



Appendix A:

Public Engagement Materials

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Public Engagement Summary
Zero Emission Passenger Rail and Trail
Milestone 4: March - August 2025

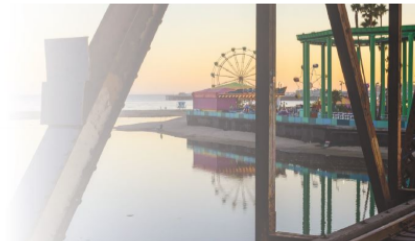


Email Notifications

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Don't Miss Your Chance to Participate in the RTC's Virtual Open House for the Zero Emission Passenger Rail and Trail Project!

ZERO EMISSION PASSENGER RAIL AND TRAIL



The Santa Cruz County Regional Transportation Commission (RTC) is at a key milestone to provide the public with a first look at key components of the Zero Emission Passenger Rail and Trail (ZEPRT) Draft Project Concept including conceptual rail and trail alignment, ridership projections, station locations and design, operations, and capital and operating cost estimates. This important step kicks off Milestone 4 community engagement for input to be considered in the development of the ZEPRT project concept.

Make sure to check out the Project's Virtual Open House to get a first look at key components of the ZEPRT Draft Project Concept! Learn about conceptual alignment, ridership projections, station locations and design, cost estimates and more. Visit [ZEPRT.com](https://www.sccrtc.org/zeprt) to conveniently participate anytime, 24/7, when it works for you to learn more and share your input. **Community feedback period now extended to August 22, 2025.**

Stay connected at [sccrtc.org/zeprt](https://www.sccrtc.org/zeprt) or follow the RTC's social media platforms!

The ZEPRT project proposes new passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line and 12 miles of Coastal Rail Trail: Segments 13-20 as well as the Capitola Trestle portion (Segment 11, Phase 2).

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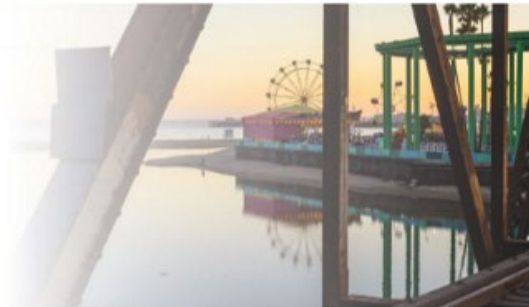


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Zero Emission Passenger Rail and Trail Project Financial Analysis Report Posted

ZERO EMISSION PASSENGER RAIL AND TRAIL



At its meeting on Thursday, August 7, the Santa Cruz County Regional Transportation Commission will receive an update on Milestone 4, the final deliverable for the Zero Emission Passenger Rail and Trail Project.

As directed by the Commission, staff prepared a financial analysis based on the cost estimates outlined in the draft Project Concept Report. The Financial Analysis is now available on the RTC website: https://www.sccrtc.org/wp-content/uploads/2025/08/Attachment-3_ZEPRT-Financial-Analysis.pdf

www.sccrtc.org



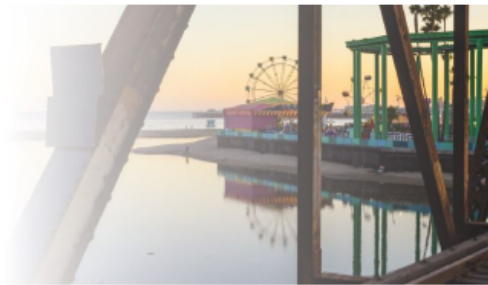
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Zero Emission Passenger Rail and Trail
Milestone 4: March - August 2025



Zero Emission Passenger Rail and Trail
Draft Project Concept Report Now
Available for Review!



Curious about passenger rail and trail in Santa Cruz County?

Check out the recently released Zero Emission Passenger Rail and Trail (ZEPRT) Draft Project Concept Report at sccrtc.org/zeprt under "Resources" to learn more about conceptual alignment, ridership projections, station locations and design, cost estimates and more. The Draft Project Concept Report provides details on information provided by the project team at the June 12 Commission meeting and available on the virtual open house at [ZEPRT.com](https://zeprt.com).

Got Questions?

Once you've had a chance to dive deeper into the full report, stop by RTC's Office Hours either in-person or virtually to talk to ZEPRT project team members one-on-one and ask questions. *Community members are welcome to join anytime, but encouraged to register by [signing up here](#).*

- **Virtual Login:** <https://hdrinc.zoom.us/j/98559566422>
- Webinar ID: 985 5956 6422

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



- Passcode: 176048
- Dial-in: 408-638-0968

• In-Person Details:

Date	Time	Location
Monday, August 4	• 11 a.m. – 2 p.m.	Watsonville: Civic Plaza 4th Floor, Community Room, 275 Main St.
	• 5:30-7 p.m.	
	• 4-5:30 p.m.	Virtually: Zoom (see details above)
Tuesday, August 5	• 11 a.m. – 2 p.m.	Santa Cruz: RTC office, Oak Room, 1101 Pacific Ave., 2nd Floor
	• 5:30-7 p.m.	
	• 4-5:30 p.m.	Virtually: Zoom (see details above)

Community input received throughout project planning has played a crucial role in the development of this project, which is why **the RTC has extended the community feedback deadline to August 22, 2025 in order to provide the public more time for review.**

You can provide feedback through the following ways:

- **Virtual Open House:** Visit [ZEPRT.com](https://zeprt.com) to conveniently participate anytime, 24/7, when it works for you to review project updates and share your input.
- **Project Email:** Email your questions or comments to zeprt@sccrtc.org.
- **Public Hearing:** Join in-person or online on August 7 to participate in the [public hearing](#) where the RTC Commission will accept public comments on the project.

Stay connected at sccrtc.org/zeprt or follow the RTC's social media platforms!

The ZEPRT project proposes new passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line and 12 miles of Coastal Rail Trail: Segments 13-20 as well as the Capitola Trestle reach (Segment 11, Phase 2).

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Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



Hello Crystal,

The next RTC meeting agenda has been posted to the [RTC website](#). Find the link to all materials and agenda items listed below.

August 7, 2025 RTC Meeting
9:00 a.m.

Scotts Valley City Council Chambers

1 Civic Center Drive
Scotts Valley, CA 95066

Regular Agenda Items include:

- Accept Grant Award of \$128.7 Million in SB 1 Funds from the California Transportation Commission
- Zero Emission Passenger Rail and Trail Project Milestone 4 Public Hearing

Members of the public may participate remotely via Zoom.
See agenda for more details.

RTC Zoom

<https://us02web.zoom.us/j/89597173447>
Dial In: +1 312 626 6799
Webinar ID: 895 9717 3447

[Packet materials for the next RTC meeting](#)

www.sccrtc.org

Santa Cruz County Regional Transportation Commission
email: [info\[at\]sccrtc.org](mailto:info[at]sccrtc.org)



Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



REMINDER: RTC Hosting August Office Hours for the Zero Emission Passenger Rail & Trail Project & July 22 Informational Community Session Recording Now Available!

ZERO EMISSION PASSENGER RAIL AND TRAIL



Got questions about rail, trail and your transit future?

Don't forget to join the Santa Cruz County Regional Transportation Commission (RTC) either in-person or virtually at upcoming Office Hours on August 4 and 5. Community members are welcome to stop by or join anytime to talk to ZEPRT project team members one-on-one and ask questions, but we encourage registration by [signing up here](#).

Date	Time	Location
Monday, August 4	• 11 a.m. – 2 p.m.	Watsonville: Civic Plaza 4th Floor, Community Room, 275 Main St.
	• 5:30-7 p.m.	
	• 4-5:30 p.m.	Virtually: Zoom (see details below)
Tuesday, August 5	• 11 a.m. – 2 p.m.	Santa Cruz: RTC office, Oak Room, 1101 Pacific Ave., 2nd Floor
	• 5:30-7 p.m.	
	• 4-5:30 p.m.	Virtually: Zoom (see details below)

- **Virtual Login:** <https://hdrinc.zoom.us/j/98559566422>
- Webinar ID: 985 5956 6422
- Passcode: 176048
- Dial-In: +1 408 638 0968 US (San Jose)

Missed the July 22 Informational Community Session on station design?

Watch the session video [here](#) to learn more about the three conceptual designs that have been developed to represent the community and its people, while providing needed station features and a cohesive system-wide identity.

Stay connected at sccrtc.org/zepert or follow the RTC's social media platforms!

The ZEPRT project proposes new passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line and 12 miles of Coastal Rail Trail: Segments 13-20 as well as the Capitola Trestle portion (Segment 11, Phase 2).

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Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



Reminder: Join the RTC for an Informational Community Session on July 22 on ZEPRT Station Design

ZERO EMISSION PASSENGER RAIL AND TRAIL



The RTC is hosting an Informational Community Session on Tuesday, July 22 from 6-7:15 p.m. focused on conceptual station design options for the Zero Emission Passenger Rail and Trail (ZEPRT) project.

The ZEPRT project team will share three conceptual designs that have been developed to represent the community and its people while providing needed station features and a cohesive system-wide identity.

Informational Community Session:
Tuesday, July 22nd from 6 - 7:15 p.m.

Community members and interested stakeholders can view the session via Zoom (details below) or at the RTC office (Oak Conference Room at 1101 Pacific Ave., Ste. 250 in Santa Cruz). Spanish interpretation will be available on Zoom, and the session will be recorded and then posted on the ZEPRT project website.

Zoom Login: <https://hdrinc.zoom.us/j/99161913341>

- Webinar ID: 991 6191 3341
- Passcode: 874260
- Dial-in: 408-638-0968

The ZEPRT project proposes new passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line and 12 miles of Coastal Rail Trail: Segments 13-20 as well as the Capitola Trestle reach (Segment 11, Phase 2). For more information on the ZEPRT Project, visit sccrtc.org/zeprt.

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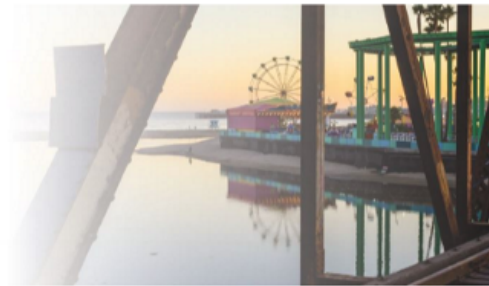


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Don't Miss the RTC's UPDATED Summer Engagement Opportunities for the Zero Emission Passenger Rail and Trail Project!

ZERO EMISSION PASSENGER RAIL AND TRAIL



The RTC is at a key milestone to provide the public with a first look at key components of the Zero Emission Passenger Rail and Trail (ZEPRT) Draft Project Concept including conceptual rail and trail alignment, ridership projections, station locations and design, operations, and capital and operating cost estimates. This important step will contribute to community input being considered in the development of the ZEPRT project concept.

If you haven't had a chance to connect with the ZEPRT project team, there's still time! See below for additional details, including revised dates, locations and how to participate in additional engagement opportunities the RTC is offering this summer to learn more, ask questions and provide feedback!

- **Virtual Open House:** Visit [ZEPRT.com](https://zeprt.com) to conveniently participate anytime, 24/7, when it works for you through August 15 to review project updates and share your input.
- **Community Information Session:** The RTC will host a Community Information Session to discuss conceptual station design options.

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



Date	Time	Location
Tuesday, July 22	6-7:15 p.m.	Virtually via Zoom (https://hdrinc.zoom.us/j/99161913341) OR In-person at the RTC office, Oak Room

- **Office Hours (UPDATED DATES):** Stop by either in-person or virtually to talk to ZEPRT project team members one-on-one and ask questions. *Community members welcome to join anytime, but encouraged to register by [signing up here](#).*

- Virtual Login: <https://hdrinc.zoom.us/j/98559566422>
 - Webinar ID: 985 5956 6422
 - Passcode: 176048
 - Dial-in: +1 408 638 0968 US (San Jose)

Date	Time	Location
Wednesday, July 23	• 4-5:30 p.m.	Virtually: Zoom
Monday, August 4	• 11 a.m. – 2 p.m. • 5:30–7 p.m.	Watsonville: Civic Plaza 4 th Floor, Community Room, 275 Main St.
	• 4-5:30 p.m.	Virtually: Zoom
Tuesday, August 5	• 11 a.m. – 2 p.m. • 5:30–7 p.m.	Santa Cruz: RTC office, Oak Room, 1101 Pacific Ave., 2nd Floor
	• 4-5:30 p.m.	Virtually: Zoom

- **Community Events:** Look for ZEPRT project team members in your local community at several key events this summer to ask questions and learn more.

Stay connected at sccrtc.org/zepert or follow the RTC's social media platforms!

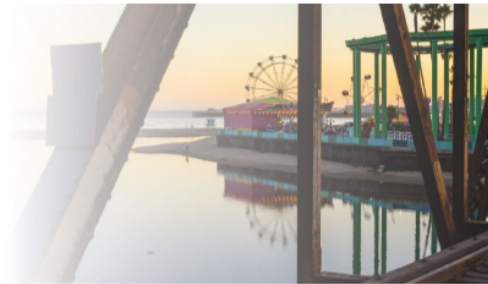
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Public Engagement Summary
Zero Emission Passenger Rail and Trail
Milestone 4: March - August 2025



RTC Offering Summer Engagement Opportunities for the Zero Emission Passenger Rail and Trail Project!



The Santa Cruz County Regional Transportation Commission (RTC) is at a key milestone to provide the public with a first look at key components of the Zero Emission Passenger Rail and Trail (ZEPRT) Draft Project Concept including conceptual rail and trail alignment, ridership projections, station locations and design, operations, and capital and operating cost estimates. This important step kicks off Milestone 4 community engagement for input to be considered in the development of the ZEPRT project concept.

See below for additional details on dates, locations and how to participate in several engagement opportunities the RTC is offering this summer to learn more, ask questions and provide feedback!

- **Virtual Open House:** Visit [ZEPRT.com](https://zeprt.com) to conveniently participate anytime, 24/7, when it works for you to learn more and share your input. *Community feedback requested by August 15, 2025!*
- **Office Hours:** Stop by either in-person or virtually this June or July to talk to ZEPRT project team members one-on-one and ask

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



questions. Community members welcome to join anytime, but encouraged to register by [signing up here](#).

- Virtual Login: <https://hdrinc.zoom.us/j/98559566422>
- Webinar ID: 985 5956 6422
- Passcode: 176048
- Dial-in: +1 408 638 0968 US (San Jose)

Date	Time	Location
Monday, June 23	• 11 a.m. – 2 p.m. • 5:30–7 p.m.	Watsonville: Civic Plaza 4 th Floor, Community Room, 275 Main St.
	• 4–5:30 p.m.	Virtually: Zoom
Tuesday, June 24	• 11 a.m. – 2 p.m. • 5:30–7 p.m.	Santa Cruz: RTC office, Oak Room, 1101 Pacific Ave., 2 nd Floor
	• 4–5:30 p.m.	Virtually: Zoom
Monday, July 14	• 11 a.m. – 2 p.m. • 5:30–7 p.m.	Santa Cruz: RTC office, Oak Room, 1101 Pacific Ave., 2 nd Floor
	• 4–5:30 p.m.	Virtually: Zoom
Tuesday, July 15	• 11 a.m. – 2 p.m. • 5:30–7 p.m.	Watsonville: Civic Plaza 4 th Floor, Community Room, 275 Main St.
	• 4–5:30 p.m.	Virtually: Zoom

- **Community Events:** Look for ZEPRT project team members in your local community at several key events this summer to ask questions and learn more.
- **Information Sessions:** Keep an eye out for additional information sessions that the RTC plans to host this summer.

Stay connected at sccrtc.org/zeprt or follow the RTC's social media platforms!

The ZEPRT project proposes new passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line and 12 miles of Coastal Rail Trail: Segments 13-20 as well as the Capitola Trestle reach (Segment 11, Phase 2).

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Zero Emission Passenger Rail and Trail

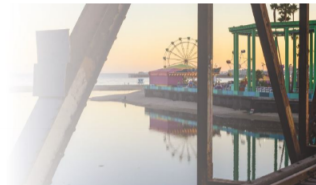
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ZERO EMISSION
PASSENGER RAIL AND TRAIL



RTC Sharing Draft Project Concept for the Zero Emission Passenger Rail and Trail Project!

ZERO EMISSION
PASSENGER RAIL AND TRAIL



The RTC is sharing key components of the Draft Project Concept for the Zero Emission Passenger Rail and Trail (ZEPRT) project including conceptual rail and trail alignment, ridership projections, station locations and design, operations, and capital and operating cost estimates. Community input received throughout project planning has played a crucial role in the development of this project.

Additionally, the RTC Commission will receive a presentation tonight on the Draft Project Concept. Meeting agenda and details as well as the Project Concept Executive Summary can be viewed at <https://www.sccrtc.org/meetings/regional-transportation-commission/agendas/>. The RTC Commission will also hold a public hearing on August 7, 2025 to accept public comments on the project.

The RTC values the public's interest and feedback and is offering opportunities for community members this summer to learn more, ask questions and provide feedback on the Draft Project Concept.

- **Virtual Open House:** Visit the Virtual Open House at [ZEPRT.com](https://www.sccrtc.org/zeprt) to view detailed information on key components of the Draft Project Concept. Conveniently participate anytime, 24/7, when it works for you to learn more and share your input! **The RTC requests community feedback on Milestone 4 by August 15, 2025.**
- **Summer Engagement Opportunities:** Follow RTC social media platforms and visit [sccrtc.org/zeprt](https://www.sccrtc.org/zeprt) for additional details on dates, locations and how to participate.
 - **Office Hours:** Informal opportunities for community members to stop by to talk to the ZEPRT project team and ask questions. Options offered in both June and July in Santa Cruz, Watsonville, and virtually.
 - **Information Sessions:** Several have been hosted recently to share details on certain project components and each session is now available to view on the ZEPRT project webpage. The RTC plans to offer more information sessions this summer so stay tuned for more details.
 - **Community Events:** Look for ZEPRT project team members in your local community at several key events this summer to ask questions and learn more.

The ZEPRT project proposes new passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line and 12 miles of Coastal Rail Trail: Segments 13-20 as well as the Capitola Trestle reach (Segment 11, Phase 2). Stay connected at [sccrtc.org/zeprt](https://www.sccrtc.org/zeprt).

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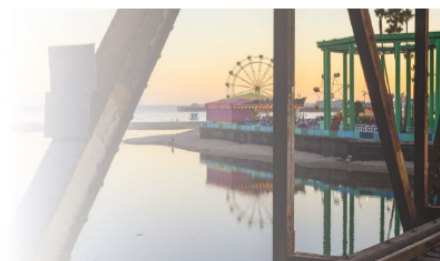


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**Missed Last Night's Informational
Community Session for the Zero
Emission Passenger Rail & Trail Project?**
VIDEO RECORDING NOW AVAILABLE!

