

Lewis Ames

Lewis Ames was President of San Jose's Modern Transit Society for 10 years, was the dinner speaker at TRAC's 2nd annual conference and was active in promoting auto alternatives including bicycling, carpooling, and use of intercity rail. He started his career working on implementation of the first San Jose light rail line as the Senior Transit Analyst for Supervisor Rod Diridon. Ames played an active role in successful federal, state and regional grants initiatives. He led a team of consultants and skilled craftsmen in a \$5 million restoration of six vintage streetcars.

He subsequently worked for Metro North Railroad leading the capital planning, site planning and environmental clearances on its first new extension as well as leading integration of business planning with its operating budget of a \$600 million. Ames practiced as a consultant with Systra and Korve Engineering including work on the start up of the Capitol Corridor Joint Powers Board integrated program where all of the recommendations for the start up were fully implemented.

His work also includes Project Manager of the first Joint Caltrain PCJPB and Amtrak System Safety Program Plan that was fully implemented. He has authored papers for the TRB on the history and reasons for success of light rail start ups, is a member of the TRB Light Rail Committee and is an expert on shared use and on track safety. Ames is currently the New Starts/Financial Manager of the Central Subway project for the San Francisco Municipal Transportation Agency. He lives in San Francisco.

Art Brown

Art Brown, former Mayor of Buena Park, is both a retired Sheriff and US Marine reservist, who has served our community and our nation. Art has not only served the City of Buena Park in an elected capacity, but he has also Chaired the Orange County Transportation Authority Board, the Metrolink Board, the Southern California Association of Governments Transportation Committed and Regional Council, the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency. Art is a true leader in support for passenger rail expansion in California, well know in our region, Sacramento and Washington DC. Art is also a TRAC Board Member who has forged great relations with all of the rail advocacy community. Art Brown brings proven vision, dedication and integrity that will continue to serve California and TRAC well.

Tom Frankum

Frankum has been an active rail advocate and user for many years. While living in the Bay Area, he was active on several fronts:

- Helping to plan the VTA light rail system

- Planning group for ACE Rail

- Worked with Bay Rail Alliance to improve CalTrain system

- Frequent user, CalTrain, VTA light rail, Amtrak, Amtrak California.

Since moving to southern California four years ago, Frankum has been a frequent user of *Coast Starlight* trains, Coaster and Sprinter trains in North San Diego County. He has worked with California Transit Association and League of California Cities to pass Prop. 106. Additionally, Frankum has attended Transit Lobby Day in Sacramento for several years, served Technical Working Group (TWIG) for the CA High Speed Rail Project, and served for four years as volunteer Executive Director of Transit Alliance for a Better North County, the high energy, community support group for North County Transit District.

Frankum lives in Oceanside, is a retired teacher and General Contractor, is married to wife Jan, and has two children. Frankum has traveled extensively and used rail systems in more than ten countries.

Shelby Kaplan

Bill McGeehan

I'm Bill McGeehan and I'm running for re-election to the TRAC Board. I grew up in Hazelton, Pennsylvania. I studied at the John Miller School For Arts and Sciences and then moved to Kansas City, Missouri to study audio engineering at the University of Missouri. I moved to California in my early twenties to escape the weather conditions that plague other parts of the country. I've worked in the fields of disabled adaptive technology and design, within the transportation industry, for almost twenty years. My love of trains probably started years ago, as a child with my first train set. Now I work both as an advocate for TRAC and for myself as a train passenger. I think the passenger rail system is going to see some of the best innovations and changes over the next several years, with progress and push from the train riding community, leading many other forms of transportation.

Having served as a board member from 2004-2005 and having served as a past president, I'm looking forward to another year of representing you and, along with the other board members, taking TRAC into a fruitful 2011. This last year, we, the board, have represented you in many ways. I had the opportunity to work with the design team at Amtrak on new sleeper car bathrooms. I was able to point out problems and positives with the design that will hopefully help passengers with mobility issues once those cars end up on the rails. We, as your board, have made contact and had meetings with many people that are at the forefront of train travel and the decision-making process that governs it.

