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Surface Transportation Board
Attention: Docket No. EP 774 (Sub-No. 1)
395 E Street, S.W.
Washington, DC 20423-0001

The California State Transportation Agency (CalSTA) is hereby nominating Chief Deputy Secretary for Rail and Transit Chad Edison for the Passenger Rail Advisory Committee. The information required for the nomination follows.

1) Name, position, and business contact information

Chad R Edison
Chief Deputy Secretary, Rail & Transit
California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814
(916) 247-0322
chad.edison@calsta.ca.gov

2) Interest the candidate will represent

A state that provides funding for intercity passenger rail

3) Summary of the candidate's experience and qualifications for the position

Mr. Edison has worked across numerous aspects of the passenger rail business since 1996, with experience at the National Railroad Passenger Corporation (Amtrak), as a consultant at AECOM, in railroad policy and development at the Federal Railroad Administration, and in state leadership over rail and transit at the California State Transportation Agency. Prior to those professional roles, he had significant academic interest in rail, focusing his master's degree level benefit cost analysis research on high-speed rail between Detroit and Chicago while earning his Master of Public Policy degree at the University of Michigan.

During the last eleven years that he has served the California State Transportation Agency (2014 to 2025) as both Deputy Secretary for Transportation and Chief Deputy Secretary for Rail and Transit, Mr. Edison has played an integral statewide role in rail and transit planning, funding, negotiation and policy. This has included developing uniform performance standards for the management of intercity passenger rail by the

state's joint powers authorities (JPAs), as well as overseeing the business plan approval and funding processes related to passenger and freight rail projects. He led the innovative network integration efforts that were first utilized in the 2018 California State Rail Plan, which demonstrated the tremendous value of an integrated set of rail corridors that could lead to a tenfold increase in ridership and twenty-fold increase in passenger miles on the California rail system. Many of the new service approaches were grounded in new relationships with California's freight railroads and commuter rail agencies, including increases in capital maintenance fees in lieu of building as many capital projects, and implementation of new scheduling approaches that optimized timetables and reduced delays among all trains (both passenger-passenger, as well as passenger-freight). When implemented, these efforts have resulted in high on-time performance that exceeds 90%. These service planning, funding and optimization efforts have also led to careful and cost-effective capital project prioritization, allowing investments that will result in better-performing corridors to be funded through CalSTA's capital grant programs.

He regularly interacts collaboratively with BNSF Railway, Union Pacific Railroad, Caltrain, Metrolink and North County Transit District to reach consensus and agreement in their relationships with Caltrans, California High Speed Rail Authority (CHSRA) and the state's intercity rail JPAs. He is adept at identifying mutually beneficial investments and agreements that help BNSF and UPRR continue to grow to serve their customers' needs and resolve critical supply chain bottlenecks, while also improving the quality and reliability of passenger rail.

Mr. Edison also leads our agency's Zero Emission Intercity Rail and Intercity Bus Investments, a program that has supported first-in-the-nation procurements of zero-emission hydrogen fuel-cell, multiple unit trains (the first of which was delivered to California in 2024, for revenue service in 2025) and the demonstration of a zero-emission battery-electric double-decker train with our partner agency, Caltrain (contract signed in 2023). These procurements have been advanced in close cooperation with our freight rail and federal partners, to ensure that all safety requirements are reviewed and addressed as early as possible.

Mr. Edison is active in the States Amtrak Intercity Passenger Rail Committee (SAIPRC) as the state's primary representative, and also serves as Chair of the American Public Transit Association's High Speed Intercity Rail Passenger Committee.

Mr. Edison started his career with five years at Amtrak (1996 to 2001), with an emphasis on financial analysis, modeling and management. He led a re-engineering effort tied to improving Amtrak's cost allocation system of the time (the Route Profitability System), with a focus on better using information in the system to propose and analyze key business initiatives at the product line and strategic business unit level. He led an 18-month project to design a cost model for Board decision-making, leading to a Board-approved, market-based realignment of the national network that generated in excess of \$65 million in business improvement annually. Finally, he designed and developed the modeling framework for a 20-year capital investment for rail rolling stock and led a detailed study recommending changes to the turnaround servicing process across Amtrak facilities.