ZERO EMISSION
PASSENGER RAIL AND TRAIL



Thank you to those who were able to join the RTC last night, June 9th, for an Informational Community Session focused on ridership projections and cost estimates for the Zero Emission Passenger Rail and Trail (ZEPRT) project.

If you missed this informative discussion, then you can still watch the [video](#) to learn about updates regarding projections for the number of riders that would take the train, including boardings at each proposed station as well as ZEPRT project cost estimates for both capital and operating expenses.

Visit sccrtc.org/zeprt for details on upcoming engagement opportunities to learn more about the Draft Project Concept, ask questions and provide feedback.

The ZEPRT project proposes new passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line and 12 miles of Coastal Rail Trail: Segments 13-20 as well as the Capitola Trestle reach (Segment 11, Phase 2).

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Zero Emission Passenger Rail and Trail
Milestone 4: March - August 2025



**Join the RTC for an Informational
Community Session June 9th for the Zero
Emission Passenger Rail & Trail Project**
Topics Include: Ridership Projections and Project Costs

The Santa Cruz County Regional Transportation Commission (RTC) is hosting an Informational Community Session on **Monday, June 9 from 3:30-5 p.m.** focused on ridership projections and cost estimates for the Zero Emission Passenger Rail and Trail (ZEPRT) project.

The ZEPRT project team will share updates regarding projections for the number of riders that would take the train, including boardings at each proposed station. Information will also be presented related to project cost estimates for both capital and operating expenses.

**Informational Community Session:
Monday, June 9th from 3:30-5 p.m.**

Community members and interested stakeholders can view the session via Zoom (details below) or at RTC's office (Oak Conference Room at 1101 Pacific Ave., Ste. 250 in Santa Cruz). Spanish interpretation will be available on Zoom, and the session will be recorded and then posted on the ZEPRT project website.

Zoom Login: <https://hdrinc.zoom.us/j/99161913341>
• Webinar ID: 991 6191 3341

- Passcode: 874260
- Dial-In: +1 408 638 0968 US (San Jose)

The ZEPRT project proposes new passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line and 12 miles of Coastal Rail Trail: Segments 13-20 as well as the Capitola Trestle reach (Segment 11, Phase 2). For more information on the ZEPRT Project, visit sccrtc.org/zeprt.

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Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



RTC Hosting Upcoming In-Person Community Workshops for the Zero Emission Passenger Rail and Trail Project

In response to ongoing community interest in the Zero Emission Passenger Rail and Trail (ZEPRT) project, the Santa Cruz County Regional Transportation Commission (RTC) is hosting Community Workshops in Watsonville and Santa Cruz focused on community-specific information that has been under development over the past months.

Community members and interested stakeholders are invited to attend to learn more and ask questions. Each workshop will begin with a brief presentation at 6:15 p.m., followed by an open house where attendees can participate in interactive activity stations to view updated alignment maps and exhibits, and provide input to help advance the Project Concept that is expected to be shared with the community in June 2025.

WATSONVILLE COMMUNITY WORKSHOP

Monday, May 12 | 6-7:30 p.m.

Civic Plaza, Community Room
275 Main Street, 4th Floor | Watsonville, CA

The Watsonville Community Workshop will provide information on the proposed rail and trail alignments, and on the Downtown Watsonville station location options.



SANTA CRUZ COMMUNITY WORKSHOP

Wednesday, May 14 | 6-7:30 p.m.

London Nelson Community Center, Multipurpose Room
301 Center Street | Santa Cruz, CA

The Santa Cruz Community Workshop will include information on the Beach Street rail and trail alignment alternatives, traffic patterns in the Beach Flats neighborhood, and grade crossings along the proposed west side alignment.

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025

ZERO EMISSION
PASSENGER RAIL AND TRAIL



About ZEPRT: Proposes new passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line and 12 miles of Coastal Rail Trail: Segments 13-20 as well as the Capitola Trestle reach (Segment 11, Phase 2). For more information, visit sccrtc.org/zeprt.

About RTC: Delivers transportation solutions for a vibrant, sustainable and equitable community. To receive regular information about RTC projects, please sign up at sccrtc.org/about/esubscriptions/.

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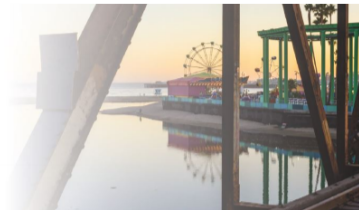
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Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



RTC Hosting Community Workshops in May for the Zero Emission Passenger Rail & Trail Project



This May, the Santa Cruz County Regional Transportation Commission (RTC) is hosting Community Workshops for the Zero Emission Passenger Rail and Trail Project (ZEPRT) focused on community-specific information that has been under development over the past months.

Each workshop will begin with a brief presentation at 6:15 p.m., followed by an open house where attendees can participate in interactive sessions to view updated alignment maps and exhibits, and provide input to help advance the Project Concept that is expected to be shared with the community in June 2025.

WATSONVILLE COMMUNITY WORKSHOP

Monday, May 12 | 6-7:30 p.m.

Civic Plaza

Community Room

275 Main Street, 4th Floor | Watsonville, CA

Workshop Topics: Updates on the proposed rail and trail alignments and Watsonville station location options

SANTA CRUZ COMMUNITY WORKSHOP

Wednesday, May 14 | 6-7:30 p.m.

London Nelson Community Center

Multipurpose Room

301 Center Street | Santa Cruz, CA

Workshop Topics: Updates on Beach Street rail and trail alignment alternatives, traffic patterns in Beach Flats neighborhood and grade crossings along the proposed West Side alignment

The ZEPRT project proposes new passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line and 12 miles of Coastal Rail Trail: Segments 13-20 as well as the Capitola Trestle reach (Segment 11, Phase 2). For more information on the ZEPRT Project, visit sccrtc.org/zeprt.

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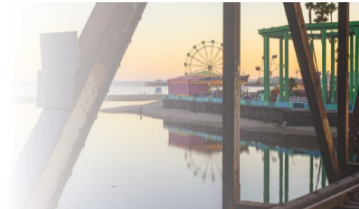
Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



REMINDER: Join the RTC Tonight for an Informational Community Session on Conceptual Alignment & Operations!

ZERO EMISSION PASSENGER RAIL AND TRAIL



Don't forget to join the Santa Cruz County Regional Transportation Commission (RTC) this evening for a Zero Emission Passenger Rail and Trail (ZEPRT) Project Informational Community Session.

Informational Community Session: Tuesday, April 1st from 6-7:15 p.m.

The ZEPRT team will share updates on the project's conceptual alignment and operations that will support intercity passenger rail service, including information related to preliminary travel times, station locations and rail vehicles. Community members and interested stakeholders are invited to participate to learn more and ask questions.

View the session via Zoom or at the RTC's office (Oak Conference Room at 1101 Pacific Ave., Ste. 250 in Santa Cruz). Spanish interpretation will be available on Zoom, and the session will be recorded then posted on the project website.

- Zoom login: <https://hdrinc.zoom.us/j/99161913341>
 - Webinar ID: 991 6191 3341
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Public Engagement Summary
Zero Emission Passenger Rail and Trail
Milestone 4: March - August 2025



SCCRTC

Santa Cruz County
Regional Transportation Commission

March 20, 2025 RTC Meeting Highlights

Hello Tiffany,

Below are highlights from the most recent RTC meeting. RTC meeting information can be found on the [RTC Meetings & Agenda](#) webpage.

Regards,

RTC Staff

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



RTC Committee Appointments

The Commission approved the appointments of new members to the RTC's citizen advisory and oversight committees. Two new members were appointed to the [Bicycle Advisory Committee](#), William Arnold (City of Scotts Valley) and Christopher O'Connell (City of Capitola). One new member was appointed to the [Elderly and Disabled Transportation Advisory Committee](#) (E&D TAC), Michael Bois (Santa Cruz METRO). Four current E&D TAC members were reappointed: Clay Kempf (Social Services Provider – Seniors); Patty Talbott (Social Services Provider – Seniors alternate); Jesus Bojorquez (Consolidated Transportation Service Agency CTSA - Lift Line); and Nadia Noriega (Consolidated Transportation Service Agency CTSA - Lift Line alternate). Two new members were appointed to the [Measure D Taxpayer Oversight Committee](#), Frederick Harron (District 1) and Jennifer Merchant (District 5), and one current member was reappointed, Philip Hodsdon (District 3).

Commissioners to serve on Watsonville & Santa Cruz-focused working groups for the Zero Emission Passenger Rail and Trail (ZEPRT) Project

The Commission appointed eight commissioners to serve on two focus groups for the Zero Emission Passenger Rail and Trail (ZEPRT) Project that will focus on the Beach Street (Santa Cruz) and Walker Street (Watsonville) rail alignments. Commissioners DeSerpa, Hernandez, Montesino and Quiroz-Carter will serve on the Watsonville focus group. Commissioners Keeley, Koenig, Martinez and Schiffrin will serve on the Santa Cruz focus group.

Financially Constrained Project List for 2050 Transportation Plans

The Commission approved the [draft project list](#), identifying financially constrained projects for inclusion in the 2050 Santa Cruz County Regional Transportation Plan, Association of Monterey Bay Area Governments (AMBAG) Metropolitan Transportation Plan-Sustainable Communities Strategy (MTP-SCS) and evaluation in the program-level Environmental Impact Report (EIR). The RTP and MTP-SCS include goals, targets and policies that are used to prioritize transportation planning and programming (Policy Element); identify the area's transportation needs (Action Element); and estimate the amount of state, federal and local funds that is reasonably expected to be available (Financial Element). The Draft 2050 RTP is due to be released in late 2025.

Zero Emission Passenger Rail and Trail Project Update and Infrastructure Evaluation, Design Concepts, and Funding Considerations

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



The Commission received an update on the [Zero Emission Passenger Rail and Trail Project's](#) concept development, including an overview of Milestone 3 engagement activities completed as well as information on current work in progress, infrastructure evaluation, and potential funding opportunities.

During October 2024 through December 2024, staff hosted several Milestone 3 public engagement opportunities, partner agency briefings, and stakeholder briefings focused on providing information and seeking input on revisions to the rail and trail alignment options that are in development, as well as on Project funding opportunities, ridership modeling approach, station locations, bridge structures, and noise impacts. In response to input received, it became apparent that additional engineering and community engagement work is needed in order to work through and gain feedback on some of the complex constraints associated with the Project's conceptual alignment. It is crucial to the development of the project concept that the station and alignment options are fully evaluated, because these features affect travel times, ridership forecasts, and estimated Project costs. In addition to addressing areas susceptible to sea level rise, flooding, and coastal erosion, areas for alignment refinement include Walker Street (Watsonville), Jade Street Park area trail options (Capitola), Coastal Rail Trail Segments 13-19, connection to Cabrillo College, and Beach Street/Boardwalk area (Santa Cruz).

Milestone 4 community engagement work is currently being planned to gain feedback on rail transit ridership modeling and revenue forecasting results, alignment and station location updates, railroad operations and safety, and preliminary cost estimates. The first in the series of Milestone 4 Informational Sessions took place on March 12 and included a presentation on rail bridges which may be slated for repair, rehabilitation, or replacement and included information on conceptual bridge design types for bridges proposed for replacement. The project team also provided conceptual cost estimates (\$980 million) for replacement and repair of bridge structures along the Branch Line within the Project study area.

The Commission directed staff to come back to the Commission at a later date with alternatives to reduce the cost estimates for replacement and repair of the bridge structures. The Commission also directed staff to pursue intercity passenger rail service on the Branch Line by aligning the Zero Emission Passenger Rail Project Concept with what is envisioned in the California State Rail Plan in order to maximize opportunities for both state and federal funding and technical support.

The draft Project Concept Report is expected to be released in summer 2025 together with the preliminary opinion of probable conceptual capital, operations, and maintenance cost estimates.

Upcoming RTC and Committee Meetings

Upcoming RTC and Committee Meetings:

RTC and committee meetings are held in person. Non-voting members of the Commission and its committees, as well as members of the public and staff, will have the option to participate in person or remotely, provided equipment is available at the meeting location to allow remote participation. If there are technical difficulties during a meeting that prevent remote participation, the meeting will continue. Please check the RTC website or call 460-3200 to confirm meeting location and video conference information for future meetings. Agendas are posted to the RTC website at least 3 days before each meeting and will also include participation information. Meetings may be canceled if there are no action items to be considered by the committee.

The RTC is committed to its compliance with the Americans with Disabilities Act (ADA) during this time of national emergency. Please contact the RTC at least 3 days in advance of a meeting if special accommodations are needed. If any document, webpage, meeting, or recording is inaccessible to you, kindly notify us at info@sccrtc.org or call 831-460-3200.

Regional Transportation Commission

Thursday, April 3, 2025, 9:00 a.m.

Elderly & Disabled Transportation Advisory Committee

Tuesday, April 8, 2025, 1:30 p.m.

Bicycle Advisory Committee

Monday, April 14, 2025, 5:30 p.m.

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



[Transportation Policy Workshop](#)

Wednesday, April 17, 2025, 9:00 a.m.

[Interagency Technical Advisory Committee](#)

Thursday, April 17, 2025, 1:30 p.m.

Public input on transportation issues is welcomed and encouraged. For more information, visit the SCCRTC website at www.sccrtc.org or call 460-3200. Some Regional Transportation Commission meetings are televised countywide by Community TV of Santa Cruz. Consult www.communitytv.org or call 831-425-8848 for schedule and station information.

www.sccrtc.org

Santa Cruz County Regional Transportation Commission
email: [info\[at\]sccrtc.org](mailto:info[at]sccrtc.org)



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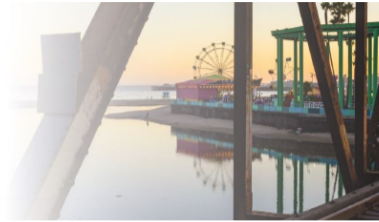
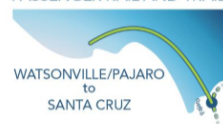
Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



RTC to Host Informational Community Session on Conceptual Alignment & Operations for the Zero Emission Passenger Rail & Trail Project

ZERO EMISSION PASSENGER RAIL AND TRAIL



The Santa Cruz County Regional Transportation Commission (RTC) is hosting an Informational Community Session on conceptual alignment and operations updates for the Zero Emission Passenger Rail and Trail (ZEPRT) project.

Informational Community Session: Tuesday, April 1st from 6-7:15 p.m.

During this session, the ZEPRT team will share updates on the project's conceptual alignment and operations that will support intercity passenger rail service, including information related to preliminary travel times, station locations and rail vehicles. Community members and interested stakeholders are invited to participate to learn more and ask questions.

View the session via Zoom (see details below) or at the RTC's office (Oak Conference Room at 1101 Pacific Ave., Ste. 250 in Santa Cruz). Spanish interpretation will be available on Zoom, and the session will be recorded then posted on the ZEPRT project website.

Join via Zoom at <https://hdrinc.zoom.us/j/99161913341>

Webinar ID: 991 6191 3341
Passcode: 874260
Dial-in: 408-638-0968

The ZEPRT project proposes new passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line and 12 miles of Coastal Rail Trail: Segments 13-20 as well as the Capitola Trestle reach (Segment 11, Phase 2). For more information on the ZEPRT Project, visit sccrtc.org/zeprt.

www.sccrtc.org



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Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



REMINDER: Join Us Tomorrow for an Informational Community Session on Bridge Infrastructure

ZERO EMISSION PASSENGER RAIL AND TRAIL



Don't forget to join the Santa Cruz County Regional Transportation Commission (RTC) tomorrow evening for a Zero Emission Passenger Rail and Trail (ZEPRT) Project Informational Community Session.

Informational Community Session: Wednesday, March 12 | 6 - 7:15 p.m.

The session will focus on bridge infrastructure for the Santa Cruz Branch Rail Line with details related to bridges that may be slated for repair, rehabilitation or replacement. We'll also provide information on conceptual design types for bridges that are proposed for replacement. Community members and interested stakeholders are invited to participate to hear project updates and ask questions.

View the session via Zoom or at the RTC's office (Oak Conference Room at 1101 Pacific Ave., Ste. 250 in Santa Cruz). Spanish interpretation will be available on Zoom, and the session will be recorded then posted on the project website.