Personally, I can't think of any other way I'd like to travel than by train. It is the ONLY way I travel outside of California. I've logged about 370,000 miles so far by Amtrak and can't wait until I hit the half-million mark, which I'm determined to do. I want you to know that representing you, working with the board, meeting many different folks and traveling throughout California has been an honor and a thrill and I hope you re-elect me. Thank you.

Rich McLaughlin, Treasurer

A native of Chicago, IL, I grew up in Southern California watching sugar beet trains along Southern Pacific's Coast Line. Graduating from San Jose State University with a degree in Aero Engineering, I spent 22 years as a Naval Aviator, flying in both the Pacific and Atlantic theaters. Since retiring from the Navy I've been employed by a Defense Contractor in San Diego and am currently serving as the Director of Strategic Business Activities.

I've been interested in rail transportation my entire life and use AMTRAK's California and long distance trains at every opportunity. I've been a regular user of the Coast Starlight for the last ten years, riding between SoCal and Seattle to our corporate headquarters.

Several years ago I joined TRAC in attempt to become more involved in the future of our rail systems. Two years ago I was elected to the Board only to find out we were involved in very contentious issues. This past year has been interesting to say the least. As an organization we have gone through some stressful times. I'm convinced that as an organization we have learned this year what we can accomplish when we work together and I look forward to serving on the board for another year and returning TRAC to an effective force for improvement of California Rail. On a National level, I believe we are in a holding fight trying to guarantee we don't lose anymore ground in our struggle to preserve the current National route structure. Across the country local and state organizations are again discovering the importance of rail. It is extremely important at this juncture that we maintain our route system and work towards improved service to give our Federal and State agencies the time to develop sound and workable rail strategies. We have some tough times ahead but the future is looking bright and rail, as the only environmentally sound choice for mass transportation, again gains support across all levels of Government. I would be honored to be reelected to the TRAC board or to the position of Treasurer.

Larry Miller

Gordon Osmundson

Gordon Osmundson has been interested in railroads since he was in the 7th grade. He is familiar with all the principal rail routes and operation in California and the west having seen and photographed many of them. Since 1991 he has been involved in railway preservation having worked on projects with the Golden Gate Railroad Museum, the Pacific Locomotive Association and the Nevada Northern Railway Museum. He was committee chairman and editor of the PLA's master plan for the Niles Canyon Railway. He is currently writing a book on the Nevada Northern.

Gordon has been following the development of California's passenger rail system through the California Rail News and has read the state's rail master plan and explored the web sites of many of California's rail agencies.

He is also an accomplished fine art photographer who specializes in industrial subjects including railroads. His work has been published in Trains, Lenswork and View Camera Magazines and he has had numerous exhibits including at the Nevada Northern Railway Museum, the Nevada State Railroad Museum and the California State Railroad Museum. He has been an active member of the Center for Railroad Photography and Art, doing a workshop on Photoshop at their annual Conversations About Photography in 2011.

Mr. Osmundson's professional background is in landscape architecture. He holds a BS in business administration and a Master of Landscape Architecture both from UC Berkeley. He currently holds California State Landscape Architecture License #1755 and recently became an Accredited Green Roof Professional.

Bart Reed

Bart Reed is the Executive Director of The Transit Coalition; a San Fernando Valley based nonprofit dealing with transportation policy, planning and land use issues. In this capacity, he is a nationwide advocate for effective transportation systems and solutions. Reed, an often-quoted transit advocate, addresses citizen and community groups about public transportation issues, including autos, rail, bus, bicycles, roads, ADA, goods movement and pedestrian safety. He frequently travels to Washington, DC and Sacramento to educate elected representatives on rail and bus transportation issues. He produces and conducts outreach programs and meetings to demonstrate support for public transit initiatives.

Reed has served on many Boards and understands how to develop and mentor a growing organization. Additionally, Reed goes to Sacramento on a regular basis to support CA High Speed Rail, the Green Line Construction Authority and public transit funding. In September 2008, Reed was appointed to the eleven member Metrolink Peer Review Panel following the tragic accident in Chatsworth, to review and recommend safety policies.

