

## TRAC BOARD CANDIDATE BIOS, 2014

**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 implementing the first San Jose light rail line. 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. Ames was a consultant with Systra and Korve Engineering including startup of the Capitol Corridor Joint Powers Board where all of the recommendations for the start up were fully implemented. His also was Project Manager of the first Joint Caltrain PCJPB and Amtrak System Safety Program Plan. He has authored TRB papers 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 in San Francisco. He lives in San Francisco.

**Arthur Bauer** is Arthur Bauer recently retired from a position as a transportation consultant for the California State Senate Transportation and Housing Committee, a position he held from 2006 through 2013. Prior to that he was the Principal of Arthur Bauer & Associates, a transportation consulting firm. Art obtained a BA, Political Science from UC Davis and a Masters in Public Policy from the University of Washington. In the 1970's, as a staffer for the Senate Office of Research, Bauer formulated the policy basis and strategy for creation of California's state rail program. Art is a board member of the California State Railway Museum, and is interested in projects that educate current students about the value of railroads. He desires to see continued expansion of cost-effective rail passenger service in California.

**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.

**Derek Casady** was born in Oklahoma City, grew up in South Texas, graduated from high school in Phoenix, and college at Stanford. After college he served 3½ years as an officer in the Navy aboard an LST (Tank Landing Ship) which took part in the last atmospheric nuclear tests in the Pacific. Derek has worked as a newspaper reporter and editor at the El Cajon Daily Californian, as a copy editor at the Los Angeles Times, and as an editor at Psychology Today magazine in Del Mar. He also worked for 10 years as the Administrative Assistant to Senator Jim Mills, the President Pro Tempore of the California Senate. After that, he and his wife Nancy owned and managed Casady's Whole Foods Market in Encinitas for five years. Derek is currently president of the La Jolla Democratic Club. He is also a member of the San Diego County Democratic Central Committee and the Truth in Labeling Coalition. Nancy was recently appointed to the Food and Agriculture Board by Gov. Jerry Brown.

**Paul Dyson** grew up in Surrey, southwest of London, in sight of a steam operated cross country route of British Railways. Paul joined BR in 1968 and graduated from the Studentship Training scheme and City of London College. This was followed by various management positions in the operating department of BR in south and west London. He served on committees handling the impact on freight of the introduction of High Speed Diesel Train service. Paul was a founder member of the Surrey and Hampshire Canal Society, a volunteer group which set out to restore the derelict 37 mile Basingstoke Canal. He was also a member of Transport 2000 and a member of Inland Waterways Association's Inland Shipping Group, and operated a canal barge business delivering domestic coal to canal side homes and houseboats. Paul came to the USA in 1980. He has had a varied career in the warehouse, trucking and intermodal businesses including owning my own trucking company, I worked for Southern Pacific railroad until 1995, GATX leasing, and Wabash RoadRailer, and for the last 8 years as an independent consultant. Paul joined RailPAC (CRC) in 1980, becoming President in 2006. He lives in Burbank and chairs the City of Burbank Transportation Commission. Paul is committed to reducing truck and automobile traffic, improving mobility and enhancing prosperity by more efficient transportation.

**John K. Flynn** is a fourth-generation Californian, who was for 24 years a County Supervisor representing Oxnard and smaller beach communities in Ventura County. He gained a reputation as a leader in promoting public transit and conservation of agricultural land, and backed the Save Our Agricultural Resources initiative which resulted in limiting urban expansion into agricultural areas of the Oxnard plain. He was also instrumental in helping set up a joint powers agency to operate public transit in Oxnard and Ventura. He was a vocal supporter of Prop. 116 in 1990 and advocated creation of Metrolink. Following the Northridge earthquake in 1994, he advocated expanding Metrolink to Oxnard and Ventura. John is still active in local politics and recently worked in his son Tim's recent successful campaign for Mayor of Oxnard.

