since 1997, he has served as a private economic consultant based in Los Angeles. He is Director of the Los Angeles County Metropolitan Transportation Authority and he served for 16 years in the state legislature beginning in 1980. Katz was a senior advisor to Governor Gray Davis for energy and water.

[Russ Burns](#), business manager of Operating Engineers Local 3, was appointed to the Authority Board by Assembly Speaker Karen Bass. He previously served on the Cal-OSHA Standards Board Subcommittee for Certification of Crane Operators. A third-generation operating engineer and Local 3 member, Burns started his career as a crane operator on a variety of high rises, bridges, refineries and large treatment plants throughout Northern California and Reno, NV.

Board positions do not require Senate confirmation, and the compensation is \$100 per diem. Katz and Crane were sworn in by Chairman Quentin Kopp. Burns was not in attendance and is expected to be sworn in at the Authority Board's July 2 meeting in Sacramento.

The Authority Board approved the staff's recommended selection of Lim & Nascimento Engineering (LAN) to serve as the Program Management Oversight contractor. LAN will oversee the work of the Program Manager, Parsons Brinckerhoff, including monitoring project schedules, budget, and conformance with approved work and staffing plans, and ensuring the program is being implemented efficiently and effectively.

Illustrating advancement of the project-specific environmental review process in Southern California, the board examined the alternatives to be analyzed under the Environmental Impact

Report and Statement in the Anaheim to Los Angeles Union Station section, as well as preliminary alternatives extending north from Union Station to State Route 134. The Authority's planning and engineering consultants confirmed that extensive collaboration with cities and other stakeholders within the section helped to identify the alternatives and will continue as part of the assessment process. The full presentation can be found at <http://www.cahighspeedrail.ca.gov/library/Default.aspx?ItemID=8407> .

[The California High-Speed Rail Authority](#) is responsible for building high-speed train service covering 800 miles at speeds up to 220 MPH. Voters approved Proposition 1A on the November 2008 ballot, putting a down payment on what will be America's first high-speed train system.

By linking all major cities in California with a state of the art, new transportation option, California's high-speed train system will increase mobility while cutting air pollution and reducing the greenhouse gas emissions that cause global warming. Building the high-speed train system will cost less than half the cost of freeway and aviation alternatives. Operating the system will create an annual surplus of more than \$1 billion.

For route information, visual simulations and more, please visit www.cahighspeedrail.ca.gov.

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