Bob Reynolds, President

Bob Reynolds is a second-generation Californian and fourth-generation rail man. His ancestors and relatives have worked on American iron horses since the mid-1800s, some getting killed during the notorious early days. He has traveled on the rails in Europe and Asia and has visited many of the US's steam excursion operations over the last twenty years. He travels on the West Coast's commercial rails frequently. He started volunteering at TRAC after 2003's RAIL 2020 conference with an interest in California's evolving rail passenger network. He joined the Board in 2006 on a

unanimous vote. (Okay, all the votes were unanimous by acclamation.) He was elected Secretary of the Board in 2007 and President in 2010.

He is a 1966 St. Mary's College of California graduate with advanced degrees and study from the University of Utah and the University of Texas. He has taught college and high school, flown Navy carrier jets, and managed several military programs over a 37-year career. In 2003 he retired from Air Force civil service as the business manager for the F-117 Stealth Fighter program office. He fills his retired days baby-sitting four avid railfan-toddlers, supplemented with volunteer activities and teaching religion to fifth graders.

He married Kathy in 1974 and they have two adult daughters. She served thirty years as an Air Force nurse, retiring in 2001. Her father and grandfather (also killed in the railroad line of duty) were railroad men, too.

Rich Tolmach, Vice President

I have had over 30 years experience in planning and analyzing rail passenger service, and participated in many of the key decisions that brought new train service to California in the 70's, 80's and 90's. In 1984, I helped found TRAC and since that time I have devoted about 600 hours annually to TRAC's efforts to promote and improve California's rail services. I would like to continue to help lead the organization, because the momentum we are gaining from efforts by volunteers and supporters is very satisfying.

As editor the revival of the *California Rail News* has been my top priority. From an early period featuring black and white copy only and a run of only 5,000 copies we have regained a regular publication schedule, introduced color photos and graphics, and expanded our circulation to 35,000 copies each edition. The Rail News is again widely read by decision-makers and is having an impact on public opinion and legislation.

TRAC has again become a leader in promoting new services, such as regional commuter improvements for the Marin-Sonoma corridor, Santa Barbara area, and Altamont Pass, and we are having success at getting our representatives placed on key study committees. Ideas we have advanced like hourly timed connections at Los Angeles and a regional network of timed service throughout Southern California have gained currency.

I am also proud of the progress TRAC has made in making alliances with key environmental groups including Friends of the Earth, the Planning and Conservation League, and Resources Legacy Fund, which promise future concerted action regarding high speed rail, rail capital funding, and smart growth efforts. TRAC's active stance has been noticed and we are back on the radar of politicians and decision-makers.

TRAC needs board members and officers who are focused on the opportunities to grow California's rail system, and who contribute physically and financially to TRAC's efforts. I intend to continue to do these vital efforts.

Justin Walker

Justin Walker, born and raised in Southern California, has been subject to the same transportation problems others face. As a transportation advocate, he has been involved in several major transportation projects. He has promoted a more balanced transportation system, integrating the complementary elements of freeways, urban rail, intercity rail, buses, bicycles, and pedestrian facilities. Justin is himself an avid transit user and bicyclist.

For the past five years, Justin has been a member of the Train Riders' Association of California (TRAC), the National Association of Railroad Passengers (NARP), and The Transit Coalition.

When NARP announced its intentions to launch grassroots campaigns for each of Amtrak's long-distance trains, Justin was recommended to lead the Coast Starlight team, today known as the Coast Starlight Communities Network (CSCN). The group has been involved with the relaunch of the Coast Starlight and is constantly in contact with legislators to help improve rail travel within and between California, Oregon, and Washington. Justin has been recognized for his work with the Coast Starlight team by the leadership of several transportation advocacy organizations.

Due to his involvement in Southern California transportation issues, Justin is the most recent addition to the Board of Directors of the Transit Coalition. He has testified before the Los Angeles City Council in support of California high-speed rail and the recent Amtrak reauthorization bill.

As a current student at the University of Southern California Viterbi School of Engineering, Justin will graduate in 2012 with a B.S. in civil engineering. His experience with transportation policy prompted an instructor to have Justin compose and lead a recent lecture in transportation. Most recently, Justin, as a local college student, doubled his efforts for smart transportation policy by joining his campus chapter of the California Public Interest Research Group (CalPIRG) as a transportation advocate. His extensive campaign efforts contributed to the victory of the Prop 1A high-speed rail measure and Measure R rail improvements. Justin will remain with CalPIRG after the election as a transportation advocate on ongoing needs for our transportation system.