- Zoom Login: at <https://hdrinc.zoom.us/j/99161913341>
 - Webinar ID: 991 6191 3341
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Milestone 4: March - August 2025



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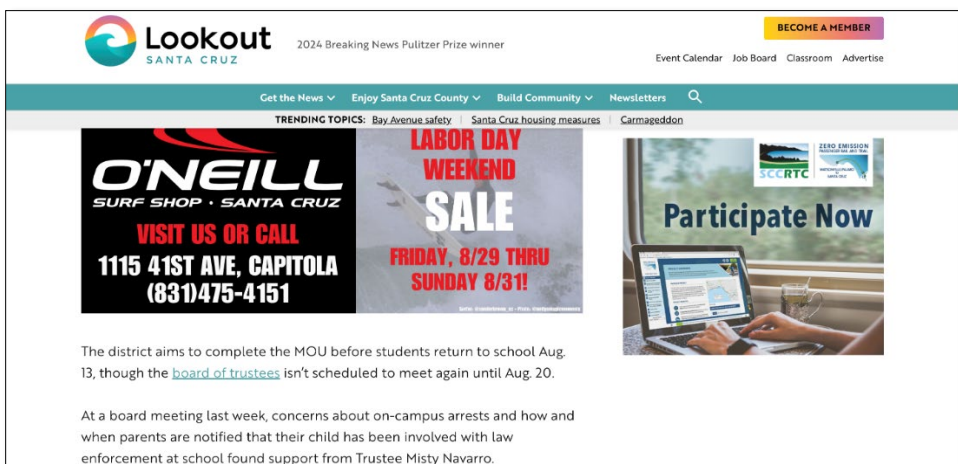
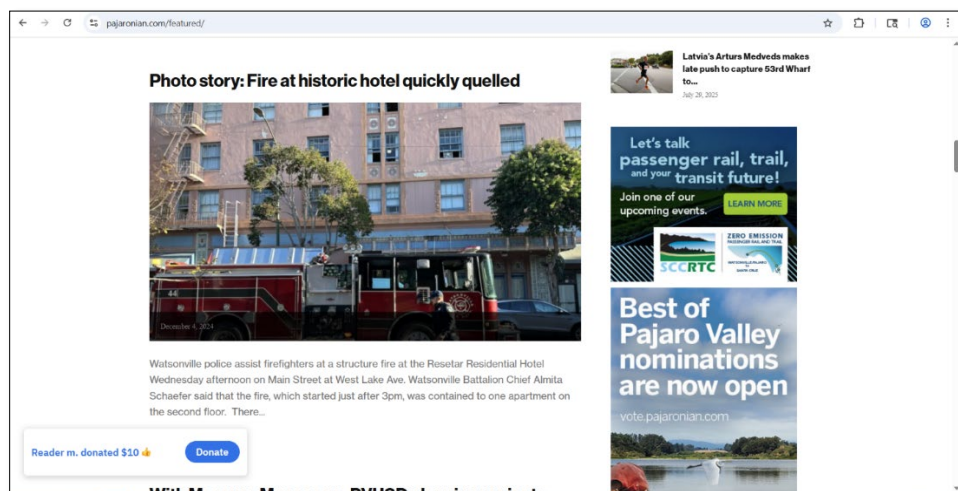
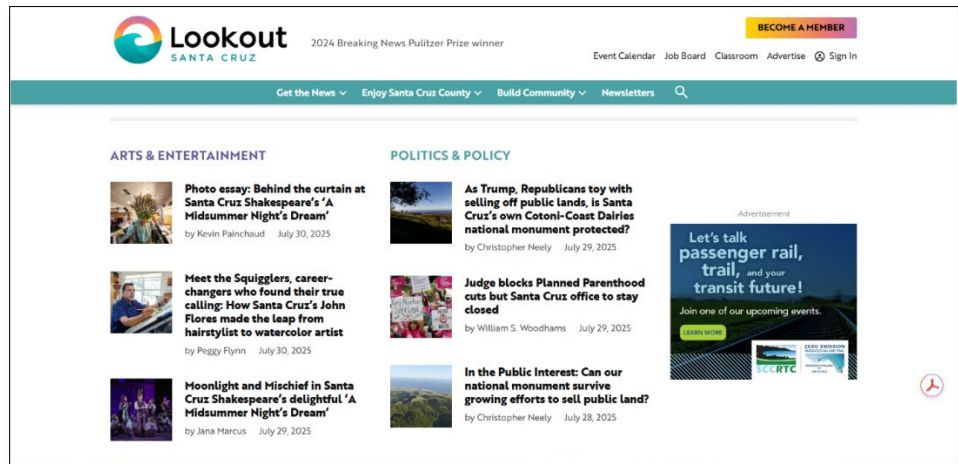
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Zero Emission Passenger Rail and Trail

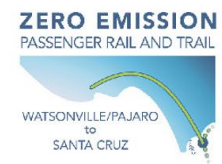
Milestone 4: March - August 2025

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PASSENGER RAIL AND TRAIL

WATSONVILLE/PAJARO
to
SANTA CRUZ



Public Engagement Summary
Zero Emission Passenger Rail and Trail
Milestone 4: March - August 2025



Mailers

Public Engagement Summary

Zero Emission Passenger Rail and Trail

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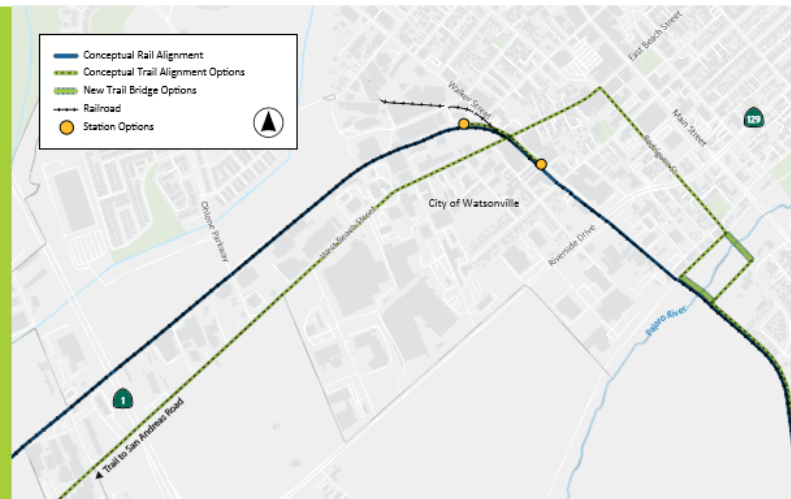
Watsonville

Walker Street Stakeholder Meeting / Reunión de partes interesadas de Walker Street

YOU'RE INVITED! / ¡ESTÁN INVITADOS!

Learn more about
proposed rail and
trail alignments and
Watsonville station
location options.

Obtenga más
información sobre las
alineaciones propuestas
de ferrocarril y
sendero de pasajeros,
y las opciones para la
ubicación de la estación
de tren de Watsonville.



Join the Santa Cruz County Regional Transportation Commission (RTC) for a Stakeholder Meeting sharing Zero Emission Passenger Rail and Trail (ZEPRT) project updates specific to the Watsonville community.

Unanse con la Comisión de Transporte Regional del Condado de Santa Cruz (RTC) para una reunión de partes interesadas compartiendo actualizaciones del proyecto de Ferrocarril y Senderos para Pasajeros de Cero Emisiones (ZEPRT) específica a la comunidad de Watsonville.

Monday, May 12, 2025 | Lunes, 12 de mayo de 2025
2–3:30 p.m.

Civic Plaza Community Room
275 Main Street, 4th Floor | 4to Piso, Watsonville, CA

Presentation at 2:15 p.m., followed by interactive activity session.
Spanish interpretation available.

Presentación a la 2:15 p.m., seguido por una sesión de actividades interactivas.
Interpretación disponible en español.



www.sccrtc.org/zeprt

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Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025

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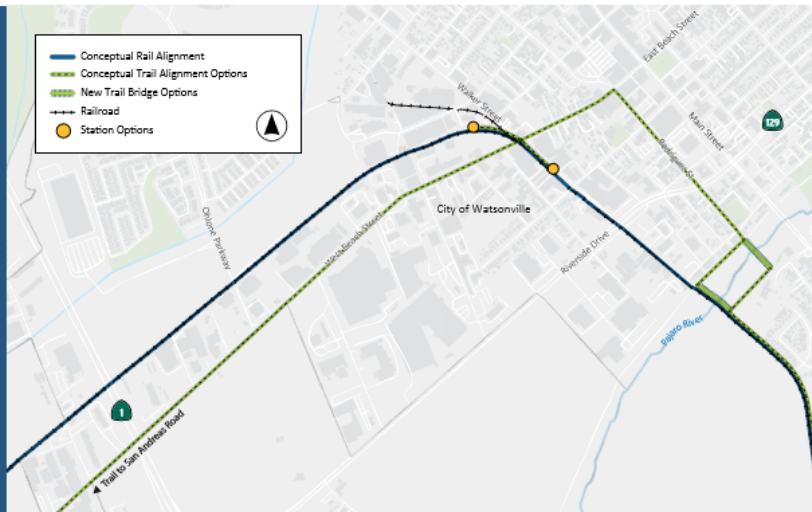
Watsonville

Community Workshop / Taller Comunitario

YOU'RE INVITED! / ¡ESTÁN INVITADOS!

Learn more about proposed rail and trail alignments and Watsonville station location options.

Obtenga más información sobre las alineaciones propuestas de ferrocarril y sendero de pasajeros, y las opciones para la ubicación de la estación de tren de Watsonville.



Join the Santa Cruz County Regional Transportation Commission (RTC) for a Community Workshop sharing Zero Emission Passenger Rail and Trail (ZEPRT) project updates specific to the Watsonville community.

Unanse con la Comisión de Transporte Regional del Condado de Santa Cruz (RTC) para un taller comunitario compartiendo actualizaciones del proyecto de Ferrocarril y Senderos para Pasajeros de Cero Emisiones (ZEPRT) específica a la comunidad de Watsonville.

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www.sccrtc.org/zeprt

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025

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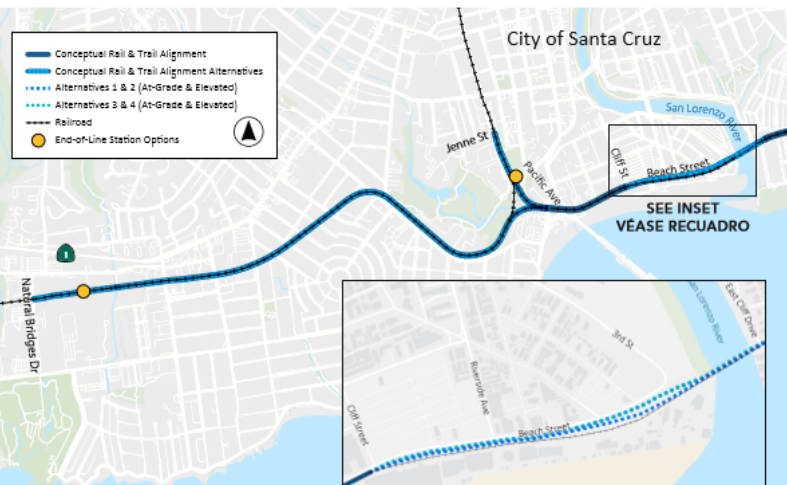
Santa Cruz

Community Workshop / Taller Comunitario

YOU'RE INVITED! / ¡ESTÁN INVITADOS!

Learn more about proposed Beach Street rail and trail alignment alternatives, Beach Flats traffic patterns, and West Side alignment alternatives.

Obtenga más información sobre las alternativas propuestas para las alineaciones de ferrocarril y sendero de pasajeros en Beach Street, orden de tráfico en Beach Flats, y las alternativas de alineación de West Side.



Join the Santa Cruz County Regional Transportation Commission (RTC) for a Community Workshop sharing Zero Emission Passenger Rail and Trail (ZEPRT) project updates specific to the Santa Cruz community.

Unanse con la Comisión de Transporte Regional del Condado de Santa Cruz (RTC) para un taller comunitario compartiendo actualizaciones del proyecto de Ferrocarril y Senderos para Pasajeros de Cero Emisiones (ZEPRT) específica a la comunidad de Santa Cruz.

Wednesday, May 14, 2025 | Miércoles, 14 de mayo de 2025
6–7:30 p.m.

London Nelson Community Center, Multipurpose Room |
El Centro Comunitario London Nelson, la sala multiusos
301 Center Street, Santa Cruz, CA

Presentation at 6:15 p.m., followed by interactive activity session.
Spanish interpretation available.

Presentación a la 6:15 p.m., seguido por una sesión de actividades interactivas.
Interpretación disponible en español.



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Zero Emission Passenger Rail and Trail
Milestone 4: March - August 2025



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Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



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Government organization
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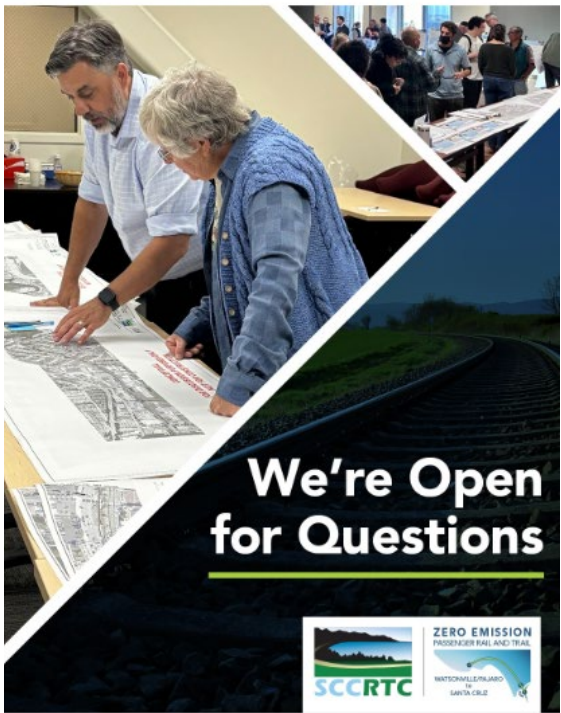
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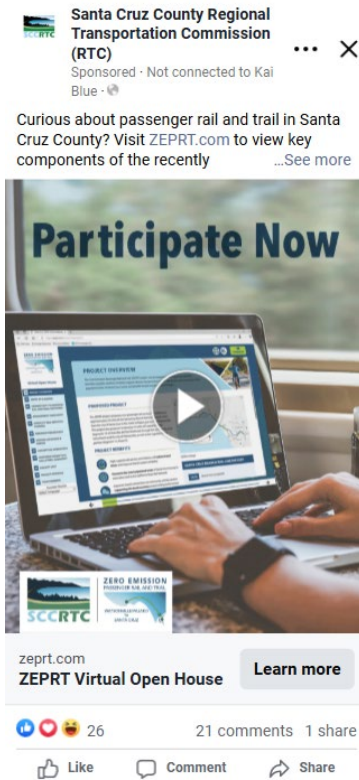
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Zero Emission Passenger Rail and Trail

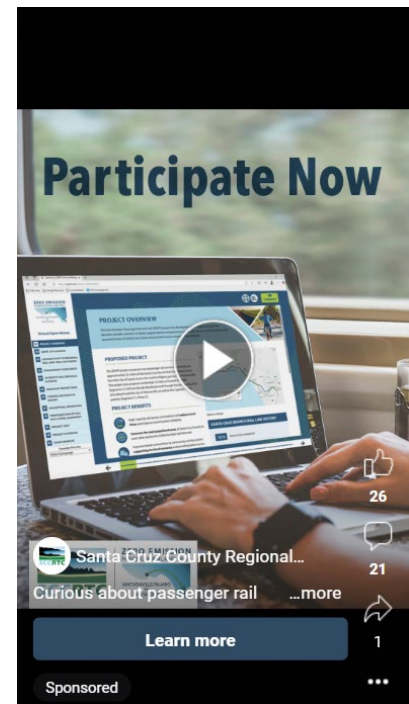
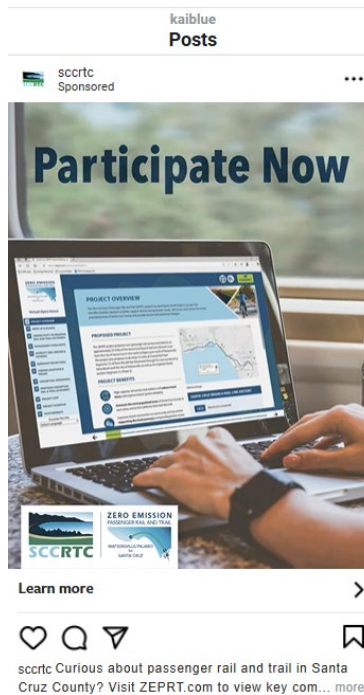
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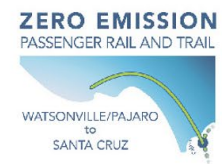
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Public Engagement Summary
Zero Emission Passenger Rail and Trail
Milestone 4: March - August 2025



Flyers

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



ZERO EMISSION PASSENGER RAIL AND TRAIL



Watsonville Walker Street Stakeholder Meeting YOU'RE INVITED!



The Santa Cruz County Regional Transportation Commission (RTC) is hosting an in-person Stakeholder Meeting for the Zero Emission Passenger Rail and Trail (ZEPRT) project to share planning updates and showcase revised conceptual alignment exhibits specific to the Watsonville community.

Walker Street businesses and residents are invited to learn more about proposed rail and trail alignments, and Watsonville station location options.

Monday, May 12, 2025 | 2–3:30 p.m.

Civic Plaza Community Room. 275 Main Street, 4th Floor, Watsonville, CA

Meeting will include a brief presentation at 2:15 p.m., followed by an interactive session to gather input that will help advance the Project Concept. Spanish interpretation will be available.

You can also join us at a public Community Workshop on May 12 from 6-7:30 p.m. at Civic Plaza Community Room, 275 Main Street, 4th Floor, Watsonville, CA.



For more information on the ZEPRT Project, visit sccrtc.org/zeprt

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025

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PASSENGER RAIL AND TRAIL



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PASSENGER RAIL AND TRAIL



Watsonville Reunión de partes interesadas de Walker Street ¡ESTÁN INVITADOS!



La Comisión de Transporte Regional del Condado de Santa Cruz (RTC) está presentando una reunión en person para partes interesadas en el proyecto de Ferrocarril y Senderos para Pasajeros de Cero Emisiones (ZEPRT) para compartir actualizaciones de planificación y exhibir las alineación conceptual revisadas específicas para la comunidad Watsonville.

Se invita a las empresas y residentes de Walker Street a obtener más información sobre las alineaciones propuestas de ferrocarril y sendero de pasajeros, y las opciones para la ubicación de la estación de tren de Watsonville.

Lunes, 12 de mayo de 2025 | 2–3:30 p.m.

Civic Plaza Community Room. 275 Main Street, 4to Piso, Watsonville, CA

La reunión incluye una presentación breve a las 2:15 p.m., seguido por una sesión interactiva para juntar impresiones para avanzar el Concepto del Proyecto. Interpretación disponible en español.

También puede reunirse con nosotros a un Taller Comunitario publico el 12 de mayo desde 6–7:30 p. m., a el cuarto comunitario en el Civic Plaza Community Room, 275 Main Street, 4to piso, Watsonville, CA.



Para más información sobre el Proyecto ZEPRT, visita sccrtc.org/zeprt

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025

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Santa Cruz
Community Workshop
YOU'RE INVITED!



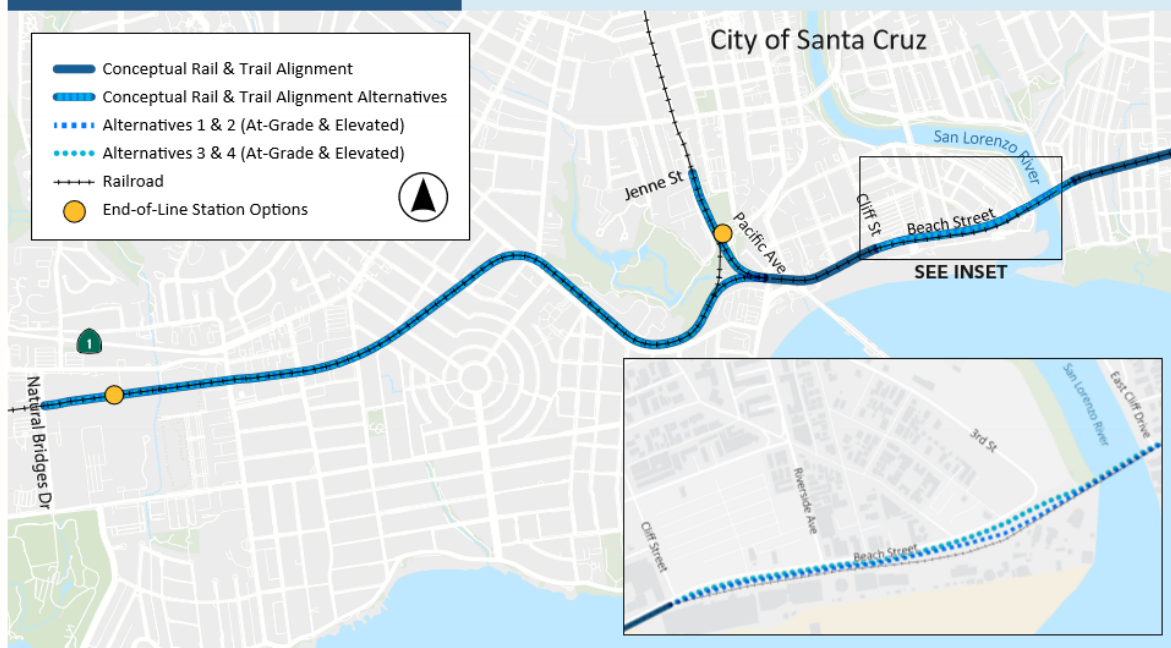
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Community members and interested stakeholders are invited to learn more about proposed Beach Street rail and trail alignment alternatives, Beach Flats traffic patterns, and West Side alignment alternatives.

