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September 22, 2026

Sam Farr

Former Member of Congress, California's 20th/17th District

Surface Transportation Board

395 E Street, S.W.

Washington, DC 20423

ENTERED

Office of Chief Counsel

September 23, 2026

Part of

Public Record

Re: Docket No. AB-1351X — Clarification of Position Regarding Request for Stay, Santa Cruz Branch Rail Line

To the Board:

I write to clarify my position with respect to a recent request for stay filed in this docket, in which my name appeared in connection with correspondence no. 311716 submitted by the former Executive Director of the Santa Cruz County Regional Transportation Commission (RTC).

I have a long public record on this rail corridor. As a Member of Congress, I supported the RTC's 2012 acquisition of the Santa Cruz Branch Line, and I have consistently backed the goal of preserving the corridor for a combination of freight service, future passenger rail, and a coastal trail. That has been my position for over a decade, and it remains my position today.

I was not, however, fully briefed on the current phased approach the RTC has since developed for delivering rail and trail together, nor on the financial and scheduling realities that have shaped it. Had I understood at the time that my name would be used to characterize a position on the specific discontinuance filing now before the Board, I would have asked additional questions before permitting its inclusion in that letter. I do not believe the letter, as submitted, accurately reflects a position I had reviewed or endorsed with respect to this particular filing.

To be clear, I have not changed my underlying support for the corridor being preserved for multiple public uses, including the eventual restoration of passenger and freight service where feasible. But I understand that the RTC's current, board-adopted approach, including the Zero Emission Passenger Rail and Trail (ZEPRT) effort, reflects years of technical, financial, and engineering work to sequence trail and rail improvements in a way that is actually deliverable, given real constraints on funding, ridership projections, and infrastructure condition on inoperable segments of the line. I would not want my name used to suggest opposition to that work, or to a discontinuance filing that appears to be a procedural step consistent with, rather than contrary to, the long-term vision I have supported.

I respect the Board's process and do not intend this letter to advocate for a particular outcome on the merits of the filing. My purpose is narrower: to ensure the record accurately reflects that my prior correspondence should not be read as a considered position on the discontinuance request itself, and that my support for the corridor's multi-use future remains unchanged.

I am happy to provide further clarification if it would assist the Board.

Respectfully,

A handwritten signature in black ink, appearing to read "Sam Farr", with a long horizontal flourish extending to the right.

Sam Farr
Former Member of Congress

I certify that I have this day served copies of document upon all parties of record in this proceeding, by electronic service.

A handwritten signature in black ink, appearing to read 'Stacy Lee', with a stylized, cursive script.

Stacy Lee

September 23, 2026