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February 5, 2024

The Honorable Martin J. Oberman
Chair of the Surface Transportation Board
395 E Street SW
Washington, DC 20423

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TRANSIT DISTRICT
Bret Daniels
Caity Maple
Sean Loloee (Alt.)
Patrick Kennedy (Alt.)

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RAPID TRANSIT DISTRICT
Debora Allen
Bevan Dufty
Janice Li
Robert Raburn, Chair
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SANTA CLARA VALLEY
TRANSPORTATION
AUTHORITY
Sudhanshu Jain
Omar Torres

SOLANO TRANSPORTATION
AUTHORITY
Steve Bird
Alma Hernandez
Robert McConnell (Alt.)

YOLO COUNTY
TRANSPORTATION
DISTRICT
Josh Chapman
Lucas Frerichs
Tom Stallard (alt.)

EXECUTIVE OFFICERS

Robert Powers
Executive Director

Robert Padgett
Managing Director

Dear Chair Oberman:

Please consider this self-nomination for the Surface Transportation Board's Passenger Rail Advisory Commission (PRAC). I am submitting as the Managing Director of the Capitol Corridor Joint Powers Authority (CCJPA) for consideration under the categories of Representative from Existing Intercity Passenger Rail Operator other than Amtrak or At-Large Representative. For your consideration, I would bring to the PRAC a breadth of personal experience in passenger rail policy at the state, regional and federal level with the perspective of managing an organization that brings a unique approach to the delivery of intercity rail service.

Since 2018, I have worked in a leadership position for the CCJPA, first as the Deputy Managing Director and, since 2019, as the Managing Director. CCJPA is a partnership among the six local transit agencies in the eight-county service area, which shares the administration and management of the Capitol Corridor intercity rail service (Placer County, Sacramento County, Yolo County, Solano County, Contra Costa County, Alameda County, San Francisco County, and Santa Clara County). The agency is hosted by the Bay Area Rapid Transit District through an Administrative Services Agreement between the CCJPA Board and the Bay Area Rapid Transit District. CCJPA provides oversight of the Amtrak-operated service, manages the rail fleet, and delivers capital projects, often in close partnership with the Union Pacific Railroad (UPRR). Full service consists of thirty trips on weekdays and twenty-two trips on weekends, connecting San Jose, Oakland, Sacramento, and Placer County.

CCJPA's intercity rail service is one of the largest outside of the Northeast Corridor, and the organization brings a unique level of innovation to the industry. Annual ridership peaked at 1.8 million, with an expectation of well over a million passengers in FY 2024. Our partnership with UPRR includes a unique performance incentive program that has resulted in a consistently high level of on-time performance over the past two decades. In addition, we work collaboratively with UPRR to identify and fund capital investments to improve service quality and reliability. Amtrak provides much of the operating support, including train and station operations, and CCJPA directly operates elements of the service, including a customer call center, on-board Wi-Fi, the California Passenger Information Display System, a pilot ticketing system known as "Tap2Ride", and routine customer service communications. Capitol Corridor's equipment is owned by the State of California, and we are in the process of transitioning the equipment maintenance responsibilities to a third-party contractor. Communities along our corridor support station improvements and multi-modal access. In its history, CCJPA has been at the center of innovation and directs all aspects of the service. Our approach requires a high degree of collaboration with Amtrak, the California State Transportation Agency, Caltrans, the Federal Railroad Administration (FRA), UPRR, and the many communities along the corridor.

**CAPITOL CORRIDOR JOINT
POWERS AUTHORITY**

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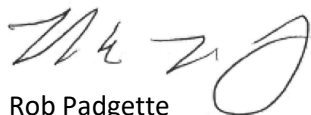
In addition to my direct responsibilities at CCJPA, I have been actively involved in national rail policy for more than a decade, most recently serving as the Chair of the State Amtrak Intercity Passenger Rail Committee (SAIPRC) (2020 to 2023) and on the Executive Committee of the States Passenger Rail Coalition (SPRC) (2019 to date.) As Chair of SAIPRC, I was actively involved in working with state sponsors of service across the country, Amtrak, Congressional staff, and FRA to ensure the stability of service through some of the most challenging times in our industry. The response to the pandemic required active collaboration with all state sponsors of rail service to recommend levels of funding needed to bridge a collapse in passenger revenue and the development of a rational approach to the distribution of funds. Through these efforts, we were successful in maintaining all of the state-supported services through this period. During my tenure, we also approved a new Cost Allocation Policy that dramatically improved the transparency of Amtrak cost information and established a stronger state voice in decision-making.

