



Teamsters Rail Conference

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VIA ELECTRONIC MAIL

January 12, 2026

The Honorable Kathy Hochul
Governor of the State of New York
NYS State Capitol Building
Albany, NY 12224

Re: Compliance with New York Public Authorities Law in Relation to Proposed Metro North Expansion North of Poughkeepsie

Dear Governor Hochul:

On behalf of the Teamsters Rail Conference, part of the 1.3 million member International Brotherhood of Teamsters, I write in full support of correspondence you received from Patrick Darcy, General Chairman for the Brotherhood of Locomotive Engineers and Trainmen (BLET), Amtrak General Committee of Adjustment, dated November 6, 2025. The Teamsters Rail Conference vehemently opposes efforts by your administration to extend Metro-North Railroad services to Albany, New York. Such an extension would be not only a violation of state and federal law, but would also constitute a threat to the livelihoods of BLET workers and their rights under an existing collective bargaining agreement.

As the governor of New York, you and your administration are responsible for upholding New York State and federal laws. Title 11 of the New York Public Authorities Law clearly defines the operating scope of the Metropolitan Transportation Authority (MTA) and its subsidiaries, including Metro-North Railroad, as being geographically constrained. Your October 20, 2025 proposal to extend those services past the northern border of Dutchess County and into Columbia, Rensselaer, and Albany counties blatantly contradicts the laws of your own state. If that weren't enough, your proposal also contradicts federal law. Should Metro-North service areas outside the geographic scope defined in the New York Public Authorities Law, those services would violate 49 U.S.C. § 24701, which gives Amtrak the exclusive federal right to operate the national rail passenger transportation system.

Further, your pledge to extend Metro-North's service attempts to impair BLET's collective bargaining agreement with Amtrak. The existing agreement stipulates BLET members have the exclusive rights to operate Amtrak trains, including along the Empire Corridor service. Any use of non-BLET members to operate Amtrak trains, or trains on territory reserved for Amtrak service,

would violate this collective bargaining agreement with Amtrak. Such a move would be an unacceptable and anti-union provocation.

The Teamsters Rail Conference, including BLET members, are eager for Amtrak to resume full services in the Empire Corridor. We stand ready to work with your administration to accomplish this common goal. However, should your administration proceed with this proposal, in violation of state law, federal law, and contrary to BLET's collective bargaining agreement with Amtrak, the BLET shall reserve all rights to seek appropriate remedies. They will do so with the full support of the Teamsters Rail Conference. Therefore, to limit future jurisdictional conflict and ensure the inviolability of our collective bargaining agreement with Amtrak, I request that your office issue a formal clarification or directive confirming:

1. Metro-North Railroad's statutory authority under Title 11 of the New York Public Authorities Law §§ 1262 – 1266 extends only to the boundaries of the Metropolitan Commuter Transportation District; and,
2. Passenger rail service north of Poughkeepsie falls exclusively within Amtrak's federal jurisdiction and operational responsibility under 49 U.S.C. § 24701.

I appreciate your careful attention to this important matter and your continued commitment to lawful, coordinated transportation policy for the people of New York State.

Sincerely,



Mark L. Wallace
President, Teamsters Rail Conference

cc: Roger Harris, President, Amtrak
Sean O'Brien, President, International Brotherhood of Teamsters
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