In his more than 8 years of consulting at AECOM (2001 to 2010), Mr. Edison had detailed experiences with state intercity passenger rail projects, contributing to federal funding applications for Federal Transit Administration New Starts, and advising rail leadership on policies related to intercity passenger rail. He presented 5 briefings in 6 months to the Amtrak Board of Directors on multiple potential strategies for Amtrak's long-distance network, with his work focused on the capital and operating cost implications of the strategies. The work received a written commendation letter from Amtrak for excellent service. Mr. Edison also served as the Principal Investigator on National Cooperative Highway Research Program Project 20-65, Task 12 (Research Results Digest 313, published February 2007), titled "Cost-Allocation Methods for Commuter, Intercity, and Freight Rail Operations on Shared-Use Rail Systems and Corridors," written for a target audience of state or local governments considering starting up new intercity or commuter rail services. His work with states included developing long-range cost estimates for a multi-phase, 25-year rail development plan for Virginia in support of ARRA grant applications and the Virginia Statewide Rail Plan, and in conducting cost modeling for Amtrak that was part of a proposed new state pricing approach for state supported services.

Mr. Edison also served as a Transportation Industry Analyst at the Federal Railroad Administration (FRA) in the Railroad Policy and Development organization, from 2010 to 2014. During this time, he received awards for supporting the surface transportation reauthorization proposal and for leading high stakes negotiations between Illinois DOT and Union Pacific to allow for early construction of key capital investments. He served in a critical leadership role to create a coalition of California stakeholders at local and state levels to support changes in California High Speed Rail Authority's 2012 Business Plan. He led a multi-state rail planning study in the Southwest involving more than 20 stakeholders, including developing a new approach to rail network planning that was tested in the project and later adopted by FRA for national use. Mr. Edison interacted on multiple occasions with the Council of Economic Advisors, including during a cost-benefit review of FRA's high-speed rail proposals, and was praised by CEA senior economists for having provided excellent and model interaction on the complex analytical effort. Finally, he led USDOT's participation in PRIIA-required cost allocation efforts related to Section 209, including providing key technical input to the Secretary's letter to the STB related to the 209 case, which ultimately contributed to a state- and STB-approved allocation methodology. Mr. Edison also supported FRA leadership on negotiations on Service Outcomes Agreements, which sought to define and ensure specific passenger service improvements in exchange for public investment in railroad infrastructure.

Mr. Edison's current and past professional experience would make him a valuable member of the PRAC. He is active across the passenger rail industry with both broad and detailed knowledge that could provide helpful advice to the STB,

4) Representation that the candidate is willing to serve as a member of the PRAC

Mr. Edison is willing to serve as a member of the PRAC, if selected, and will have the support of CalSTA in ensuring both the time and resources necessary for his participation will be available.

5) Statement that the candidate agrees to serve in a representative capacity

Mr. Edison states his agreement to serve in a representative capacity by his signature on this letter of submission.

Please consider this letter of application in support of the appointment of Chad Edison. He would bring over 28 years of experience in the passenger rail field, with many experiences helpful in improving efficiency of rail routes, reducing disputes and reaching agreements among passenger and freight rail operators, supporting and developing innovative approaches to achieving high on-time performance (well exceeding national statutory goals), and contributing to the regulatory discussion through active participation in national forums.

Mr. Edison's appointment would be backed by California's strong and ongoing commitment to ensuring the growth in all forms of rail – regional, intercity and high-speed passenger rail, as well as that of goods movement. We have and are investing tens of billions of dollars into rail projects that show our commitment to that growth, far exceeding that available from the federal government. We have a partnership mentality and look for long-term solutions that work for both host railroads and those that want to operate on them. We continue to innovate in the zero-emission rolling-stock space as well, providing the entire country with advances in technology that may find use in many corridors outside California in the future.

I provide my strong support for Mr. Edison's nomination to serve on the STB's PRAC. California's significant commitment to both passenger and freight rail provide a compelling case for our representation on the committee.

Sincerely,

Toks Omishakin

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Secretary

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Signature indicating agreement to serve in a representative capacity:

A handwritten signature in black ink, appearing to read "Chad Edison". The signature is written in a cursive, flowing style.

Chad Edison

Chief Deputy Secretary, Rail and Transit