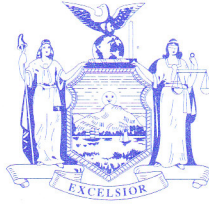


THE SENATE  
STATE OF NEW YORK

CHAIRMAN  
COMMITTEE ON TRANSPORTATION  
DEPUTY MAJORITY WHIP



SENATOR  
CHARLES J. FUSCHILLO, JR.  
8TH SENATE DISTRICT

COMMITTEE MEMBER  
CIVIL SERVICE & PENSIONS  
CODES  
COMMERCE, ECONOMIC DEVELOPMENT  
& SMALL BUSINESS  
CONSUMER PROTECTION  
ENERGY & TELECOMMUNICATIONS  
FINANCE  
HEALTH  
JUDICIARY

May 12, 2011

Mr. Jay H. Walder, Chairman & CEO  
Metropolitan Transportation Authority  
347 Madison Avenue  
New York, New York 10017

Dear Chairman Walder:

I am writing to you with regard to the MTA's current operating agreement with Amtrak concerning Penn Station and the East River Tunnels.

The recent Amtrak derailment, which resulted in significant cancellations and delays to LIRR riders, illustrates the need for the MTA/LIRR, not Amtrak, to maintain the rails in and out of Penn Station. LIRR and MTA officials have recently, and correctly, questioned Amtrak's maintenance practices, and so do I. This recent incident has once again held the LIRR hostage to Amtrak. This is no longer acceptable.

While the LIRR cooperates with Amtrak on some maintenance and repair projects, it ultimately has no authority over maintenance operations that directly affect LIRR service. The time has come for the MTA/LIRR to maintain the rails in and out of Penn Station.

I am requesting your immediate attention to this matter. The MTA should re-evaluate its current operating agreement with Amtrak and see what steps can be taken to have the authority of maintaining the rails in and out of Penn Station.

Thank you in advance for your prompt attention to this matter.

Sincerely,

SENATOR CHARLES J. FUSCHILLO, JR.  
Chairman, Senate Transportation Committee

Cc: Helena Williams, President, Long Island Rail Road

