

# The Bulletin



**Electric Railroaders' Association, Incorporated**

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## **The Bulletin**

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## **This Month's Cover Photo:**

M-7 7361 (Bombardier  
Transportation, 2/2005)  
leads #1701 from Hunting-  
ton to Penn Station at Meril-  
on Avenue station, Garden  
City on 10/25/2018. Jeffrey  
Erlitz photograph

**In This Issue:  
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Dashing Dan —  
A New Jamaica  
and the Main  
Line Complete  
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## **MTA TO BE RESTRUCTURED**

New York State Governor Andrew Cuomo and New York City Mayor Bill de Blasio issued a "Ten Point" plan to restructure and refocus the Metropolitan Transportation Authority (MTA) as well as provide new sources of funding for urgently needed repairs to its transit system. The centerpiece of the enhanced revenue stream to the MTA is Congestion Pricing for all vehicular traffic south of 61st Street in Manhattan (excepting through traffic on the FDR Drive until the vehicle exits and enters any street in Manhattan south of 61st Street, which prevents double-charging vehicles bound for Brooklyn via the Hugh Carey (Brooklyn-Battery) Tunnel). Automated cashless tolling at all cordon points in Manhattan would be operated by MTA Bridges & Tunnels, recognizing its established expertise in operating such a system for its bridges and tunnels. These additional monies collected would be placed into a purposed "lockbox" where the funds would exclusively go toward improving the signals, track, power, structures, stations, and trains. Fare increases would be held to 2% per year through cost control and improved management. An independent audit of the MTA's finances would be conducted to clearly identify and quantify its assets and liabilities, all to be completed by late 2020. Other highlights include: the administrative departments within the MTA's various agencies would be combined to eliminate duplicative functions; i.e.,

the LIRR and MNR's Legal, Procurement, Finance, Human Resources, Engineering, Capital Construction (etc.) Departments would be merged with duplicative functions combined. The restructuring would also place emphasis on outside recruitment from other parts of the nation as well as the private sector to bring in new and fresh ideas and to bring change to the established culture that is viewed as being entrenched at the MTA. MTA Board member terms would be limited to the duration of the tenure of the elected officials who appointed them in an attempt to prevent Board members from becoming "too entrenched and stale." The issue of fare evasion is to be dealt with in a preventative/deterrent mentality by decriminalizing fare evasion but discouraging it through station fare control area re-design and increased enforcement treating fare evasion as a civil penalty. The ongoing Subway Action Plan would be expedited to completion and capital improvements administered by the MTA as "design-build" only, leaving the actual investigative and engineering functions to the private sector to examine all feasible aspects to reduce cost, accelerate the pace of work, and utilize the latest and most reliable technology. One example of this is the use of Ultra Wide-Band communication as part of Communication-Based Train Control (CBTC), which is being installed at a very slow pace.