

# 2008 TRAC BOARD MEMBERS

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leader in working to provide help to the Sacramento homeless. Says Mohanna, "I've noticed that volunteerism is a strong pillar of this community and I have learned and enjoyed doing a lot of volunteer work with a lot of wonderful friends and people."

## MIKE MCGINLEY Los Angeles County

A native of Glendale, CA, and a registered civil engineer, Mike's career spans three stages of rail transportation: operations and maintenance of way for the Southern Pacific (18 years), design and operations consulting (5 years) and construction and maintenance operations for Metrolink in Los Angeles (14 years).



Mike believes that advocacy for practical, incremental, affordable public investment in transportation infrastructure and operation must be based on sound knowledge of the existing conditions, the best current practice for design, construction, maintenance, and operations, and with a vision of how planners in future decades will utilize and build upon the projects we develop. Preserving the existing rights of way for the transportation needs of the future is a starting point.

## VICTOR RAMPULLA Los Angeles County

Victor has been employed for 38 years by the County of Los Angeles; presently in the Executive position of Division Director, responsible for Sheriff's Department's Financial, Human Resources and Facilities Planning operations.



He has been a long time supporter of expanding and improving passenger train service in the United States, has traveled extensively throughout the United States and Canada on long distance trains, and is a frequent user of California train services such as the Pacific Surfliners.

Victor believes the next few years are critical to the future of passenger train service and TRAC must remain a "Front Line" player in this area. He believes TRAC's immediate objectives must be the protection of long distance passenger train service and establishment of more frequent inter-city rail service in California.

## BART REED Los Angeles County

Bart Reed is 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. 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 organize support for public transit initiatives.

Bart developed and promoted the Metrolink Max project, collaborating with Numan Parada, Richard Tolmach and Michael McGinley. The objective is increased service running every 30 minutes on four Los Angeles County routes. Along with Jerard Wright, Reed has promoted the Metro Downtown Regional Connector, which is currently undergoing Alternatives Analysis. Additionally, he helped promote the ongoing study of the Harbor Subdivision, which could bring Metrolink service to the South Bay and Los Angeles International Airport.

## AL SHADBOURNE Los Angeles County

Al Shadbourne retired after over 30 years of product design and development work in diesel engines. His last 20 years of work was with the Garrett Corporation Automotive Products Division, the world's largest turbocharger manufacturer (now known as Honeywell). He held many engineering positions including Chief Engineer, Passenger Car Division.



His involvement and interest in passenger car rail started as a child with weekend trips to the railyards with his father and daily travel to high school on the "Red Car." He has been a member of the Pacific Railroad Society for over 20 years. He even carries his interest in rail to the point of investment wherein his wife and he are the proud owners of several railroad

tank cars currently in revenue service.

Al has been active in the distribution of CRN in southern California.

Al has always been a promoter of energy conservation. He drives a Prius®, makes over 9 kilowatt-hrs of electrical power each day with photovoltaic panels on his home and has had a solar hot water system heating system for over 20 years. He believes the promotion of passenger rail is a key element in reducing our nation's energy consumption.

## RICH TOLMACH Sacramento County

Rich retired from Caltrans in October after 33 years planning and analyzing rail passenger service. He 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 to found TRAC and since that time has devoted about 600 hours annually to TRAC's efforts to promote and improve California's rail services.



He favors promotion of new services, such as regional commuter improvements to use existing infrastructure. He is proud that ideas TRAC has advanced like hourly timed connections at Los Angeles and a regional network of timed service throughout Southern California have gained currency.

He believes progress will come from alliances with key environmental groups including the Planning and Conservation League, and the Transportation Solutions Defense Fund, to organize concerted action on high speed rail, rail capital funding, and smart growth legislation.

## JERARD WRIGHT Los Angeles County

Jerard is currently Chair of Metro's Westside/Central Sector Governance Council. He is also Vice President of The Transit Coalition and has been an active member with the Transit Coalition for 5 years. In addition, he is a regular user of public transportation since he organizes all of his travel and activities to be done without an automobile.



He graduated from Illinois Institute of Technology (IIT) with a BA in Architecture, minoring in City and Regional Planning. At IIT he was active in Student government and help lobby the CTA to bring back the "U-Pass" discount pass. He is an advocate of carefully designed Transit Oriented Developments (TOD) emphasizing the transit first, rather than as an afterthought.