Wednesday, May 14, 2025
6–7:30 p.m.

London Nelson Community Center, Multipurpose Room
301 Center Street, Santa Cruz, CA

Workshop will include a brief presentation at 6:15 p.m., followed by an interactive session to gather input that will help advance the Project Concept. Spanish interpretation will be available.



For more information on the ZEPRT Project, visit sccrtc.org/zeprt

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025

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PASSENGER RAIL AND TRAIL



ZERO EMISSION
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Santa Cruz
Taller Comunitario
¡ESTÁN INVITADOS!



La Comisión de Transporte Regional del Condado de Santa Cruz (RTC) está presentando un Taller Comunitario en persona para el proyecto de Ferrocarril y Senderos para Pasajeros de Cero Emisiones (ZEPRT) para compartir actualizaciones de planificación y exhibir las alineación conceptual revisadas específicas para la comunidad Santa Cruz.

Se invita a los miembros de la comunidad y a las partes interesadas a obtener más información sobre las alternativas propuestas para las alineaciones de ferrocarril y sendero de pasajeros en Beach Street, orden de tráfico en Beach Flats, y las alternativas de alineación en West Side.

Miercoles, 14 de mayo de 2025
6–7:30 p.m.

El Centro Comunitario London Nelson, la sala multiusos
301 Center Street, Santa Cruz, CA

El taller incluye una presentación breve a las 6:15 p.m., seguido por una sesión interactiva para juntar impresiones para avanzar el Concepto del Proyecto. Interpretación disponible en español.



Para más información sobre el Proyecto ZEPRT, visita sccrtc.org/zeprt

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Zero Emission Passenger Rail and Trail

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Watsonville Community Workshop YOU'RE INVITED!



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Community members and interested stakeholders are invited to learn more about proposed rail and trail alignments, and Watsonville station location options.

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Civic Plaza Community Room
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For more information on the ZEPRT Project, visit sccrtc.org/zeprt

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025

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Watsonville Taller Comunitario ¡ESTÁN INVITADOS!



La Comisión de Transporte Regional del Condado de Santa Cruz (RTC) esta presentando un Taller Comunitario en persona para el proyecto de Ferrocarril y Senderos para Pasajeros de Cero Emisiones (ZEPRT) para compartir actualizaciones de planificación y exhibir las alineación conceptual revisadas específicas para la comunidad Watsonville.

Se invita a los miembros de la comunidad y a las partes interesadas a obtener más información sobre las alineaciones propuestas de ferrocarril y sendero de pasajeros, y las opciones para la ubicación de la estación de tren de Watsonville.

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Para más información sobre el Proyecto ZEPRT, visita sccrtc.org/zeprt

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025

ZERO EMISSION
PASSENGER RAIL AND TRAIL



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**Draft Project
Concept Available**
LEARN MORE!



The Santa Cruz County Regional Transportation Commission (RTC) is sharing key components of the Draft Project Concept including conceptual rail and trail alignment, ridership projections, station locations and design, operations, and capital and operating cost estimates. This important step kicks off Milestone 4 community engagement for the development of the Zero Emission Passenger Rail and Trail (ZEPRT) project concept.

Participate Online!

Visit [ZEPRT.com](https://www.sccrtc.org/zeprt) from
June 12 – August 15, 2025.



Our Virtual Open House showcases updates on several key components of the ZEPRT Draft Project Concept. Conveniently participate anytime, 24/7, when it works for you to learn more and share your input!

RTC requests Milestone 4 community feedback by August 15, 2025.

Engagement Opportunities

Follow RTC social media platforms and visit [sccrtc.org/zeprt](https://www.sccrtc.org/zeprt) for additional details on dates, locations and how to participate!

- **Office Hours:** Stop by either in-person or virtually this June or July to talk to ZEPRT project team members one-on-one and ask questions. View dates, times and register on the project website.
- **Information Sessions:** Keep an eye out for additional information sessions that RTC plans to host in the coming months.

The ZEPRT project proposes new passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line and 12 miles of Coastal Rail Trail: Segments 13-20 as well as the Capitola Trestle reach (Segment 11, Phase 2).



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Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025

ZERO EMISSION
PASSENGER RAIL AND TRAIL



ZERO EMISSION
PASSENGER RAIL AND TRAIL



Anteproyecto
Concepto disponible
¡CONOZCA MÁS!



La Comisión de Transporte Regional (RTC) del Condado de Santa Cruz comparte los componentes clave del Anteproyecto, incluyendo la alineación conceptual de las vías férreas y el sendero, las proyecciones de pasajeros, la ubicación y el diseño de las estaciones, las operaciones y las estimaciones de costos de capital y operación. Este importante paso marca el inicio del Hito 4 de participación comunitaria para el desarrollo del concepto que delimita al proyecto Ferrocarril y Sendero de Pasajeros de Cero Emisiones (ZEPRT).

¡Participe en línea!

Visite [ZEPRT.com](https://www.sccrtc.org/zeprt) a partir del
12 de junio al
15 de agosto de 2025



Nuestra Jornada de Puertas Abiertas Virtual presenta actualizaciones de varios componentes clave del concepto preliminar del proyecto ZEPRT. ¡Participe cómodamente en cualquier momento, las 24 horas del día, los 7 días de la semana, cuando más le convenga para obtener más información y compartir su opinión!

El RTC solicita la opinión de la comunidad sobre el Hito 4 antes del 15 de agosto de 2025.

Oportunidades de participación

Siga las plataformas de redes sociales de RTC y visite [sccrtc.org/zeprt](https://www.sccrtc.org/zeprt) para obtener detalles adicionales sobre fechas, ubicaciones y cómo participar.

- **Horario de atención:** Visítenos en persona o virtualmente este junio o julio para hablar personalmente con los miembros del equipo del proyecto ZEPRT y resolver sus dudas. Consulte las fechas, los horarios y regístrese en el sitio web del proyecto.
- **Sesiones Informativas:** Esté atento a las sesiones informativas adicionales que el RTC planea organizar en los próximos meses.

El proyecto ZEPRT propone un nuevo servicio ferroviario para pasajeros y estaciones en aproximadamente 22 millas de la línea ferroviaria de Santa Cruz y 12 millas del vía férrea costera (segmentos 13 a 20), así como el tramo de Capitola Trestle (segmento 11, fase 2).



Para más información sobre el Proyecto ZEPRT, visite [sccrtc.org/zeprt](https://www.sccrtc.org/zeprt)

Public Engagement Summary

Zero Emission Passenger Rail and Trail

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ZERO EMISSION
PASSENGER RAIL AND TRAIL



ZERO EMISSION
PASSENGER RAIL AND TRAIL



Draft Project
Concept Available
LEARN MORE!



The Santa Cruz County Regional Transportation Commission (RTC) is sharing key components of the Draft Project Concept including conceptual rail and trail alignment, ridership projections, station locations and design, operations, and capital and operating cost estimates. This important step kicks off Milestone 4 community engagement for the development of the Zero Emission Passenger Rail and Trail (ZEPRT) project concept.

Participate Online!

Visit [ZEPRT.com](https://www.sccrtc.org/zeprt) from
June 12 – August 22, 2025.



Our Virtual Open House showcases updates on several key components of the ZEPRT Draft Project Concept. Conveniently participate anytime, 24/7, when it works for you to learn more and share your input!

RTC requests Milestone 4 community feedback by August 22, 2025.

Engagement Opportunities

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- **Office Hours:** Stop by either in-person or virtually to talk to ZEPRT project team members one-on-one and ask questions. Join us virtually on July 23 or in-person August 4 in Watsonville and August 5 in Santa Cruz. Visit the project website to view more details and register.
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Zero Emission Passenger Rail and Trail

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- **Horario de atención:** Acérquese en persona o virtualmente para hablar con los miembros del equipo del proyecto ZEPRT de forma individual y hacerles preguntas. Acompañanos virtualmente el 23 de julio o en persona el 4 de agosto en Watsonville o el 5 de agosto en Santa Cruz. Visite el sitio web del proyecto para obtener más detalles e inscribirse.
- **Sesiones Informativas:** Esté atento a las sesiones informativas adicionales que el RTC planea organizar en los próximos meses.

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Public Engagement Summary
Zero Emission Passenger Rail and Trail
Milestone 4: March - August 2025



Santa Cruz Community Workshops Renderings

Public Engagement Summary
Zero Emission Passenger Rail and Trail
Milestone 4: March - August 2025

ZERO EMISSION
PASSENGER RAIL AND TRAIL
WATSONVILLE/PAJARO
to
SANTA CRUZ



At-Grade Option Looking South from Cliff Street
Conceptual Draft



At-Grade Option Looking West from Beach & Cliff Streets Intersection
Conceptual Draft



Public Engagement Summary
Zero Emission Passenger Rail and Trail
Milestone 4: March - August 2025

ZERO EMISSION
PASSENGER RAIL AND TRAIL
WATSONVILLE/PAJARO
to
SANTA CRUZ



At-Grade Option Looking Southeast from Cliff Street
Conceptual Draft



Elevated Option Looking Southwest from Beach Street (East of Cliff Street)
Conceptual Draft



Public Engagement Summary
Zero Emission Passenger Rail and Trail
Milestone 4: March - August 2025

ZERO EMISSION
PASSENGER RAIL AND TRAIL
WATSONVILLE/PAJARO
to
SANTA CRUZ



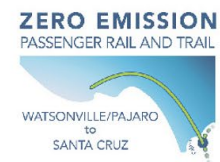
**Elevated Option Looking Southeast from Parking Lot Entrance
Between Cliff Street & Riverside Avenue**
Conceptual Draft



Elevated Option Looking East from Boardwalk Promenade
Conceptual Draft



Public Engagement Summary
Zero Emission Passenger Rail and Trail
Milestone 4: March - August 2025



Santa Cruz Community Workshops Boards

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



WEST SIDE ALIGNMENT

Grade Crossing Safety Measures

Grade Crossing Safety Measure Examples:

- Four-Quadrant Gate Systems
- Medians or Channelization Devices
- One-way Streets with Gates
- Temporary or Permanent Crossing Closure
- Wayside Horns

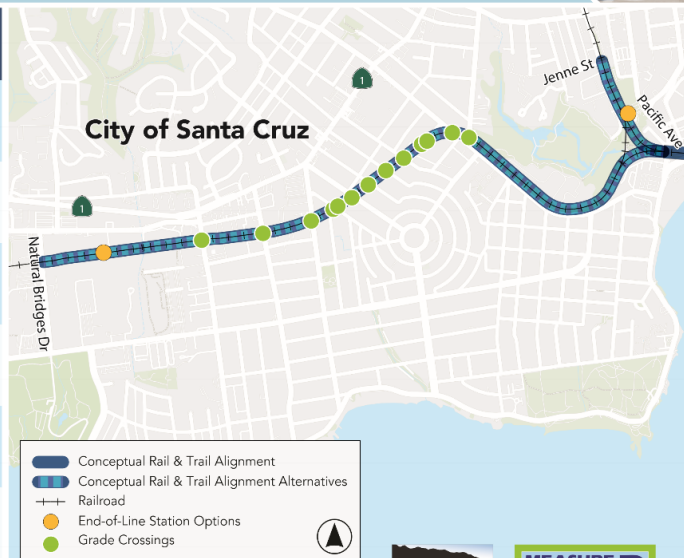
Pedestrian Crossing Safety Measure Examples:

- High Intensity Activated Crosswalk (HAWK)
- Speed Tables



WEST SIDE ALIGNMENT AND STATION OPTIONS

	Depot Park	Natural Bridges Dr.
Proximity to Downtown	✓	✗
Ability to Accommodate Layover Facility	✗	✓
Opportunity for Transit Orientated Development on West Side	✗	✓
Access to UC Santa Cruz (via bus connection)	✓	✓
Lower Cost (due to shorter project area)	✓	✗
Grade Crossing Improvements	✗	✓

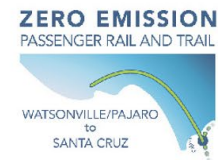


Community Workshops Surveys

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



ZEPRT Project

Santa Cruz Community Workshop

Activity Stations Survey



Please answer the survey questions at each activity station to the best of your ability.

Por favor, responda a las siguientes preguntas lo mejor que pueda en cada puesto de actividades relacionado.

ACTIVITY 1: BEACH STREET ALIGNMENT

ACTIVIDAD 1: ALINEACIÓN DE LA CALLE BEACH

1. What are the TWO biggest challenges that need to be considered for the proposed alignment along Beach Street?

- ☐ Easy access for beach and Boardwalk visitors
- ☐ Scheduling regularly-scheduled passenger rail service
- ☐ Providing appropriate facilities for bicyclists and pedestrians
- ☐ Access to on-street parking
- ☐ Access to off-street parking
- ☐ Traffic congestion
- ☐ Other: _____

2. What are the TWO most important considerations to you in the location of a rail station serving the Santa Cruz Boardwalk/Beach area?

- ☐ Close proximity to the Boardwalk and beach
- ☐ Close proximity to the beach
- ☐ Pedestrian and bicycle access to the station
- ☐ Connection to the rail trail
- ☐ Available parking
- ☐ Capability for shared use
- ☐ Other: _____

3. When considering the proposed alignments for Beach Street, which THREE elements are most important to you?

- ☐ Visual design style
- ☐ Use of promenade space
- ☐ Views (of the Boardwalk, beach, etc.)
- ☐ Train service to a Boardwalk station platform
- ☐ Separating trail facility from other transportation modes
- ☐ Pedestrian access
- ☐ On-street parking
- ☐ Traffic circulation
- ☐ Safety (trail, track crossings, etc.)
- ☐ Other: _____

4. Looking at Beach Street alignment renderings, which do you prefer?

- ☐ At-grade
- ☐ Elevated

1. ¿Cuáles son los DOS mayores retos que hay que considerar para la alineación propuesta a lo largo la calle Beach?

- ☐ Acceso fácil para los visitantes a la playa y paseo marítimo
- ☐ Servicio ferroviario de pasajeros programado regularmente
- ☐ Proporcionar instalaciones adecuado para ciclistas y peatones
- ☐ Acceso a estacionamiento en la vía publica
- ☐ Acceso a estacionamiento fuera de la vía publica
- ☐ Congestión del tráfico
- ☐ Otros: _____

2. ¿Qué son los DOS consideraciones más importantes a usted por la ubicación de una estación de tren que da servicio al área de playa y paseo marítimo de Santa Cruz?

- ☐ Proximidad al paseo marítimo y la playa
- ☐ Proximidad a la playa
- ☐ Acceso peatonal y ciclista a la estación
- ☐ Conexión con el sendero existente a lo largo la ferroviaria
- ☐ Amplio estacionamiento
- ☐ Capacidad de uso compartido
- ☐ Otros: _____

3. Al considerar la alineación para la calle Beach, ¿qué TRES elementos son los más importantes para usted?

- ☐ Estilo de diseño visual
- ☐ Uso de espacio de la costanera
- ☐ Vistas (del paseo marítimo, de la playa, etc.)
- ☐ Servicio de tren al andén de una estación del paseo marítimo
- ☐ Separar las instalaciones senderos de otros modos de transportación
- ☐ Acceso peatonal
- ☐ Estacionamiento en la vía publica
- ☐ Circulación del tráfico
- ☐ Seguridad (senderos, cruces de vías, etc.)
- ☐ Otros: _____

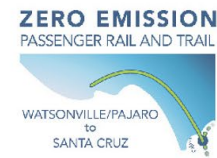
4. Viendo los renders de la alineación de la calle Beach, ¿cuál prefiere?

- ☐ A nivel del piso
- ☐ Elevado

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



ZEPRT Project

Santa Cruz Community Workshop

Activity Stations Survey



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Por favor, responda a las siguientes preguntas lo mejor que pueda en cada puesto de actividades relacionado.

ACTIVITY 2: BEACH FLATS TRAFFIC PATTERNS

ACTIVIDAD 2: PATRONES DE TRÁFICO EN EL BARRIO DE BEACH FLATS

1. If traffic circulation plan changes are considered within the Beach Flats neighborhood, what would you consider to be the TWO highest priorities for change?

- ☐ Reduce vehicle traffic
- ☐ Increase capacity for vehicle traffic
- ☐ Improve access and connectivity for bicyclists and pedestrians
- ☐ Retain as much on-street parking as possible
- ☐ Redirect traffic patterns to limit cut-through traffic
- ☐ Reduce vehicular traffic speeds through the use of traffic calming measures
- ☐ Other: _____

2. How would you improve access to/from the beach and Boardwalk (Select ONE)?

- ☐ Provide more multi-modal opportunities to encourage less vehicular traffic
- ☐ Disperse traffic to more streets to reduce traffic on Beach Street
- ☐ Utilize one-way traffic on select streets to improve traffic flow to parking areas
- ☐ Other: _____

1. Si se consideran cambios en el plan de circulación del tráfico en el barrio de Beach Flats, ¿cuáles son sus DOS principales prioridades para cambiar?

- ☐ Reducir el tráfico de vehículos
- ☐ Aumentar la capacidad para la circulación de tráfico
- ☐ Mejorar el acceso y conectividad para ciclistas y peatones
- ☐ Mantener el mayor número posible de aparcamientos en la vía pública
- ☐ Redirigir los patrones de tráfico para reducir tráfico de paso
- ☐ Reducir la velocidad de tráfico mediante el uso de medidas de calmado del tráfico
- ☐ Otros: _____

2. ¿Cómo mejoraría el acceso llegando/saliendo la playa y paseo marítimo (Seleccionar UNO)?