**Tom 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.

**Ron Jones** is a lifelong resident of Fresno County. Ron was raised on a farm in the western part of the county. After graduating from the University of California at Davis with a degree in Agricultural Economics, he returned to his family's row crop farm to work in 1979 and became general manager of the farm in 1988. After retirement from the farm general manager position in 2007, he became a consultant for a soil biotech firm servicing the San Joaquin and Sacramento Valleys as well as staying involved with the farm. Over the past 3 years, Ron has researched and become involved in promoting a set of optimized passenger and freight rail system infrastructure improvements for the State of California. He brings strong familiarity with Central Valley environmental issues, as well as the agricultural community and its policy needs to the board. He has a daughter, Sarah, a Veterinary Student at UC Davis, and a son, Derek, a senior policy analyst at PG & E in San Francisco.

**Shelby Kaplan** is a self-described "military brat" who frequently rode trains as a child traveling to and from her father's various military postings. She finally landed in Southern California, graduating from high school in 29 Palms and attending UCLA and Pepperdine University. Shelby is an active businesswoman in housing and real estate. Shelby and her husband first became interested in rail travel about a decade ago when all airline flights and Coast Starlight sleeper space between Los Angeles and Seattle was booked solid. So they chartered a private railcar, the "Scottish Thistle" for five days, in order to get to Seattle and back.. In turn, they purchased the 1928-vintage, heavyweight former business car used by the Vice President of the New York Central, the "America.," which is now nearing completion of major upgrades. She believes that rail travel is vital to America. Shelby believes trains are the most civilized, best way to travel., and desires to educate politicians at every level about rail and to ensure that they understand the importance of rail passenger service.

**Bill McGeehan** is 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 for its good weather in my early twenties. I've worked in the fields of disabled adaptive technology and design, within the transportation industry, for almost twenty years. 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 many innovations, with progress and push from the train riding community. Recently I worked with Amtrak's design team on new sleeper car bathrooms. I pointed out problems and positives that will help passengers with mobility issues once those cars are in service. We, as your board, have made contact and had meetings with many at the forefront of train travel and the decision-making process that governs it.

**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. 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 exhibits including at the Nevada Northern Railway Museum, and the State Railroad Museums in both Nevada and California. He has been an active member of the Center for Railroad Photography and Art. Mr. Osmundson holds a BS in business administration and a Master of Landscape Architecture both from UC Berkeley.

**David Schonbrunn** has worked to restore passenger rail service to Marin and Sonoma counties ever since the late 1980's. In 1994, a group of transit activists formed the Transportation Solutions Defense and Education Fund, TRANSDEF. I was later tapped to lead it. We've worked for almost 2 decades trying to improve rail and transit throughout the Bay Area. We see this as a key part of a larger strategy to preserve the region by stopping sprawl. While we strongly believe in public transit, we have no corresponding confidence in public institutions. We strongly oppose the project selection decisions of the public agencies tasked with planning for the region. Our experience is that the projects with the poorest public benefits are the ones that get funded. We have fought the BART extensions to Warm Springs, San Jose and the Oakland Airport, because they are phenomenally expensive yet ineffective. TRANSDEF is a plaintiff in the successful lawsuit to block the current High-Speed Rail (HSR) project, because the politicized route will result in HSR's economic failure and excessive environmental impacts. Our website is [transdef.org](http://transdef.org).

**Richard Tolmach** has 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, he helped found TRAC and has since that time devoted hundreds of hours annually to the organization, including creation of *California Rail News*. From an early period featuring black and white copy only and a run of only 5,000 copies he built it to a 35,000 copy edition which is widely read by decision-makers and has an impact on public opinion and legislation. Tolmach is also on the board of the Planning and Conservation League and has a graphic design practice.

**Justin Walker**, born and raised in Southern California, has been subject to the same transportation problems others face. As a transportation advocate, 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 cyclist. For the past eight years, Justin has been a member of TRAC, NARP, and The Transit Coalition. When NARP announced its intentions to launch grassroots campaigns for Amtrak's long-distance trains, Justin led the Coast Starlight team, today known as the Coast Starlight Communities Network (CSCN). The group helped 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 was recognized for his work with the Coast Starlight team by several transportation advocacy organizations. Justin is also on the Transit Coalition Board of Directors. He has testified in support of California high-speed rail and the recent Amtrak reauthorization bill. Justin graduated in 2012 with a B.S. in civil engineering from the University of Southern California Viterbi School of Engineering. He is currently pursuing an advanced degree at the University of California, Berkeley.