

# United States Senate

WASHINGTON, DC 20510

May 22, 2018

Mr. Richard H. Anderson  
Amtrak  
President and CEO  
60 Massachusetts Avenue NE  
Washington, DC 20002

Dear Mr. Anderson,

I write to you regarding Amtrak's recent decision to eliminate charter trains and to drastically reduce the handling of private cars. I am concerned that this operational change does not support the nationwide network and has already had a negative economic impact in Wisconsin when the charter special train to nearby Duluth, Minnesota was disapproved. I urge you to revisit Amtrak's decision.

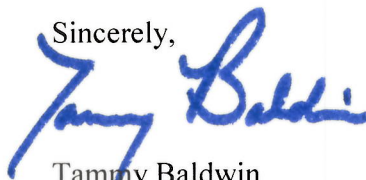
Amtrak has historically been a strong example of a public-private partnership, and has successfully promoted our nation's tourism economy through charter services and special trains—connecting Americans to the rich history of our expansive rail network. Importantly, this partnership also provides Amtrak with a revenue stream. Rolling back this partnership will be to the immediate detriment of not only the passengers who travel by these trains, but will also have a compounding negative impact of lost revenue on the local economies to which the passengers are traveling.

A number of upcoming chartered and special train services that were agreed to well in advance of Amtrak's decision have now been cancelled. This hasty change has left passengers without transportation to their destinations and in many cases, passengers will be forced to adjust or even cancel their lodging reservations, potentially resulting in cancellation fees. Moreover, Amtrak's decision will negatively impact the many small businesses located near communities where charter services serve. I encourage Amtrak to revisit cancellations to previously agreed to charter services and special trains to ensure that passengers are able to carry out their travel itinerary as planned with Amtrak.

In addition to the negative consumer and economic impacts associated with ending this partnership, I am also concerned about the haste with which this decision was made. It is my understanding that Amtrak users were notified on March 28, 2018 about the elimination of charter services and special trains, with an effective date of April 1, 2018—just four days later. I am concerned that Amtrak did not adequately consult with stakeholders to consider potential impacts.

Intercity passenger rail service is a vital component of a 21<sup>st</sup> century infrastructure network. Again, I urge you to revisit Amtrak's decision to end charter services and special trains, make good on previously agreed to charters, and find a sustainable solution going forward that includes the best interests of both Amtrak and its users. I look forward to your response.

Sincerely,



Tammy Baldwin  
United States Senator