- ☐ Proveer más oportunidades multimodal para fomentar menos tráfico de vehículos
- ☐ Dispersar el tráfico a mas calles para reducir el tráfico en la calle Beach
- ☐ Utilizar tráfico en solo dirección en calles selectivas para mejorar la circulación de tráfico a áreas de estacionamiento
- ☐ Otros: _____

ACTIVITY 3: WEST SIDE STATION & ALIGNMENT

ACTIVIDAD 3: ESTACIÓN Y ALINEACIÓN DEL LADO OESTE

1. What are your top THREE considerations for determining the end-of-line service location?

- ☐ Station access
- ☐ Ridership estimates
- ☐ Noise impacts
- ☐ Traffic impacts
- ☐ Connections to Downtown
- ☐ Connections to UC Santa Cruz
- ☐ Easy transfer to Santa Cruz METRO
- ☐ Other: _____

2. Which alternative do you prefer for end-of-line service?

- ☐ Depot Park (Downtown Santa Cruz)
- ☐ Natural Bridges Drive (West Santa Cruz)

3. For passenger rail service from California Street to Natural Bridges Drive, would you (Select ONE):

- ☐ Only support train service with Quiet Zones
- ☐ Support train service with horns
- ☐ Never support train service through this area

1. ¿Cuáles son sus TRES principales consideraciones para determinar la ubicación del servicio de fin de línea?

- ☐ Acceso a la estación
- ☐ Estimación del número de usuarios
- ☐ Impacto del ruido
- ☐ Impacto en el tráfico
- ☐ Conexiones al centro
- ☐ Conexiones a UC Santa Cruz
- ☐ Transbordo fácil al METRO de Santa Cruz
- ☐ Otros: _____

2. ¿Qué alternativa prefiere para el servicio de fin de línea?

- ☐ Depot Park (centro de Santa Cruz)
- ☐ Natural Bridges Drive (Santa Cruz Oeste)

3. Para el servicio ferroviario de pasajeros de la calle California a Natural Bridges Dr., usted (Seleccionar UNO):

- ☐ Apoyaría el servicio ferroviario sólo con zonas de silencio
- ☐ Apoyaría al servicio ferroviario con bocinas
- ☐ Nunca apoyaría el servicio ferroviario a través de esta zona

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



ZEPRT Project

Santa Cruz Community Workshop

Activity Stations Survey

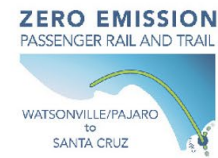


- | | |
|--|---|
| <p>4. When considering the rail alignment from California Street to Natural Bridges Drive, what THREE elements for at-grade crossing improvements are most important?</p> <ul style="list-style-type: none">☐ Reducing train noise heard at nearby properties☐ Providing pedestrian crossings separated from the road☐ Channelizing vehicles with medians☐ Maintaining existing access patterns for properties☐ Channelizing pedestrians☐ Minimizing the number of road closures☐ Other: _____ <p>5. If initial service ended at Depot Park, would you support a future West Santa Cruz service extension?</p> <ul style="list-style-type: none">☐ Yes☐ No☐ If no, why? _____ | <p>4. Al considerar el trazado ferroviario desde la calle California hasta Natural Bridges Dr., ¿qué TRES elementos mejoras en pasos a nivel a nivel del piso son más importantes?</p> <ul style="list-style-type: none">☐ Reducción del ruido del tren en propiedades cercanas☐ Proveer pasos de peatones separados de la calzada☐ Canalización de vehículos con bulevares☐ Mantener las formas de acceso existentes para las propiedades☐ Canalización de peatones☐ Minimizar el número de cierres de carreteras☐ Otros: _____ <p>5. Si el servicio inicial terminara en Depot Park, ¿usted apoyaría una futura ampliación del servicio hacia Santa Cruz Oeste?</p> <ul style="list-style-type: none">☐ Sí☐ No☐ En caso negativo, ¿por qué no? _____ |
|--|---|

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



ZEPRT Project

Watsonville Community Workshop

Activity Stations Survey



Please answer the survey questions at each activity station to the best of your ability.

Por favor, responda a las siguientes preguntas lo mejor que pueda en cada puesto de actividades relacionado.

ACTIVITY 1: WALKER STREET ALIGNMENT & STATION LOCATION

ACTIVIDAD 1: ALINEACIÓN DE LA CALLE WALKER Y UBICACIÓN DE LA ESTACIÓN

1. Where would you prefer the Downtown Watsonville station to be located?

- ☐ Historic Depot
- ☐ Walker Street

2. Looking at the Walker Street rail alignment and station location, which THREE IMPACTS would affect you most?

- ☐ Access to properties/businesses
- ☐ Noise
- ☐ Traffic
- ☐ Parking
- ☐ Pedestrian movement
- ☐ Other: _____

3. Looking at Walker Street rail alignment and station location, which THREE BENEFITS are most important to you?

- ☐ Access to station/rail service and transit connections
- ☐ Regional connection between downtown Watsonville and Santa Cruz via the train
- ☐ Improved quality of life and reduced commute stress
- ☐ Improved public safety and reduced crash risk
- ☐ Maintained traffic circulation on existing roadways
- ☐ Increased mobility for youth, seniors, and low-income residents
- ☐ Economic development catalyst for jobs and housing in downtown Watsonville
- ☐ Other: _____

1. ¿Dónde preferiría que se ubicara la estación del centro de Watsonville?

- ☐ Almacén histórico
- ☐ Calle Walker

2. Considerando la alineación ferroviaria de la calle Walker y la ubicación de la estación, ¿qué TRES IMPACTOS le afectarían más?

- ☐ Acceso a propiedades/negocios
- ☐ Ruido
- ☐ Tráfico
- ☐ Estacionamiento
- ☐ Circulación de peatones
- ☐ Otros: _____

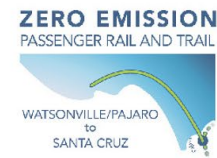
3. Considerando la calle Walker, la alineación ferroviaria y la ubicación de la estación, ¿cuáles son las TRES VENTAJAS más importantes para usted?

- ☐ Acceso a la estación/servicio ferroviario y conexiones de tránsito
- ☐ Conexión regional entre el centro de Watsonville y Santa Cruz a través del tren
- ☐ Mejora de la calidad de vida y reducción del estrés de los desplazamientos al trabajo
- ☐ Mejora de la seguridad pública y reducción del riesgo de colisión
- ☐ Mantenimiento de la circulación en las carreteras existentes
- ☐ Mayor movilidad para los jóvenes, las personas mayores y los residentes con ingresos bajos
- ☐ Catalizador del desarrollo económico para el empleo y la vivienda en el centro de Watsonville
- ☐ Otros: _____

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025



ZEPRT Project

Watsonville Community Workshop

Activity Stations Survey



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Por favor, responda a las siguientes preguntas lo mejor que pueda en cada puesto de actividades relacionado.

ACTIVITY 2: TRAIL ALIGNMENTS & BRIDGE LOCATIONS OVER PAJARO RIVER

ACTIVIDAD 2: ALINEACIÓN DE SENDEROS Y UBICACIÓN DE PUENTES SOBRE EL RÍO PAJARO

- Do you agree with the proposed trail route/alignment along W. Beach Street to Rodríguez Street?
 - ☐ Yes
 - ☐ No
 - ☐ If no, why? _____
- For the proposed W. Beach Street trail route/alignment, what is most important for connecting to the train station?
 - ☐ Pedestrian access
 - ☐ Bicycle access
 - ☐ Connection to the station via a dedicated multi-use trail facility branching off from the new trail
 - ☐ Connection to existing rail trail
- With limited space along portions of W. Beach & Rodríguez Streets, what **THREE ELEMENTS** are most important?
 - ☐ Safety of bicyclists and pedestrians
 - ☐ Buffer/protect bike lanes from vehicle traffic
 - ☐ Retain existing street parking
 - ☐ Reduce street parking to accommodate wider trail
 - ☐ Maintain traffic lane width to accommodate vehicles/trucks
 - ☐ Other: _____
- Where would you prefer the trail bridge to cross over the Pajaro River?
 - ☐ From Rodríguez Street to Pajaro Park
 - ☐ From Walker Street adjacent to existing rail bridge
 - ☐ Other: _____
- When considering the trail bridge location, what are the **THREE ELEMENTS** most important to you?
 - ☐ Connection between residents in Watsonville and Pajaro
 - ☐ Connection to existing streets with low traffic volumes
 - ☐ Connection to existing public facilities (e.g., Rodríguez Park, Muzzio Center, Pajaro Park, Pajaro Middle School)
 - ☐ Impacts to roadways, parking, and existing infrastructure resulting from bridge approaches on either side of Pajaro River
 - ☐ Proximity to existing railroad bridge
 - ☐ Other: _____

- ¿Está de acuerdo con el trazado/alineación del sendero propuesto a lo largo de la calle W. Beach hasta la calle Rodríguez?
 - ☐ Sí
 - ☐ No
 - ☐ En caso negativo, ¿por qué no? _____
- Para el trazado/alineación del sendero propuesto para la calle W. Beach, ¿qué es lo más importante para conectar con la estación de tren?
 - ☐ Acceso peatonal
 - ☐ Acceso en bicicleta
 - ☐ Conexión con la estación a través de un sendero multiusos específico que parte del nuevo sendero.
 - ☐ Conexión con el sendero existente a lo largo la ferroviaria
- Con un espacio limitado a lo largo de algunas partes de las calles W. Beach y Rodríguez, ¿qué **TRES ELEMENTOS** son los más importantes?
 - ☐ Seguridad de ciclistas y peatones
 - ☐ Proteger los carriles de bicicleta del tráfico de vehículos
 - ☐ Conservar el estacionamiento existente en la calle
 - ☐ Reducir el aparcamiento en la calle para permitir un sendero más ancho
 - ☐ Mantener la anchura del carril de tráfico para adecuar vehículos/camiones
 - ☐ Otros: _____
- ¿Por dónde preferiría que cruzara el puente del sendero sobre el río Pájaro?
 - ☐ Desde la calle Rodríguez al Parque Pájaro
 - ☐ Desde la calle Walker adyacente al puente ferroviario existente
 - ☐ Otros: _____
- A la hora de considerar la ubicación del puente del sendero, ¿cuáles son los **TRES ELEMENTOS** más importantes para usted?
 - ☐ Conexión entre residentes en Watsonville y Pájaro
 - ☐ Conexión con calles existentes con bajo volumen de tráfico
 - ☐ Conexión con instalaciones públicas existentes (por ejemplo, Parque Rodríguez, Centro Muzzio, Parque Pajaro, Escuela Secundaria Pajaro)
 - ☐ Impactos en las calzadas, estacionamientos e infraestructuras existentes resultantes de los accesos a los puentes a ambos lados del río Pájaro.
 - ☐ Proximidad al puente ferroviario existente
 - ☐ Otros: _____

Walker Street Stakeholder/Watsonville Community Workshop Presentation

ZERO EMISSION PASSENGER RAIL AND TRAIL PROJECT

Watsonville Community Workshop

May 12, 2025



Housekeeping



**Spanish
Interpretation
Available**



**Emergency
Exits and
Restrooms**



**Presentation
Followed by
Open House**



Purpose for Today



Overview of conceptual rail and trail alignments and Downtown Watsonville station location options



Open house for community feedback and questions to help advance Project Concept



3

Project Overview



Project Overview

- New high-capacity passenger rail service and stations on approximately 22 miles of the Branch Rail
- 12 miles of Coastal Rail Trail: Segments 13-20 and the Capitola Trestle reach (Segment 11, Phase 2)



Project Milestones

PROJECT CONCEPT REPORT Milestones and Engagement Opportunities

WINTER 2024	• PRELIMINARY PURPOSE AND NEED STATEMENT • PROJECT LOOK AHEAD
SUMMER 2024	• CONCEPTUAL ALIGNMENTS • ZERO EMISSION VEHICLE TYPES
FALL 2024	• ONGOING CONCEPTUAL ALIGNMENT UPDATES • STATION LOCATIONS AND FEATURES • RIDERSHIP APPROACH
SUMMER 2025	• DRAFT PROJECT CONCEPT REPORT • PRELIMINARY COST ESTIMATES • NEXT STEPS FOR PROJECT DEVELOPMENT

UPDATE

★ **WE ARE HERE**



Community Engagement Summary



Community Engagement Summary

7 In-Person Open Houses

3 Virtual Open Houses

~60 Stakeholder Meetings

5 Informational Sessions (recordings available online)

- Funding & Service
- Ridership Approach
- Noise & Quiet Zones
- Bridge Infrastructure
- Conceptual Alignment & Operations Updates

Milestones 1-3 Total Connections

- In-Person = Nearly 500 people
- Virtually = Nearly 5,000 users



Engagement Key Takeaways

- Agreement that Project's Preliminary Purpose & Need fit community vision
- Preference for efficient, reliable and quiet multiple unit vehicles
- Desire to prioritize trail and pedestrian safety, including support for building safe bike routes on W. Beach St.
- Concerns related to Project cost, feasibility, funding and environmental and noise impacts
- Support for most efficient, least expensive rail and trail alignment
- Interest in connections to north county, beaches, transit and the state rail system



Feedback received is driving ongoing Project development & need for additional public engagement



MULTIPLE UNIT TRAINS

Work In-Progress

Milestone 3 feedback identified several topics needing further study or community review:

- Improvements in areas susceptible to Sea Level Rise
- Coastal Rail Trail alignments, trail connections to community resources and existing trail networks & continued coordination with projects under development
- Considerations for Pajaro River Bridge related to Army Corps flood control projects
- Operations and access to properties related to Walker St. at-grade rail alignment in Watsonville
- Aptos Village area bridge replacements and track geometry
- Alignment of rail facility near Hwy 1/Cabrillo College area
- Alignment of rail facility related to cross sectional elements along Beach St. in Santa Cruz



Compatibility with Watsonville General Plan 2050



City of Watsonville
General Plan 2050



Public Engagement Summary
Zero Emission Passenger Rail and Trail
Milestone 4: March - August 2025



WHAT WE HEARD



*"Roads should be driveable and **safe for drivers, pedestrians and cyclists.**"*



*"We need to utilize existing vacant and underutilized areas for housing. We can build up instead of out. **Sprawl creates many problems.**"*



*"Watsonville can do and **needs to do better with affordable housing** especially for workforce, supportive housing, seniors, and people with disabilities."*

*"I would love to see **more transit and better connectivity between Watsonville and Santa Cruz and Salinas** and even the Bay Area."*

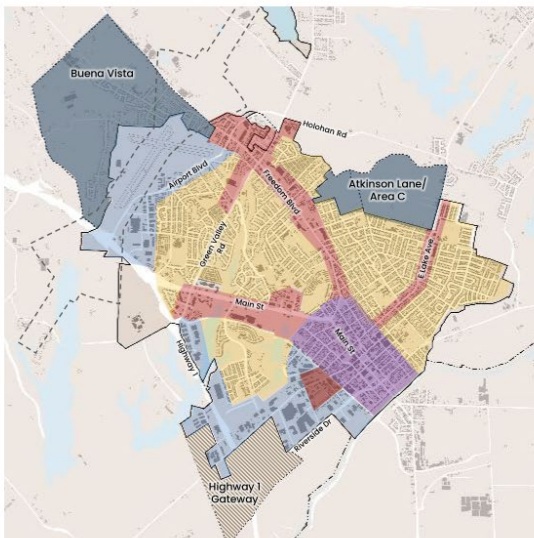


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Comprehensive Growth Scenario

15

Growth Scenario



- Downtown
- **Station Area**
- Corridors
- Neighborhoods
- Employment Districts
- Buena Vista
- Area C
- Route 1 Gateway

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Growth Projections



	Residential (units)	Non-Residential (sf)
Infill		
Downtown	3,883	115,000
Corridors	581	127,000
Neighborhoods	96	0
Manabe-Ow	0	271,00
Total Infill	4,560	513,000
New Growth		
Area C	704	10,000
Buena Vista	716	20,000
Highway 1 Gateway	0	2,120,000
Airport	0	0
Total New Growth	1,420	2,150,000
Total	5,980	2,672,000

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Downtown Watsonville Rail Station Concept



- Introduce new rail platform
- Enhance streetscape
- Introduce/enhance bike facilities
- Allow residential, office, and/or mixed-use buildings near station
- Adaptive reuse historic depot and/or other buildings
- Subject to application of future Mixed-Use Train Station Overlay

Public Engagement Summary

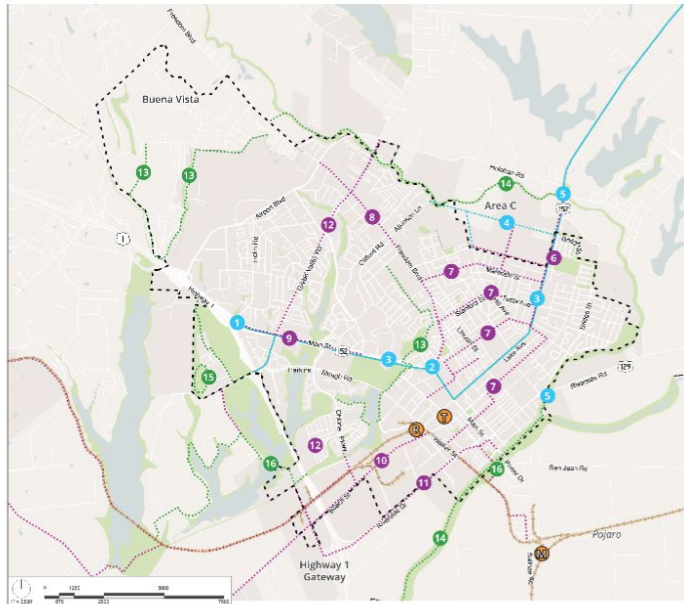
Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025

ZERO EMISSION
PASSENGER RAIL AND TRAIL



Circulation Improvements



Street Network Improvements

- 1 Introduce roundabout at Main St. and Holm Rd.
- 2 Introduce roundabout at Main St. and Freedom Blvd.
- 3 Study removal and rerouting of Highway 152 truck route.
- 4 Connect Atkinson Lane to Highway 152 through Area C.
- 5 Replace vehicular bridges as part of the Pajaro River Flood Management Project.

