



STATE OF NEW YORK
EXECUTIVE CHAMBER
ALBANY 12224

KATHY HOCHUL
GOVERNOR

April 28, 2025

Mr. Anthony Coscia
Chairman of the Board

Mr. Roger Harris
President

National Railroad Passenger Corporation
1 Massachusetts Ave., NW
Washington, DC 20001

Dear Mr. Coscia and Mr. Harris:

I am writing again with respect to Amtrak's East River Tunnel (ERT) rehabilitation project and the service schedule planned for the New York State-supported Amtrak routes during the delivery of the project.

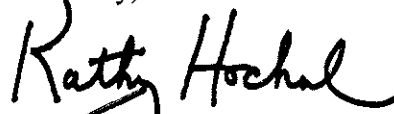
Following my November 2024 letter to you on this topic, I was pleased to see Amtrak work collaboratively with the NYS Department of Transportation to mitigate the impact of the ERT work on *Empire Service* riders. Amtrak's public commitments to delay the reduced service schedule to more closely align with the ERT shutdown and increase capacity on 28 trains per week during the shutdown did not restore the full service we sought, but they did represent meaningful steps to support the growing New York State ridership along one of Amtrak's most important corridors.

For that reason, I am deeply disappointed to hear that Amtrak is again delaying shutdown of the ERT while launching the reduced service schedule on *Empire Service* and that there remain significant unaddressed risks to Long Island Rail Road (LIRR) service posed by a total shutdown. I was also disappointed to hear that Amtrak has decided to eliminate the additional capacity promised to *Empire Service* as part of a national redistribution of rolling stock while *Horizon* fleet passenger cars are removed from service to address corrosion issues. While unforeseen conditions sometimes require a change in course, to ask New York riders to suffer additional adverse consequences is unacceptable.

Given the challenges Amtrak has faced to date, Amtrak must re-examine whether a total shutdown of the ERT is required to rehabilitate the tubes, or whether a "repair-in-place" approach based on night and weekend work would be feasible. If a total shutdown is unavoidable, all possible alternatives to mitigate its impact on *Empire Service* riders -- including acquiring rolling stock from commuter railroad partners and operating service to Grand Central Terminal -- must be fully considered. Further, the risk of additional impacts to LIRR service must be thoroughly evaluated and prevented.

As Amtrak looks toward the future, now is the time to innovate and take a hard look at potential alternatives. New York's riding public deserves nothing less.

Sincerely,

A handwritten signature in black ink that reads "Kathy Hochul". The signature is written in a cursive, flowing style.

Kathy Hochul
Governor