The SPRC is a member-funded federal advocacy organization that represents the interest of more than two dozen state organizations in the funding and delivery of intercity rail services.

Prior to joining Capitol Corridor, from 2012 to 2017, I served as one of the founding staff members of the Northeast Corridor Commission as the Deputy Executive Director. I was engaged as a consultant from the earliest days of the organization and was one of the first full-time employees. In this role, I was actively involved in improving the structure of the Commission to meet the intent of the organization as established by Congress. I also played a key role in developing the organizational structure to ensure that the agency could meet the expectations outlined in its enabling legislation. Through these efforts, we were successful in the development of a new Cost Allocation Policy for Amtrak and the eight commuter railroads on the Northeast Corridor that set the Northeast Corridor on a path toward a more sustainable funding approach. We supported the development of a strong collaboration process among states, Amtrak, and USDOT with a high level of trust in Congress for the recommendations from the organization. This structure has allowed the organizations to work together toward a shared vision of long-term capital improvements on the corridor, which I believe has helped build confidence in Congress toward more investment in passenger rail.

Please consider in submitting this letter that I am willing to serve on the PRAC in a representative capacity. Included is a professional resume, which provides more information on my two decades of relevant experience in transportation. I appreciate your consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Rob Padgette', with a stylized flourish at the end.

Rob Padgette
CCJPA Managing Director

ROBERT PADGETTE

RobP@CapitolCorridor.org ✦ (510) 821-3478

2150 Webster St, 3rd Floor, Oakland, CA, 94612

Capitol Corridor Joint Powers Authority ✦ www.capitolcorridor.org



PROFESSIONAL EXPERIENCE

Managing Director (Jul 2019 - Present) /Deputy Managing Director (Jan 2018 - Jun 2019)

Capitol Corridor Joint Powers Authority (CCJPA) - Oakland, CA

Lead the organization under the direction of the CCJPA Board, with oversight of the intercity rail service connecting San Jose, Oakland, Sacramento, and Placer County. Full service consists of 30 trips on weekdays and 22 trips on weekends, connecting San Jose, Oakland, Sacramento, and Placer County, carrying 1M+ passengers annually.

Deputy Executive Director (2012 - 2017)

Northeast Corridor Commission (NECC) - Washington, D.C.

Served in an executive level position for the NECC, created by Congress in 2008 to bring together the Northeast Corridor states, Amtrak and USDOT to focus on passenger and freight rail on the Northeast Corridor. Joined as one of the first staff members and was involved in all elements of its start. Actively engaged with the Commission's nine state members representing DC, MD, PA, NJ, DE, CT, MA, RI, NY, five USDOT members, and four Amtrak members. Led the development of a Cost Allocation Policy covering Amtrak and the eight commuter railroads on the corridor, a five-year capital program, performance reporting, and other activities.

Director (2010 - 2012)

High Street Consulting Group - Washington, D.C.

Supported all aspects of project delivery with an emphasis on state and federal transportation policy and planning.

Director of Policy Development and Research (2007 - 2010)

American Public Transportation Association - Washington, D.C.

Led APTA policy research and statistics programs with the goal of influencing federal legislation, supporting members in advocacy efforts, and building positive support for transit.

Senior Associate and Washington Office Director (2001 - 2007)

Regional Manager, Transportation Planning and Management Business Line (2006 - 2007)

Cambridge Systematics - Maryland

Managed regional transportation practice of 20 professionals with expertise in finance, transit, freight, safety, environmental policy, federal policy and state and local planning.

NATIONAL RAIL ORGANIZATIONS

Executive Committee/Treasurer (2019 - Present), States for Passenger Rail Coalition

States for Passenger Rail Coalition is an alliance of state and regional transportation officials who work together to promote the state's role in the development and growth of Intercity Passenger Rail.

Chairperson (2020 - 2023), State-Amtrak Intercity Passenger Rail Committee

The State-Amtrak Intercity Passenger Rail Committee (SAIPRC) is a multi-agency body created by Congress whose members include eight states, Amtrak, and the Federal Railroad Administration.