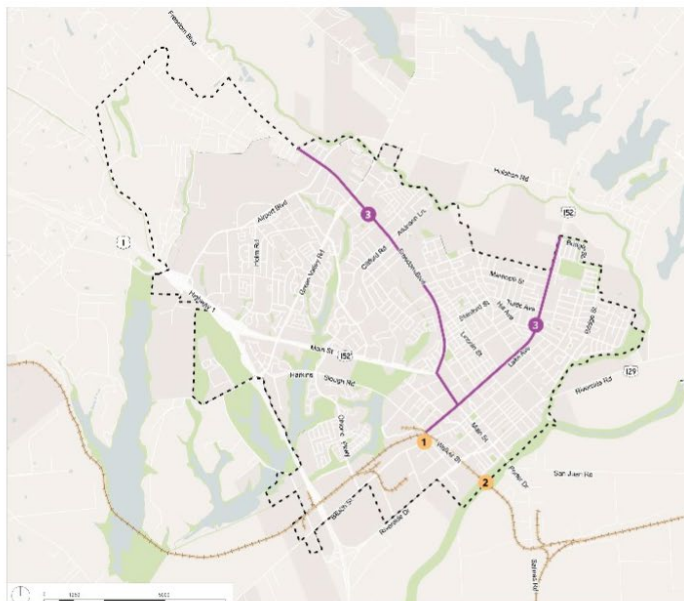
Bicycle Network Improvements

- 6 Introduce Class IV separated bikeway along E Lake Ave. between Hushbeck Ave. and Bridge St.
- 7 Introduce one-way Class II bike lane couplets along Martelli St., Tuttle Ave./Stanford St., Palm Ave., and Hushbeck Ave. to Beach St. to Marchant St. to Maple Ave.
- 8 Introduce Class IV separated bikeway along Freedom Blvd. between Downtown and the northern City Limit.
- 9 Introduce a Class IV separated bikeway along Main St. between Auto Center Dr. and Holm Rd.
- 10 Introduce a Class I Bike Trail and/or Class IV separated bikeway along Beach St. between Lee Rd. and Rodriguez St.
- 11 Introduce a Class IV separated bikeway along Riverside Dr. between Highway 1 and Union St.
- 12 Convert Class II bike lanes and/or Class IV separated bikeway

Trail Network Improvements

- 13 Introduce new greenway trails along the west side of Highway 1, east side of Watsonville slough, into the adjacent neighborhoods, and within the Buena Vista new growth area.
- 14 Introduce new trails along the Pajaro River and Corralitos Creek levees.
- 15 Introduce new nature trail to the west of Pajaro Valley High School.
- 16 Work with RTC to introduce new multi-use trail bridges over Pajaro River and Struve Slough

Transit Improvements



- 1 Introduce a Downtown Watsonville passenger rail station. Consider renovating and adaptively reusing the historic Downtown Watsonville Passenger Rail Station building.
- 2 Accommodate new passenger rail bridge at Walker Street across Pajaro River (in conjunction with Levee Improvements)
- 3 Implement complete street improvements and introduce bus transit oriented housing along Freedom Blvd. and C. Lake Ave. Introduce complete street improvements.

For future inquiries, contact Justin Meek at
justin.meek@watsonville.gov



Project Concept Development & Alignment Considerations



Rail and Trail Alignments & Station Location



Conceptual Draft

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Walker Street Rail Realignment

- Rail proposed on mountain (north) side of Walker St.
- Shift from center of roadway allows for maintained pedestrian & vehicle movement on Walker St., including two lane vehicle traffic



Conceptual Draft

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ACTIVITY 1:

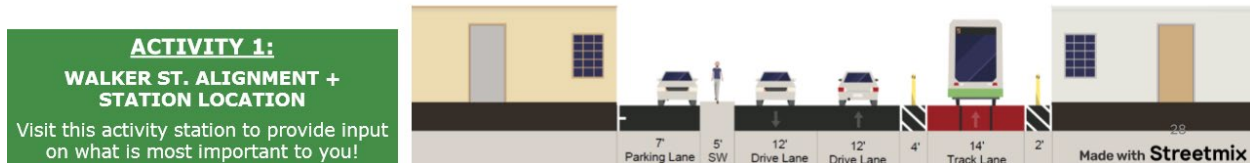
WALKER ST. ALIGNMENT + STATION LOCATION

Visit this activity station to provide input on what is most important to you!

Walker Street Rail Realignment

Realignment Objectives:

- Accommodate rail right-of-way
- Retain two lanes of vehicle traffic
- Maintain business access to the extent feasible
- Minimize impacts to parking



Downtown Station Options

- Two Station Options Proposed:
 - Historic Depot Station
 - Walker St. between W. Beach St. and 2nd St.
- Benefits of Downtown Watsonville Station Options:
 - Both offer level/accessible train boarding
 - Both within walking distance of downtown
 - Increased mobility for youth, seniors & low-income residents
 - Economic development catalyst with similar redevelopment potential
 - Adaptive reuse options of adjacent buildings to support transit station
 - Supports growth of adjacent infill housing development
 - Walker St. station platform more visible



Conceptual Draft



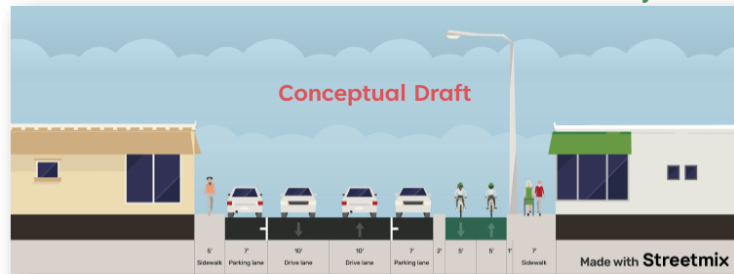
Conceptual Draft

Trail Segments 17–19

- Advancing Environmental Review for Segments 17 & 18 (San Andreas to West Beach St.)
 - Will evaluate connections to beaches
- Segment 18 & 19 Trail Cross Sections on West Beach and Rodriguez streets



West Beach St. Trail Objective



Rodriguez St. Trail Objective



Trail Segments 18 & 19

Benefits of Trail on W. Beach & Rodriguez

- Moves trail out of constrained rail right-of-way, away from crossings over rail tracks and spurs
- Supports trail safety and better connections to downtown, community centers and Pajaro Park
- Prioritizes vehicle access in industrial zone
- Provides direct connection from downtown Watsonville to beaches



ACTIVITY 2:

TRAIL ALIGNMENT & BRIDGE LOCATIONS OVER PAJARO RIVER

Visit this activity station to provide input on what is most important to you!



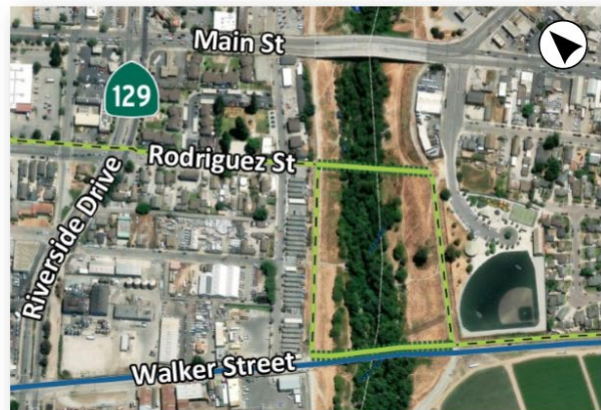
Trail Bridge Location Over Pajaro River

- Two trail bridge options
 - From Rodriguez St.
 - From Walker St. next to rail bridge
- Potential benefits
 - Community connections
 - Connections to public facilities
- Potential impacts
 - Roadways
 - Parking lot
 - Other infrastructure



ACTIVITY 2: TRAIL ALIGNMENT & BRIDGE LOCATIONS OVER PAJARO RIVER

Visit this activity station to
provide input on what is most
important to you!



Conceptual Draft

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Stay Involved



Public Engagement Summary
Zero Emission Passenger Rail and Trail
Milestone 4: March - August 2025



Thank you!



Public Engagement Summary
Zero Emission Passenger Rail and Trail
Milestone 4: March - August 2025



Santa Cruz Community Workshop Presentation

ZERO EMISSION PASSENGER RAIL AND TRAIL PROJECT

Santa Cruz Community Workshop

May 14, 2025



Housekeeping



Spanish
Interpretation
Available



Emergency
Exits and
Restrooms



Presentation
Followed by
Open House



Purpose for Today



Overview of Beach Street conceptual alignment, Beach Flats traffic circulation, end-of-line stations options & West Side rail alignment



Open house for community feedback and questions to help advance Project Concept



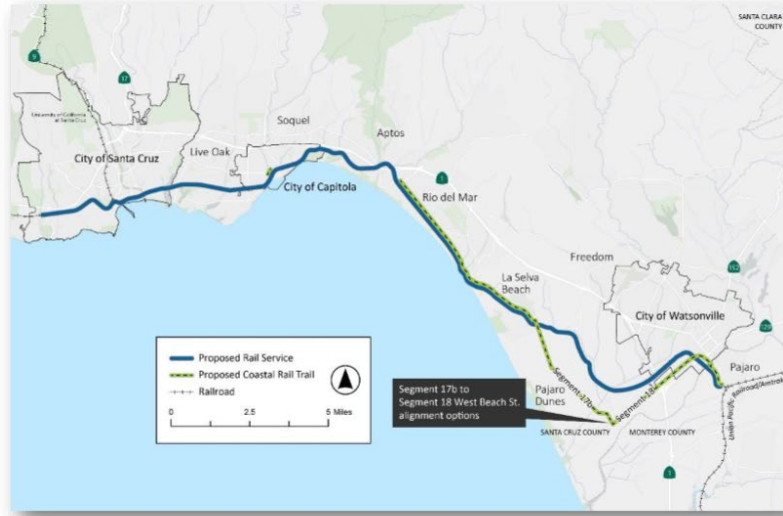
3

Project Overview



Project Overview

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- 12 miles of Coastal Rail Trail: Segments 13-20 & Capitola Trestle reach (Segment 11, Phase 2)



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★ **WE ARE HERE**



Community Engagement Summary



Community Engagement Summary

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3 Virtual Open Houses

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- Ridership Approach
- Noise & Quiet Zones
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Engagement Key Takeaways

- Agreement that Project's Preliminary Purpose & Need fit community vision
- Preference for efficient, reliable & quiet multiple unit vehicles
- Desire to prioritize trail & pedestrian safety
- Concerns related to Project cost, feasibility, funding, environmental & noise impacts
- Support for most efficient, least expensive rail & trail alignment
- Interest in both a station location closer to Downtown Santa Cruz as well as service to west side
- Desire for more information on impacts & visualization of alignment alternatives along Beach Street



Feedback received is driving ongoing Project development & need for additional public engagement



MULTIPLE UNIT TRAINS

Work In-Progress

Milestone 3 feedback identified several topics needing further study or community review prior to Commission decision and inclusion in Project Concept Report:

- Improvements in areas susceptible to Sea Level Rise
- Coastal Rail Trail alignments, trail connections to community resources & existing trail networks & continued coordination with projects under development
- Considerations for Pajaro River Bridge related to Army Corps flood control projects
- Operations & access to properties related to Walker St. at-grade rail alignment in Watsonville
- Aptos Village area bridge replacements and track geometry
- Alignment of rail facility near Hwy 1/Cabrillo College area
- ★ Alignment of rail facility related to cross sectional elements along Beach Street and West Side grade crossing conceptual layouts in Santa Cruz ★



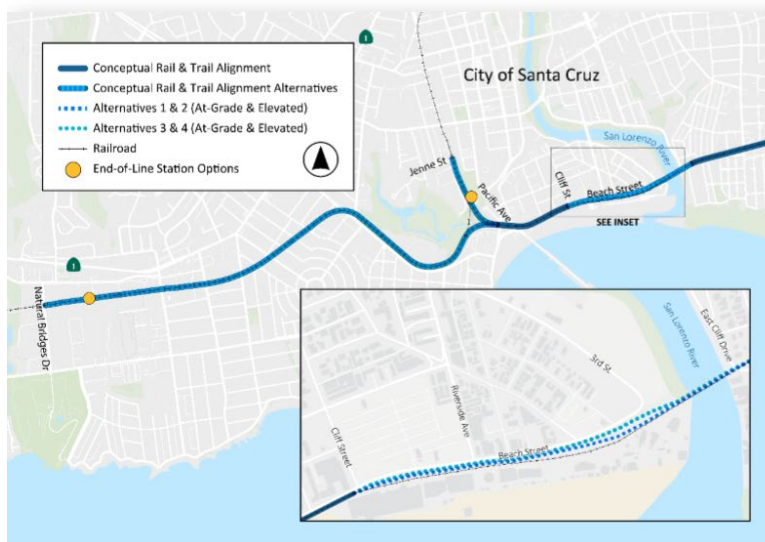
Project Concept Development & Alignment Considerations



Beach Street Alignment

ACTIVITY 1: BEACH STREET ALIGNMENT

Visit this activity
station to provide
input on what is most
important to you!



Considering at-grade & elevated options to address:

- Conflicts between pedestrian & rail traffic
- Emergency & delivery access
- Traffic circulation & access

Alternatives under consideration:

- Two elevated & two at-grade with:
 - Existing rail right-of-way under log ride, then shifts north
 - Shifts alignment over river to north of log ride

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Alignment Considerations

Topics Identified for Consideration:

- Use of roadway & public space along Beach Street
- Station option
- Emergency access
- Visual aesthetics
- Pedestrian access & safety
- Cost



Alignment Considerations At-Grade Structure

Use of Roadway & Public
Space along Beach Street

Station Option

Emergency Access

Visual Aesthetics

Pedestrian Access & Safety

Cost



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Alignment Considerations

Elevated Structure

Use of Roadway & Public
Space along Beach Street

Station Option

Emergency Access

Visual Aesthetics

Pedestrian Access & Safety

Cost



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Beach Flats Traffic Considerations



16

Beach Flats Existing Traffic Conditions

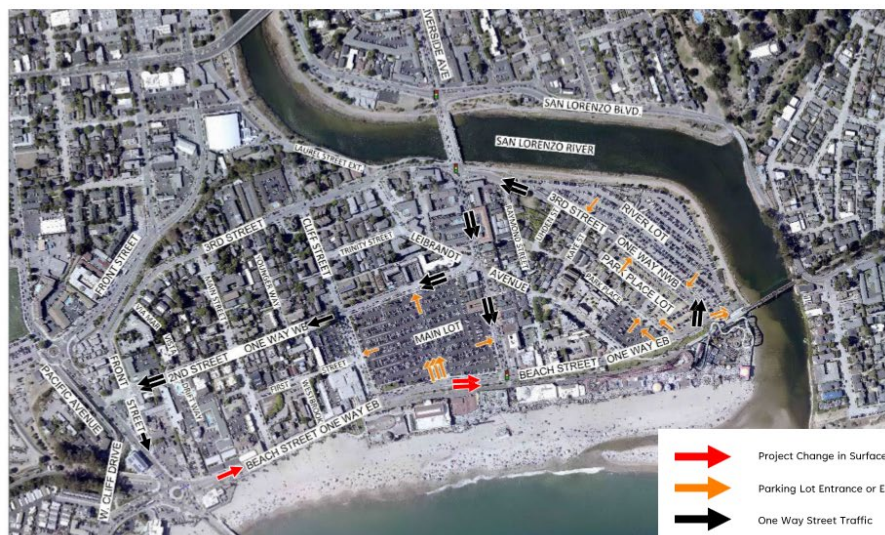
ACTIVITY 2: BEACH FLATS TRAFFIC PATTERNS

Visit this activity station to provide input on what is most important to you!



