

# NEW TRAC OFFICERS AND BOARD MEMBERS



## RANDELL HANSEN

Born in New York and raised on Long Island, Mr. Hansen graduated from Hofstra University with a major in Management and a minor in Accounting. To get around the New York area, he utilized public transportation, including the Nassau County local bus system, the Long Island Railroad, and New York's subways. Because Hansen thought he was always going to be a New Yorker and was proud to use transit, he didn't learn how to drive until he was 19.

In 2002 he moved to Northern California and worked in retail before taking a financial job with the state. Hansen has been commuting on Sacramento's RT light-rail and bus system for over 2 years. He also has used LA's Metro system on frequent trips to LA Kings hockey games. He hopes to see local transit systems expanded, the current Amtrak service improved, and the establishment of high-speed rail.

Besides promoting transit and Amtrak travel by word of mouth, he's had letters to the editor published in USA Today, the Sacramento Bee, and US News & World Report advocating more government investment in passenger rail. Mr. Hansen currently serves as TRAC's Treasurer.



## WILLIAM F. MCGEEHAN

Bill McGeehan has worked in the fields of disabled adaptive technology and design within the transportation industry for almost 20 years. An avid proponent of

train travel, and the economically-conscious expansion of rail, he has traveled more than 370,000 miles by Amtrak alone.

Bill believes that improvement of train service isn't just an obligation of rail operators and governmental committees, but is a duty of all train riders. He says advocacy is an important component that is essential to improvement of rail services, their expansion, and their financial success. He invites you to join TRAC and become a part of the future of passenger rail in California. Mr. McGeehan currently serves as TRAC's President.



## MIKE MCGINLEY

A native of Glendale, CA and a registered civil engineer, Mr. McGinley has had a career spanning 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). All three of these have provided a broad background on California trans-

portation infrastructure, engineering principles, and practical economics of railroad operations.

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.

## ROBERT REYNOLDS

A St. Mary's College of California graduate, Bob 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 three 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 were railroad men, too. Bob is a second-generation Californian.

His ancestors and relatives have worked on American iron horses since the mid-1800's. 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. Trains Magazine's web site recently featured one of his



trackside photos. He started volunteering at TRAC after the Rail 2020 Conference in 2004 with an interest in California's evolving rail passenger network. He currently has been working on reinstating lapsed TRAC members and recruiting new members at rail fairs and other California festivals.

## JOHN G. TELLEZ

Mr. Tellez's curriculum vitae will appear in the March edition of CRN.

## CONTINUING BOARD MEMBERS

Other members of TRAC's 2007 board are Lynn Franks (Secretary) Sacramento; Michael Kiesling, San Francisco; Marcel Marchon, Mountain View; Richard McLaughlin (Vice President), San Diego; Dan McNamara, San Carlos; Victor Rampulla, Los Angeles; and Richard Tolmach, Sacramento.

**Please note new address:**

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The California Rail News encourages letters, comments, and reports on local issues. Please submit your material to California Rail News at the above address. Sorry, we do not guarantee return of photos or articles submitted. Deadline for material to be included in the next issue of the California Rail News is February 15, 2007.

## METRO PROGRESS SEEN AS L.A. BUS DECREE LIFTED BY COURT

**by Roger Christensen**

On October 24, Paving the way for significant changes at Los Angeles County Metropolitan Transportation Authority (Metro), a federal judge lifted a 10-year-old consent decree that forced the agency to spend \$1.3 billion to expand bus service for the urban poor.

In a major victory for the Metro, the U.S. District Court Judge Terry Hatter ruled that the agency had taken all "reasonable steps" to improve the bus system for poor minorities, easing crowding, extending service and adding hundreds of buses. She found that the consent decree had "served its purpose and will not be extended."

The decision sets the stage for a massive reorganization of Metro bus lines mandated under the decree but that officials say have been a drain on the budget. Many transit advocates view the consent decree as a wrong turn

that cost Los Angeles a huge amount of resources that could have gone to rail expansion. The ruling calls the decree "a less than perfect document ... impossible to achieve absolute compliance" and says the Bus Riders Union complaints "have not established by clear and convincing evidence that MTA ... failed to substantially comply"

Consider the impact of being under the Court's thumb since 1996. In the 1990s, MTA built 60 miles of rail including a subway. This decade there has been no MTA rail since the summer of 2000 with the Red Line to North Hollywood. We will not be seeing more rail until East LA in 2009 and Culver City in 2010. (Pasadena in 2003 was not built by the MTA.)

Perhaps we are on the verge of another spurt of rail expansion and a lot of projects are waiting in the wings.