EDUCATION

University of North Carolina at Chapel Hill

- Masters of Arts in Regional Planning
- Bachelors of Arts in Political Science

Gavin Newsom
Governor

Toks Omishakin
Secretary

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Sacramento, CA 95814
916-323-5400
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February 5, 2024

The Honorable Martin J. Oberman
Chair of the Surface Transportation Board
395 E Street SW
Washington, DC 20423

Dear Chair Oberman:

Please consider this letter of support to appoint Robert Padgett, Managing Director of the Capitol Corridor Joint Powers Authority (CCJPA), to the Surface Transportation Board's (STB) Passenger Rail Advisory Committee (PRAC). Mr. Padgett would bring to the PRAC more than 25 years in the transportation field, much of it focused on national and state transportation policy. In his current role at CCJPA, he is responsible for the oversight of the 170-mile Capitol Corridor Rail service between Auburn and San Jose, California, historically the third busiest intercity rail corridor in the country. He has led the organization through one of the most challenging times in its history and is actively improving the corridor to expand service for the first time since 2006.

CCJPA works collaboratively with Union Pacific Railroad and Amtrak to deliver one of the highest on-time performance levels in the country. It also leads the industry in innovation, with the active enhancement of a next-generation California Passenger Information Display System, the direct operations of the onboard Wi-Fi System, and the recent initiation of a pilot "Tap2Ride" open-loop, contactless payment ticketing system, the first on an intercity rail system in the world.

Prior to his role with CCJPA, Mr. Padgett played an integral role in establishing the Northeast Corridor Commission, an agency created by Congress to bring together the Northeast Corridor states, Amtrak, and USDOT to focus on passenger and freight rail on the Northeast Corridor. As one of the first hires to the organization, he supported the development of a predictable funding strategy for the corridor through a Cost Allocation Policy for Amtrak and the eight commuter railroads operating in the corridor.

Arguably, this accomplishment helped build confidence in the future of intercity rail in Congress. Mr. Padgett has played an important role in national rail policy through his service as Chair of the State-Amtrak Intercity Passenger Rail Committee (SAIPRC) from 2020 to 2023, a time that required a high degree of collaboration among states to preserve services during the pandemic. Under his leadership, SAIPRC adopted a new Cost Allocation Policy for State Supported Rail Services that improves transportation and increases the decision-making role of states in the delivery of their respective services. He also serves on the Executive Committee of the States for Passenger Rail Coalition, an organization made up of state sponsors of rail service that advocates for federal rail investment.

I am confident that Mr. Padgett will bring to STB's PRAC the skills and perspective critical to shaping STB's role in passenger rail, and I endorse his nomination without hesitation.

Sincerely,

A handwritten signature in blue ink, appearing to read "Toks Omishakin". The signature is fluid and cursive, with a large initial "T" and "O".

Toks Omishakin
Secretary

Transportation Communications Union/IAM

International Association of Machinists and Aerospace Workers



Arthur P. Maratea
National President



February 4, 2024

Martin J. Oberman, Chair
Surface Transportation Board
395 E Street SW
Washington, DC 20423

Dear Chair Oberman:

On behalf of the Transportation Communications Union (TCU/IAM), I'd like to express our organization's support for the appointment of Robert Padgett, Managing Director of the Capitol Corridor Joint Powers Authority (CCJPA), to the Surface Transportation Board's (STB) Passenger Rail Advisory Committee (PRAC) for the seat designated to a state that provides funding for intercity passenger rail.

Passenger rail is extremely important to TCU as we are the largest union at Amtrak – and amongst the largest on many commuter railroads. As such, we don't make these endorsements lightly. Indeed, you would be hard-pressed to find a more qualified individual to advise the STB regarding passenger rail operations and service.

Mr. Padgett has an extensive resume in the transit and passenger rail space, including operations, governmental, and policy matters. Rob's various positions have required him to collaborate and find solutions between stakeholders that are often at odds – operators, owners, state and federal partners – all while aiming to best-serve the American people. As the Administration seeks to deploy record-funding for passenger rail in the wake of the Bipartisan Infrastructure Law (BIL), the STB would be well-served by someone like Rob Padgett who has such deep experience in managing public funding sources in the development, expansion, and governance of passenger rail.

Thank you for considering Mr. Rob Padgett for the state-designated seat on the PRAC.

If you have any questions, please feel free to contact TCU's National Legislative Director Dave Arouca (aroucad@tcunion.org).

Sincerely,

Arthur Maratea
National President

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