17

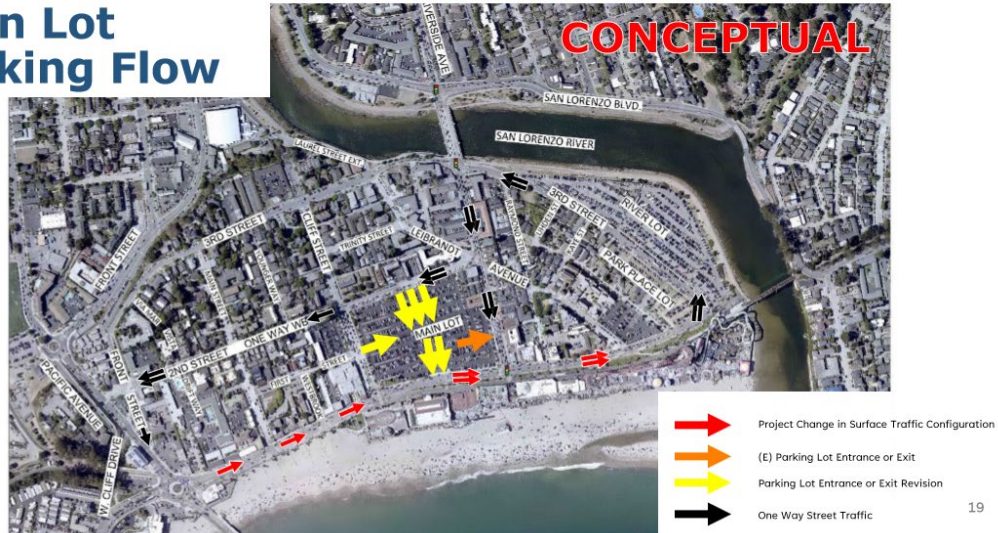
Beach Flats with Proposed Project



18

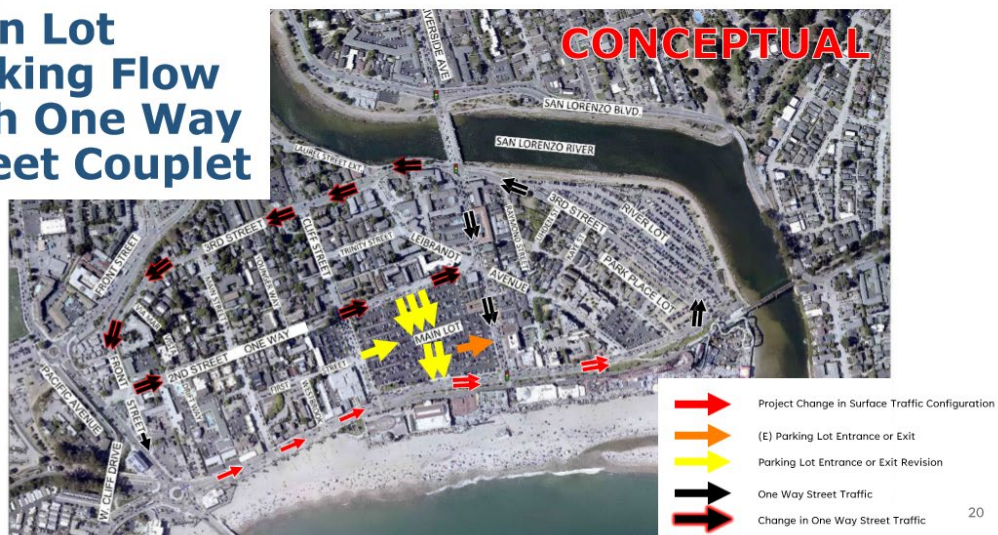
Potential Traffic Improvement Ideas

Main Lot Parking Flow



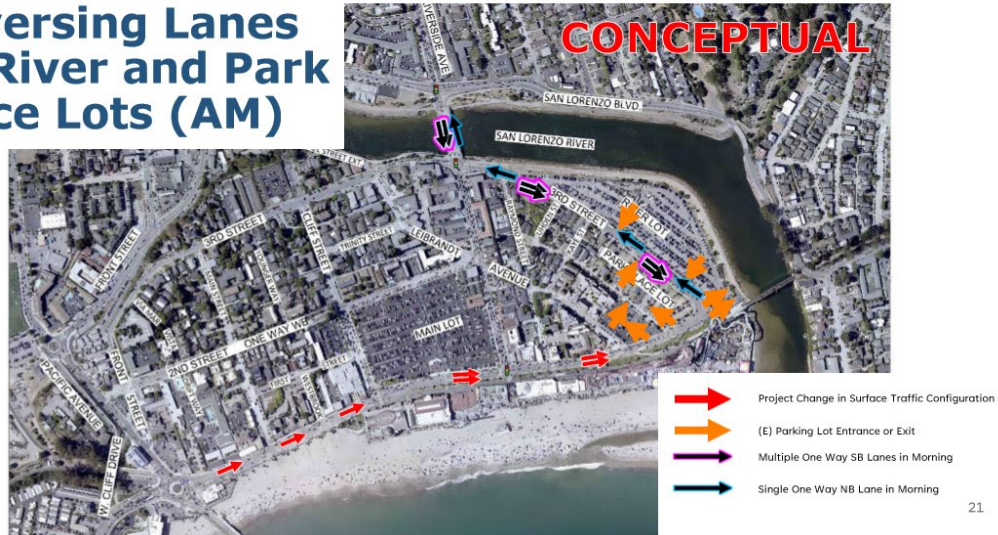
Potential Traffic Improvement Ideas

Main Lot Parking Flow with One Way Street Couplet



Potential Traffic Improvement Ideas

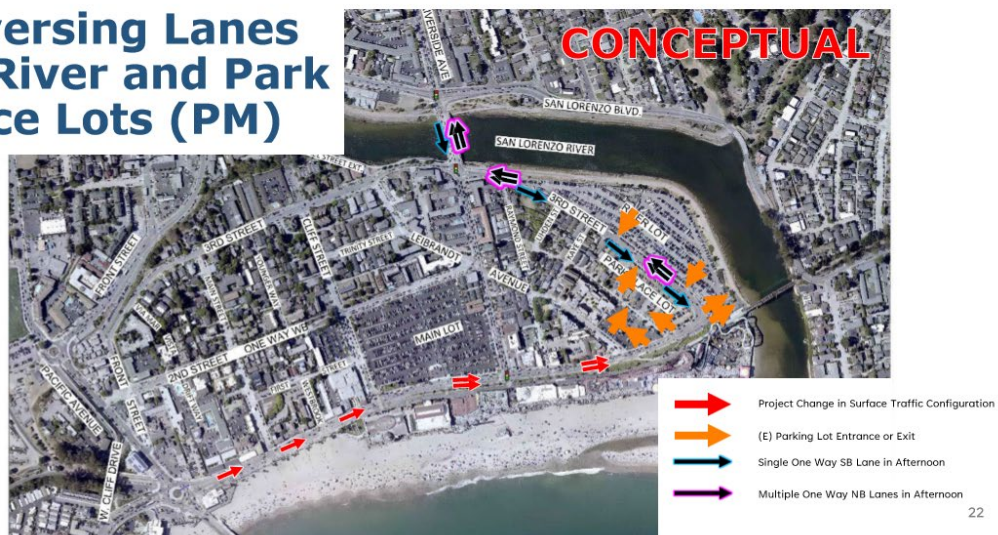
Reversing Lanes by River and Park Place Lots (AM)



21

Potential Traffic Improvement Ideas

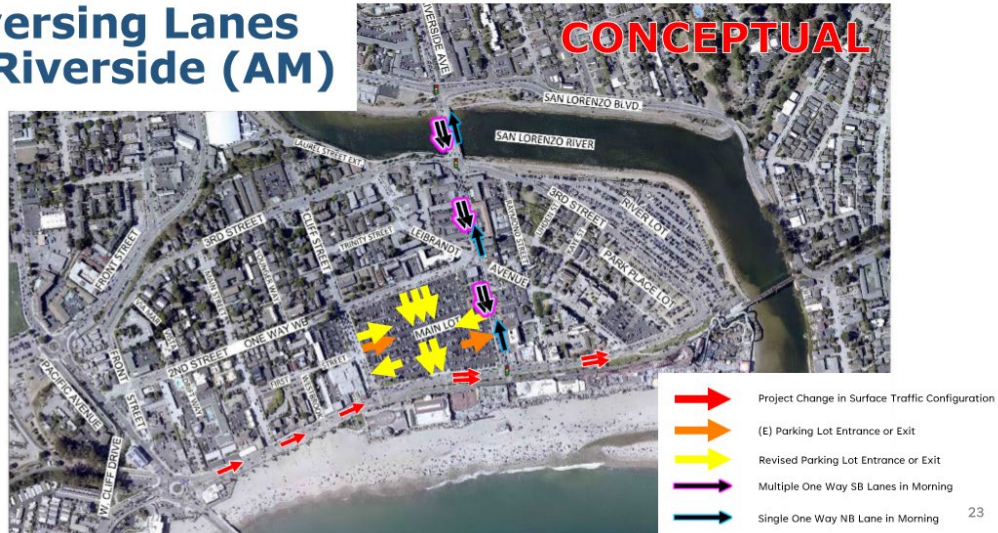
Reversing Lanes by River and Park Place Lots (PM)



22

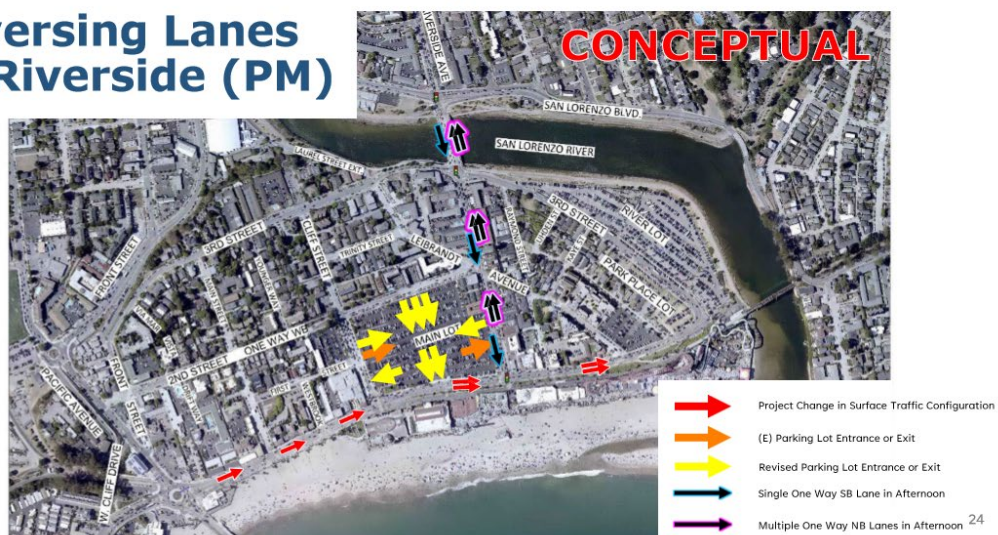
Potential Traffic Improvement Ideas

Reversing Lanes on Riverside (AM)



Potential Traffic Improvement Ideas

Reversing Lanes on Riverside (PM)



Potential Traffic Improvement Ideas

Parking Occupancy Signage



Photo Credit: www.signal-tech.com

Reversible Lanes



Photo Credit: Salt Lake Tribune

West Side Station & Alignment



West Side Station & Alignment

- End-of-line Station Options:
 - Depot Park (Downtown)
 - Natural Bridges Dr. (West Side)

ACTIVITY 3:
WEST SIDE STATION & ALIGNMENT
Visit this activity station to provide input on what is most important to you!

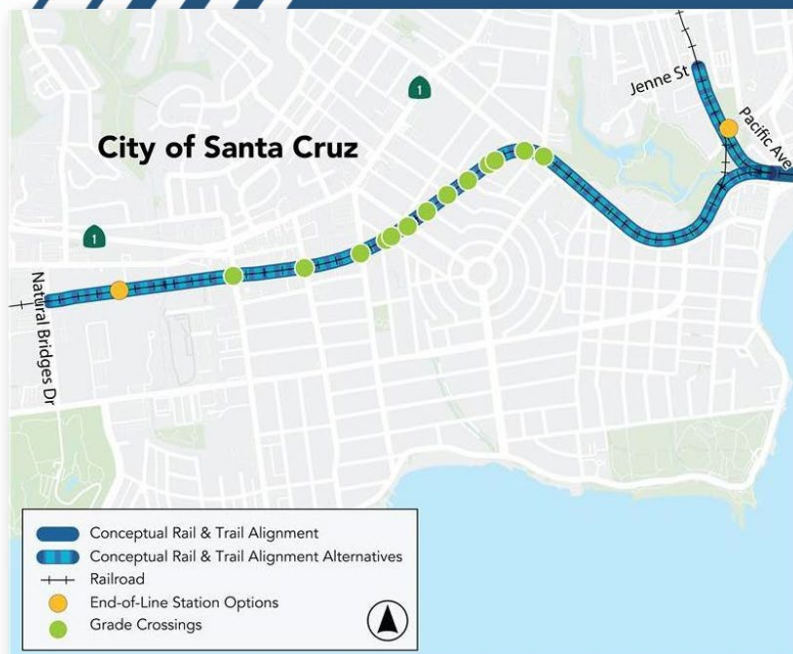


West Side Station Options Benefits & Challenges

	Depot Park	Natural Bridges Dr.
Proximity to Downtown	✓	✗
Ability to Accommodate Layover Facility	✗	✓
Opportunity for Transit Oriented Development on West Side	✗	✓
Access to UC Santa Cruz (via bus connection)	✓	✓
Lower Cost (due to shorter project area)	✓	✗
Grade Crossing Improvements	✗	✓



West Side Alignment Grade Crossings



West Side Alignment Grade Crossing Safety Measures

Grade Crossing Safety Measure Examples:

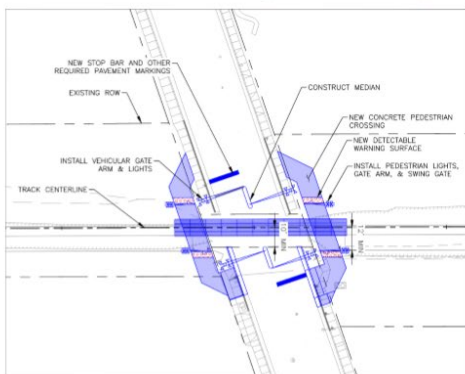
- Four-quadrant gate systems
- Medians or channelization devices
- One-way streets with gates
- Temporary or permanent crossing closure
- Wayside horns

Pedestrian Crossing Safety Measure Examples:

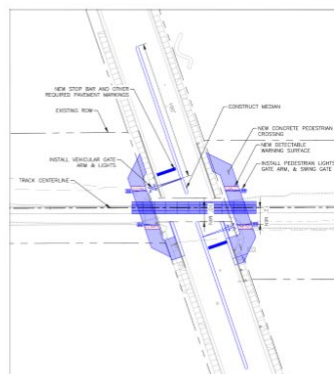
- High intensity activated crosswalk (HAWK)
- Speed tables



West Side Alignment Grade Crossing Safety Measures



FOUR-QUADRANT GATE SYSTEM*



APPROACH GATE WITH MEDIAN*



*CONCEPTUAL - FOR DISCUSSION PURPOSES ONLY.

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Stay Involved



Next Steps in 2025

Summer:

- Informational Community Sessions (tentative)
- Draft Concept Report
- In-Person & Virtual Public Engagement

Fall:

- Final Concept Report



STAY INVOLVED!

For updates, visit sccrtc.org/zeprt

Questions at zeprt@sccrtc.org

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Thank you!

Public Engagement Summary
Zero Emission Passenger Rail and Trail
Milestone 4: March - August 2025



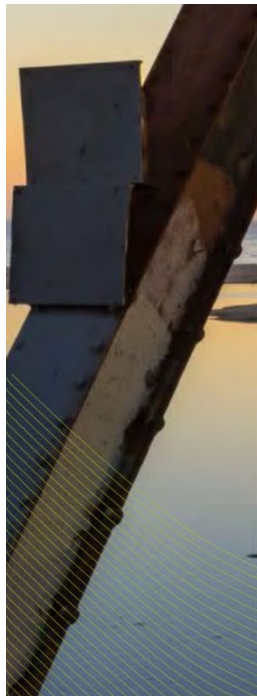
Virtual Open House

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025

ZERO EMISSION
PASSENGER RAIL AND TRAIL



ZERO EMISSION
PASSENGER RAIL AND TRAIL

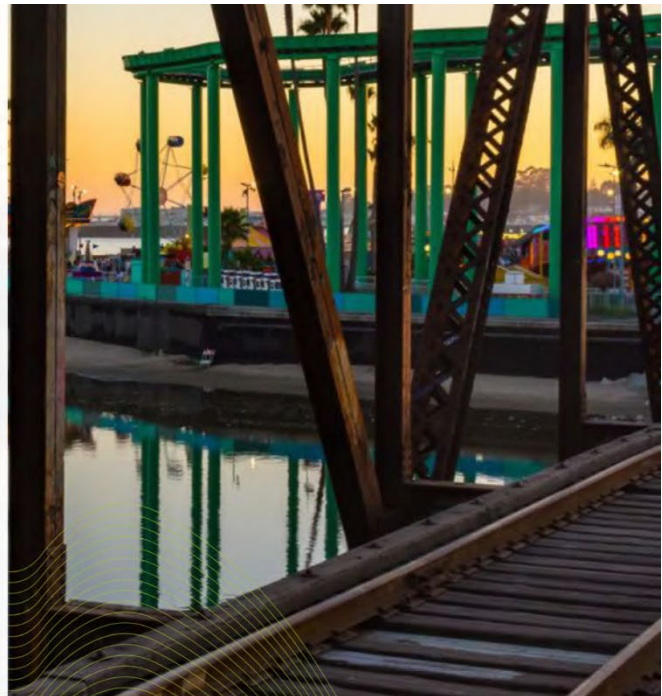


Welcome and thank you for visiting the Zero Emission Passenger Rail and Trail (ZEPRT) Project Milestone 4 Virtual Open House.

The Santa Cruz County Regional Transportation Commission (RTC) is providing information on the ZEPRT Draft Project Concept for the development of the Santa Cruz Branch Rail Line and Coastal Rail Trail Segments 13-20 as well as the Capitola Trestle portion (Segment 11, Phase 2).

The purpose of this Virtual Open House is to provide information on the conceptual rail and trail alignment, ridership projections, station locations and design, operations, and project costs and funding. **The RTC is requesting community feedback by August 22, 2025.**

[Enter the Virtual Open House](#)



Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025

ZERO EMISSION
PASSENGER RAIL AND TRAIL



Virtual Open House

- » PROJECT OVERVIEW
 - » ZEPRT AT A GLANCE
 - » CONNECTIVITY TO REGIONAL RAIL AND TRAIL NETWORKS
 - » ENGAGEMENT HIGHLIGHTS
 - » INTERCITY RAIL SERVICE & FUNDING
 - » RIDERSHIP PROJECTIONS
 - » STATION LOCATIONS & DESIGN
 - » CONCEPTUAL OPERATIONS
 - » PROPOSED CONCEPTUAL RAIL & TRAIL ALIGNMENT
 - » PROJECT COST
 - » PROJECT SCHEDULE
 - » YOUR FEEDBACK
- Translate This Site
Select Language

PROJECT OVERVIEW

The Zero Emission Passenger Rail and Trail (ZEPRT) project has developed a Draft Project Concept that identifies feasible solutions to better support diverse transportation needs, safe access, and connection to the populated areas of Santa Cruz County and provide bicycle and pedestrian linkages.



PROPOSED PROJECT

The ZEPRT project proposes new passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line (Branch Line) from the city of Santa Cruz in the north to Pajaro, just south of Watsonville. The project also proposes to develop 12 miles of Coastal Rail Trail Segments 13-20 from Rio del Mar Boulevard through the community of La Selva Beach and the city of Watsonville, as well as the Capitola Trestle portion (Segment 11, Phase 2).



Click to enlarge

PROJECT BENEFITS

- High-capacity rail service and stations will **reduce travel times** and improve transit system reliability
- Connects the most populated areas** of Santa Cruz County to each other and to the California State Rail Network
- Improves transit connections to community activity centers **supporting the local economy** and providing better access between housing and jobs
- Provides **12 miles of new multi-use bicycle and pedestrian trail** to enhance bicycle and pedestrian connectivity and safety
- Passes within 1 mile of more than **90 parks, 40 schools**, and approximately half of the county's population
- Reduces** vehicle miles traveled and associated **greenhouse gas emissions**

SANTA CRUZ BRANCH RAIL LINE HISTORY

- 1876** Branch Line completed
- 1938** Regular passenger service discontinued and Branch Line primarily served freight operations
- 1990** Proposition 116 made funding available to purchase Branch Line; RTC began working with then-owner Southern Pacific, later acquired by Union Pacific Railroad
- 2010** RTC unanimously decided to purchase Branch Line as a community asset for broader range of transportation uses
- 2012** RTC completed purchase from UPRR for \$14.2 million
- 2018** St. Paul & Pacific Railroad (short line subsidiary of Progressive Rail) became designated common carrier, providing freight service on the Branch Line

The project builds on studies previously completed by the RTC, including the Rail Transit Feasibility Study in 2015 and the Transit Corridor Alternatives Analysis & Rail Network Integration Study in 2021, which identified a locally preferred alternative for Electric Passenger Rail. The project name has been changed to allow the project to explore other existing and emerging technologies in addition to electrification that will also achieve the goal of zero emissions.

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025

ZERO EMISSION
PASSENGER RAIL AND TRAIL



Virtual Open House

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Select Language

ZEPRT AT A GLANCE

Below is a high-level summary showcasing several key components of the ZEPRT Draft Project Concept. More information on each of these topics and additional project details can be found by clicking through the rest of this Virtual Open House or viewing the full Draft Project Concept Report on the ZEPRT website under the Resources section.

The Draft Project Concept addresses the project's Purpose and Need that was developed with community input in early 2024 during Milestone 1 virtual and in-person engagement. The **Purpose and Need Statement** outlines the project background, needs, and fundamental purpose to support and improve equitable multimodal transportation options in Santa Cruz County.

RIDERSHIP PROJECTIONS

Typical ridership is estimated at 4,200-5,400 riders per weekday during first years of rail service (updated estimates based on refined results from the Direct Ridership Model process. Ridership will continue to be refined as ZEPRT project advances). In the first years of rail service, this estimate was prepared using community and transportation data sources, and anticipates areas of planned growth.

