

June 22, 2026

Chair and CEO Janno Lieber
Metropolitan Transportation Authority
2 Broadway
New York, NY 10004

Dear Chair Lieber,

RE: Penn Station Transformation Project

The Trump Administration, Amtrak, and the Penn Transformation Partners recently unveiled our bold design to transform New York Penn Station into a world-class station fit for the cultural, entertainment, and financial capital of the world. Our historic redesign will transform this old, outdated and overcrowded transit hub from the tracks to the street level – creating a more efficient, beautiful, and functional experience for 600,000 daily commuters and millions of visitors. The world is excited for this once-in-a-generation project that will change the face of the city.

I am writing to reinforce our longstanding offer for the MTA to become a full partner in this project, so you can represent the varied interests of LIRR and, eventually, Metro-North customers.

With the aggressive timeline we have set and met, our stakeholders—elected officials, businesses, and, most importantly, the American public—know we mean business and this project is finally moving forward after decades of talk with no action.

As you know, in April 2025, the Trump Administration stepped in and named Amtrak the Project Leader. In a little over a year, we’ve refocused the project, conducted a seamless progressive P3 procurement process, selected a master developer, and remain on course to break ground in 2027.

During this time, Amtrak has given MTA numerous opportunities to join in as a full partner in this generational project of transforming New York Penn Station. It is disingenuous for some to continue to assert that MTA has been “frozen out,” “sidelined,” or “excluded” by Amtrak. Rather, it has been MTA’s repeated choice over the past year to opt out of participating in the project despite the following series of express overtures from Amtrak:

- **Friday, September 26, 2025:** Amtrak shared a summary of key terms about the Collaboration Agreement with both the MTA and New Jersey Transit (NJ TRANSIT or NJT) for their input.
- **Early October, 2025:** Amtrak sent MTA the full Collaboration Agreement.
- **Friday, October 19, 2025:** After receiving comments from MTA on the agreement, Jamie Torres-Springer and I initiated regular conversations and negotiations over the next few weeks to reach mutual concurrence on the terms.

- **Wednesday, October 22, 2025:** At my first public appearance as lead of the project – during our negotiations – I publicly came out and said the MTA 33rd Street Concourse will not be affected and, in fact, will serve as a template for improvements in the rest of Penn Station.
- **Friday, November 14, 2025:** Amtrak sent MTA a proposed memorandum of agreement (MOA) with edits addressing MTA’s comments, including:
 - Removing the requirement for financial contribution (MTA claimed they had already contributed financially when they had the lead on preliminary work relating to Penn Station)
 - Strengthening language acknowledging the existence of the LIRR lease and expectation of future agreements
- **Monday, December 8, 2025:** MTA officially confirmed that it was rejecting the proposed MOA and would rely on its lease plus day-to-day working interaction and engagement.

The good news is that MTA can still change its mind. We continue to extend this offer because this Project is so critical for New York City, New York State, New Jersey, and soon Connecticut.

We recognize that MTA has supported the Station Working Advisory Group and attended some project meetings. But we now need to work together more closely than that. That’s why my invitation to sign the MOA and become a full partner remains open.

I invite you again to sign the MOA and to be fully involved, via an MOA that is built around the same agreement Amtrak signed when MTA was in charge of the project, just a few years ago. The MOA is a completely stand-alone agreement and does not water down your lease as some have incorrectly speculated.

The transformation of New York Penn Station will:

- Construct a grand entrance on Eighth Avenue to a new train hall
- Replace cramped, decrepit walkways with open, beautiful concourses
- Expand track capacity, including the introduction of at least limited through-running on the regional rail network
- Enable new retail, better wayfinding, and other passenger experience improvements, all while maintaining the iconic Madison Square Garden with a new cladding for a classic look, and
- Improve the station’s existing subterranean structure

To its credit, NJ TRANSIT recognized the criticality of being fully involved in Penn Station revitalization and rose to the occasion, opting in to a partnership to ensure the Garden State is properly represented. LIRR—and in a few years, Metro-North—customers will access the entire station. They won’t just stay in the MTA concourse. They currently use, and will continue to use, the entire station—even more when this project is complete.

New Yorkers, New Jerseyans, and tourists worldwide will soon enjoy the historic transformation of this American gateway. Let’s be partners in more than just name only. Come onboard to the project so MTA can play a part and do right by its customers.

Whether the MTA chooses to be involved, Amtrak will move forward with the Penn Station Transformation Project regardless with our partners at NJ TRANSIT and deliver this world-class train station to New York City.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Byford". The signature is fluid and cursive, with the first name "Andy" and last name "Byford" clearly distinguishable.

Andy Byford

Amtrak Special Advisor

Cc: Jamie Torres-Springer