He resides in Downtown Los Angeles working as a Construction Assistant for the Alhambra Unified School District. He also performs architectural, design and presentation services through his firm, the Wright Concept. One such concept is the Downtown Regional Connector (DTRC), presented at the March 17th NARP/TTC conference at Metro Gateway Headquarters. The Connector, currently in Alternatives Analysis, is one of the top performing projects in Metro's Long Range Transit Plan.

## ANNA MARIE YOUNG Sacramento County

Anna Marie Young is a UC Davis student close to completing a degree in Community and Regional Development with an emphasis in Transportation Planning and Policy. Her particular focus is on improving pedestrian and transit networks and the interface between the two. She resides in Sacramento and commutes to Davis via bicycle and a 12 minute train ride on Amtrak's Capitol Corridor Route.



After she graduated high school in Boise, ID she joined Americorps National Civilian Community Corps. In 2001 she moved to California to take advantage of the College and University System. As a College of the Redwoods student Anna Marie led the efforts to subsidize bus service for rural community college students. In 2005 she moved to Sacramento to continue her education at UC Davis. Last summer Anna Marie participated in a summer abroad program in Scandinavia and Germany, studying landscape architecture and transportation policy.

She is currently interning for the California Transportation Commission and WALKSacramento (a local pedestrian advocacy organization). For the CTC, she has been helping to update the Regional Transportation Plan guidelines to promote planning practices that will help the State reach its Green House Gas emission reduction goals. For WALKSacramento, she is developing a plan to improve walking, bicycling, and transit access to four Community Colleges in the Sacramento region.

# PRESS ASKS: IS PACHECO ROUTE FATAL MISTAKE?

## Steve Weigand in the Sacramento Bee 12/20/2007: HIGH SPEED RAIL GOING NOWHERE FAST:

Wednesday, it took four hours for the authority's board of directors to give de facto approval to the proposed route the train will take from the Bay Area into the Central Valley and down to Southern California. By not voting otherwise, the board accepted a staff proposal that the rails go through San Jose and cut across at Pacheco Pass. They would basically follow State Route 152 and come out in the Valley near Merced. This sits well with many people on the west and south sides of San Francisco Bay. But it generally sits ill with lots of people in the San Joaquin Valley, who lobbied hard for a route across the Altamont Pass, near Interstate 205, coming into the Valley near Tracy. They weren't mollified by a CHSRA staff offer to explore the idea of a secondary, less-than-high-speed line along 205. The pro-Altamont folks argued the Pacheco Pass route would bypass half the Valley's residents and do nothing to alleviate the choking commute in the Altamont corridor... Even if it's not delayed, the bonds are going to be a tough sale in areas of the state that won't be served in the trains' first phase. Those include San Diego and the Inland Empire, as well as Sacramento. As board member Kirk Lindsey pointed out, the more people whose everyday commuter problems aren't addressed by the train, the fewer likely votes for the bond...

## George Skelton in the Los Angeles Times 12/24/2007:

Six years ago on this date, I wrote that "California needs an electric train set for Christmas." Santa still hasn't come through. I had in mind a big train set that's 700 miles long with locomotives barreling at 200 mph. A bullet train. To be honest, I'm no longer as excited about it as I once was, anyway. Turns out, as a Sacramentan, I wouldn't be allowed to use the train for a very long time. Neither would people in San Diego, Riverside, San Bernardino, Modesto or Stockton. We'd only get to watch from a distance as the bullet became the plaything of people in San Francisco, San Jose, Fresno, Bakersfield, Palmdale, Los Angeles and Anaheim. San Diego and the Inland Empire were cut out of the action in May by the California High-Speed Rail Authority. Last week, Modesto, Stockton and Sacramento were excluded, at least for the foreseeable future. This happened when the authority approved a Pacheco Pass route from the San Joaquin Valley to the Bay Area -- a path through rural Los Banos roughly 60 miles south of an alternative Altamont Pass line near fast-growing Tracy. If the bullet line had been extended north to Tracy, it could also have served Modesto and Stockton. And then it might have been feasible to lay another 40 miles of track to the state capital...

## From 1/20/2008 KCBS radio interview of HSRA Board Member Rod Diridon responding to reporter's question:

How do you think that selected route will affect the bond measure's popularity in November, if at all? "I don't think it's ... I think it's going to help it! Because it certainly will bring in all of, uh, the very large population in Monterey-Santa Cruz Bay. It's also going to, uh, it's also going to, uh, uh, in, uh, in your, ahh, the large population on the West Bay Peninsula cities and the, uh, Santa Clara - San Benito County area, all which will be served by the Pacheco route. Ah, and I think there's a huge amount of uh, voter support and population in those areas."