TRAVEL TIME

The Project Concept has identified nine stations for initial service. Assuming 60 second dwell times (the amount of time the train stops at each station), **total system end-to-end (Pajaro to West Santa Cruz) travel time is estimated at approximately 40-55 minutes.** Alignment revisions reduced projected vehicle speeds in certain locations and affected timing of passing sidings. Ongoing design work will explore opportunities to better accommodate the train meet-pass event to reduce estimated end-to-end travel time.

CAPITAL COSTS

Capital costs include design and construction of rail and associated infrastructure. **Total capital costs are estimated at approximately \$4.28 billion (2025 dollars).** Costs will be further refined as decisions are made related to alignment options and other infrastructure improvements in the Beach Street/Beach Flats area of Santa Cruz.

OPERATING COSTS

Operating costs include the expenses to operate and maintain passenger rail service once constructed. These costs are typically calculated annually. **Operating expenses for rail service running every 30 minutes are estimated at an average annual range of \$34 to \$41 million (2025 dollars)** with and without a +20% contingency, which accounts for variables of historical experience of Santa Cruz METRO labor agreements and the uncertainty around hydrogen-fueled train operations.



NEXT STEPS

The RTC Commission will consider the Project Concept Report and next steps for advancing the development of the ZEPRT project in fall 2025. With the Commission's approval, and subject to available funding, the ZEPRT project would continue to advance through the Caltrans Corridor Identification Program into preliminary engineering and environmental review.

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025

ZERO EMISSION
PASSENGER RAIL AND TRAIL



Virtual Open House

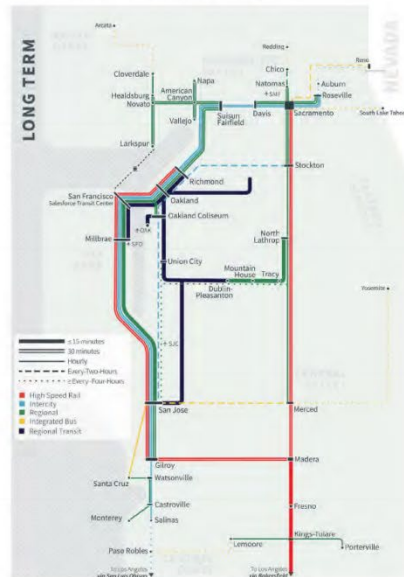
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CONNECTIVITY TO REGIONAL RAIL AND TRAIL NETWORKS

The project aims to take advantage of the publicly owned rail right-of-way to provide passenger rail service and the Coastal Rail Trail to connect the most populated areas of Santa Cruz County to each other and to the greater region as well as to provide an integrated Intercity travel option for riders on the Central Coast.

CALIFORNIA STATE RAIL PLAN

In alignment with the [California State Rail Plan](#), the proposed project would be integrated into the statewide rail and transit network that provides comprehensive and coordinated service to passengers.



[Click to enlarge](#)

COASTAL RAIL TRAIL

Included in this project are 12 miles of Coastal Rail Trail: Segments 13-20 from Rio del Mar Boulevard through the community of La Selva Beach and the city of Watsonville, as well as the Capitola Trestle portion (Segment 11, Phase 2).

The map below shows the status of Coastal Rail Trail projects, many of which are being implemented by others as separate projects along the Branch Line.



[Click to enlarge](#)

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Zero Emission Passenger Rail and Trail

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INTERCITY RAIL SERVICE & FUNDING

The RTC Commission took action in March 2025 to pursue Intercity passenger rail service on the Branch Line that aligns with the California State Rail Plan, and maximizes funding eligibility and technical support through state and federal programs.

INTERCITY RAIL SERVICE

Intercity service is intended to serve travelers within Santa Cruz County providing connections to other communities in the region as well as in California. The service meets the needs of people traveling shorter trips as well as longer trips through a limited number of stations that support a competitive travel time between Watsonville and Santa Cruz. See photos below of examples of Intercity rail services in other parts of California.

The decision to pursue intercity rail service:

- Enables connection via one seat ride to communities both within and outside of Santa Cruz County in the future
- Provides consistency with objectives for State and Federal funding opportunities through the Federal Railroad Administration (FRA) and other programs
- Eliminates light rail as a service option, as those vehicles are not compatible on the intercity rail network
- Necessitates station stops to be less frequent (additional stations, such as those providing beach access, could be served as exception stops during non-peak hours like weekends)



SMART (Sonoma-Marin Area Rail Transit)



Caltrain (San Francisco Bay Area)



SPRINTER (North County Transit District, San Diego)

FUNDING

CHANGES IN FUNDING OUTLOOK

The ZEPT project's funding outlook changed at state and federal levels since initiation of the Project Concept development in 2022 due to:

- Implementation of Federal Infrastructure Investment & Jobs Act (IIJA)
 - IIJA authorized historic funding for development, improvement and expansion of intercity passenger rail services, and corridors across the nation plus established FRA's Corridor ID Program
- Adoption of California State Rail Plan in January 2025
- Uncertainty of new administration's federal investment policies & priorities

CORRIDOR ID PROGRAM

Unlike previous federal planning efforts, the Corridor ID Program supports sustained development of intercity passenger rail and establishes a pipeline of rail projects for federal funding. Caltrans is the grantee for the initial Corridor ID service planning funds to implement planning development in accordance with the State Rail Plan for new service on the Central Coast Corridor, which includes the Branch Line. To maximize federal investments, the state is prioritizing funding capital projects and pre-construction planning activities that align with federal transportation priorities and the State Rail Plan.

Funding is available for project components including:



Environmental analysis



Construction



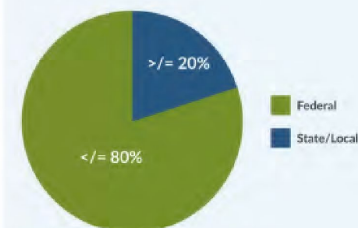
Preliminary and final engineering



Right-of-way

FEDERAL RAILROAD ADMINISTRATION (FRA)

While many federal grants offer up to 80% maximum contribution, oversubscribed discretionary programs require federal agencies to spread out amounts less than requested. A local funding source, similar to a tax measure like Measure D, would be needed to supplement federal and state funding.



LEARN MORE

To learn more, view the following resources:

- April 1, 2025 — Intercity Service & Operations Informational Session
- March 20, 2025 — RTC Commission Staff Report (Item 29: ZEPT Project Update and Infrastructure Evaluation, Design Concepts, and Funding Considerations)
- October 23, 2024 — Service & Funding Informational Session (includes Corridor ID Program information)

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RIDERSHIP PROJECTIONS

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RIDERSHIP MODELING

We have worked with local partner agencies to evaluate ridership and our ridership modeling has taken into account community destinations as well as areas of planned growth. Evaluating ridership relies on data from a number of sources. The project team has collected data from Santa Cruz County, UC Santa Cruz, cities of Watsonville and Santa Cruz, Santa Cruz METRO, Visit Santa Cruz, and others.

RIDERSHIP MODELS USED FOR ZEPRT

Analysis was prepared using a combination of the Santa Cruz County Travel Demand Model (SCC Model) and a Direct Ridership Model (DRM). Utilizing a combination allows the ZEPRT project team to leverage strength of both tools to have a regional understanding of travel patterns paired with detailed land use and circulation factors around potential station areas.

SANTA CRUZ COUNTY TRAVEL DEMAND MODEL

Regional travel demand model forecasting travel throughout Santa Cruz County and to/from adjacent counties. The model considers existing and projected land uses as well as travel characteristics within the county.

DIRECT RIDERSHIP MODEL

An added activity that complemented the SCC Model by incorporating more detailed location information, such as type and intensity of land uses around stations, parking supply, levels of bus transit access, etc.

HOW FAR INTO THE FUTURE DO WE LOOK?

Ridership levels and travel patterns can increase and change over time based on population and employment density changes as well as transportation system changes. The ZEPRT project ridership modeling and ridership projections focus on a 2045 horizon year, consistent with the SCC Model.

RIDERSHIP DATA CONSIDERATIONS

- Regional Context**
Capture inter-county travel
- Complementary & Competing Modes**
Connect various mode choices en-route
- Transit Network & Service Plan**
Include active service network and plan
- Weekend & Seasonal Travel**
Understand travel characteristics on atypical days
- Non-Commuter Trip Applicability**
Account for various trip purposes
- Station Area Context**
Has detailed station area network
- Parking Supply & Pricing**
Utilize parking as a variable influencing travel behavior
- Transit Focus**
Emphasis on transit related factors

ADDITIONAL RIDERSHIP INFORMATION

PRELIMINARY RIDERSHIP RANGES BY STATION

RIDERSHIP BY STATION

The ridership results by station are mapped here. The size of the blue circle indicates projected ridership range.



RIDERSHIP COMPARISONS TO OTHER PASSENGER RAIL SYSTEMS

ANTICIPATED GROWTH ALONG CORRIDOR

FUTURE GROWTH: POPULATION AND EMPLOYMENT DENSITY

PAJARO STATION INTERREGIONAL CONNECTION

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RIDERSHIP PROJECTIONS

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Future land use changes, such as planned development in downtown Santa Cruz and Watsonville, is likely to contribute additional riders.

Improvements to the overall transportation network, such as walking and biking access to stations, wayfinding, direct bus connections, and park and ride facilities, result in increases in the upper end of the ridership projection range.

LEARN MORE

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View the June 5, 2025 Informational Community Session that provides further details regarding ZEPRAT ridership projections and cost estimates.

ADDITIONAL RIDERSHIP INFORMATION

PRELIMINARY RIDERSHIP RANGES BY STATION

RIDERSHIP BY STATION

RIDERSHIP COMPARISONS TO OTHER PASSENGER RAIL SYSTEMS

The following tables compare the proposed ZEPRAT system to other operating passenger rail systems in California in terms of the total daily boardings, per station basis, and per capita basis. The comparisons include three systems: Sonoma Marin Area Rail Transit (SMART), and the COASTER and SPANTRAIL services in San Diego County.

Average Daily Boardings

Click to enlarge

Average Daily Ridership per Station

Click to enlarge

Average Daily Boardings per Capita

Click to enlarge

ANTICIPATED GROWTH ALONG CORRIDOR

FUTURE GROWTH: POPULATION AND EMPLOYMENT DENSITY

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RIDERSHIP DATA CONSIDERATIONS

- Regional Context**
Capture inter-county travel
- Complementary & Competing Modes**
Connect various mode choices en-route
- Transit Network & Service Plan**
Include active service network and plan
- Weekend & Seasonal Travel**
Understand travel characteristics on atypical days
- Non-Commuter Trip Applicability**
Account for various trip purposes
- Station Area Context**
Has detailed station area network
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Utilize parking as a variable influencing travel behavior
- Transit Focus**
Emphasis on transit related factors

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RIDERSHIP BY STATION

RIDERSHIP COMPARISONS TO OTHER PASSENGER RAIL SYSTEMS

ANTICIPATED GROWTH ALONG CORRIDOR

The ridership modeling considered how future growth might occur in the corridor and the population and employment changes that might contribute to ridership.



Click to enlarge

FUTURE GROWTH: POPULATION AND EMPLOYMENT DENSITY

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- RIDERSHIP BY STATION
- RIDERSHIP COMPARISONS TO OTHER PASSENGER RAIL SYSTEMS
- ANTICIPATED GROWTH ALONG CORRIDOR
- FUTURE GROWTH: POPULATION AND EMPLOYMENT DENSITY

The ridership modeling considered future growth projections for 2045. This map shows growth along the corridor on a density basis, including both population and employment density.



Click to enlarge

PAJARO STATION INTERREGIONAL CONNECTION

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RIDERSHIP DATA CONSIDERATIONS

Regional Context
Capture inter-county travel

Non-Commuter Trip Applicability
Account for various trip purposes

Complementary & Competing Modes
Connect various mode choices en-route

Station Area Context
Has detailed station area network

Transit Network & Service Plan
Include active service network and plan

Parking Supply & Pricing
Utilize parking as a variable influencing travel behavior

Weekend & Seasonal Travel
Understand travel characteristics on atypical days

Transit Focus
Emphasis on transit related factors

ADDITIONAL RIDERSHIP INFORMATION

- PRELIMINARY RIDERSHIP RANGES BY STATION
- RIDERSHIP BY STATION
- RIDERSHIP COMPARISONS TO OTHER PASSENGER RAIL SYSTEMS
- ANTICIPATED GROWTH ALONG CORRIDOR
- FUTURE GROWTH: POPULATION AND EMPLOYMENT DENSITY
- PAJARO STATION INTERREGIONAL CONNECTION

The State Rail Plan envisions rail service connecting to the statewide system at Pajaro. Ridership modeling assumes that about 10% of ZEPRT riders would connect at Pajaro to other systems or get on at Pajaro and travel to locations within Santa Cruz County. Transfers heading north to Gilroy and the Bay Area are expected to be higher than transfers traveling south.

Click to enlarge

POTENTIAL STRATEGIES FOR HIGHER RIDERSHIP

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Potential strategies have been identified that could be considered as the project design advances to allow the system to achieve the higher end ridership projections. These include the improvements noted below, such as timed transfers to other transit systems, bike parking and pedestrian access, etc.

STATION NAME	POTENTIAL IMPROVEMENTS
Pajaro	Park and ride, timed transfers
Downtown Watsonville	Bike parking, connections to new housing; park and ride
Aptos Station	Pedestrian access improvements
Cabrillo (south) / State Beach	New direct walk/bike connection to Cabrillo College, sidewalks, bike infrastructure, park and ride
Capitola Station	Better access to downtown, sidewalks on Park Ave
17th Ave Station	Bike parking; pedestrian access improvements
Seabright Station	Better sidewalks on Murray St
Beach Station	Direct bus connections, wayfinding/access improvements
Natural Bridges Station	Direct bus connections, bike parking, bike infrastructure

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STATION LOCATIONS & DESIGN

In conformance with the decision to pursue intercity rail service and evaluation of ridership modeling, the ZEPT project team has identified nine stations proposed for initial service. Outlined below are the proposed station locations and design features.

STATION LOCATIONS

Throughout the ZEPT planning process, a number of station locations were considered, including those advanced from the Transit Corridor Alternatives Analysis, identified by community request or for seasonal/beach access, and options for the end-of-line service. The platforms, design and basic features will be consistent across stations, but the layout and additional features like those shown below will vary.

Click the map tabs below to see the stations being proposed for initial service and stations that were previously considered.

Proposed Stations for Initial Service

Stations Previously Considered

Proposed Stations for Initial Service

- Proposed Stations for Initial Service
- End of Line Alternative
- Proposed Rail Service
- Proposed Coastal Rail Trail
- Railroad

0 2.5 5 Miles

SANTA CRUZ **40-55 MINUTES** **PAJARO/ WATSONVILLE**

Includes nine stations

STATION DESIGN

POTENTIAL FEATURES

The layout and amenities at each station would vary based on the location and the way riders access the station. The platforms, design, and the basic features will be consistent across stations, however, the layout and additional features, such as those shown below, will vary.

Bicycle parking Carpooling Kiss and Ride

STATION DESIGN CONCEPT

A user-centered design concept has been developed to represent the community and its people through the following design pillars:

- Place** — Physical environment, community culture and demographics
- System** — Cohesive system-wide identity with community pride, safety and service usability
- People** — User needs that support the journey from origin to destination

In addition to considerations for station locations, platform size, building standards and rail system requirements, design features will incorporate several other considerations:

- Security and safety
- Passenger experience
- Connectivity and multimodal travel (i.e. bicycle, bus, etc.)
- Navigation and wayfinding
- Future climate
- Sustainability conditions
- Maintainability

The images shown here represent conceptual design components developed at this stage for cost estimating purposes. The system would have a consistent station design theme, however, individual stations could incorporate unique elements to represent neighborhood character.

INPUT OPPORTUNITY

While these concepts will be further refined in future project phases with community input, we would like preliminary input at this stage.

Submit

LEARN MORE

View the July 22, 2023 Informational Community Session that showcases three conceptual designs developed to represent the community and its people, while providing needed station features and a cohesive system-wide identity.

WOODY CONCEPT

BEACHY CONCEPT

INDUSTRIAL & RAIL CONCEPT

Place Connection

Constructed of wood, this shelter evokes a connection to the neighborhood and maritime environments.

System Connection

Wood — as a common element of the shelter, benches, track cars and signage — makes system easily identifiable, reducing transfer stress and enhancing both safety and operational efficiency.

People Connection

Wood, as a renewable resource, connects people to the things that are irreplaceable — the beach, the boardwalk and surfboards.

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STATION LOCATIONS & DESIGN

In conformance with the decision to pursue intercity rail service and evaluation of ridership modeling, the ZIPJET project team has identified nine stations proposed for initial service. Outlined below are the proposed station locations and design features.

STATION LOCATIONS

Throughout the ZIPJET planning process, a number of station locations were considered, including those advanced from the Transit Corridor Alternatives Analysis, identified by community request or for seasonal/beach access, and options for the end-of-line service. The platform, design and basic features will be consistent across stations, but the layout and additional features like those shown below will vary.

Click the map below to see the stations being proposed for initial service and stations that were previously considered.

Proposed Stations for Initial Service

Stations Previously Considered

STATION DESIGN

POTENTIAL FEATURES

The layout and sometimes all each station would vary based on the location and the way riders access the station. The platform, design, and the basic features will be consistent across stations, however the layout and additional features, such as those shown below, will vary.

STATION DESIGN CONCEPT

A user centered design concept has been developed to represent the community and its people through the following design pillars:

- Place** — Physical environment, community culture and demographics
- System** — Cohesive system-wide identity with community pride, safety and service usability
- People** — User needs that support the journey from origin to destination

In addition to considerations for station locations, platform size, building standards and rail system requirements, design features will incorporate several other considerations:

- Security and safety
- Passenger experience
- Connectivity and multimodal travel (i.e. bicycle, bus, etc.)
- Navigation and wayfinding
- Future climate
- Sustainability conditions
- Maintainability

The images shown here represent conceptual design components developed at this stage for cost estimating purposes. The system would have a consistent station design theme, however individual stations could incorporate unique elements to represent neighborhood character.

INPUT OPPORTUNITY

While these concepts will be further refined in future project phases with community input, we would like preliminary input at this stage.

Submit

LEARN MORE

View the July 22, 2025 Informational Community Session that showcases three conceptual designs developed to represent the community and its people, while providing needed station features and a cohesive system-wide identity.

Public Engagement Summary

Zero Emission Passenger Rail and Trail

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ZERO EMISSION
PASSENGER RAIL AND TRAIL

WATSONVILLE/PAJARO
to
SANTA CRUZ



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STATION LOCATIONS & DESIGN

In conformance with the decision to pursue intercity rail service and evaluation of siting modeling, the ZEPRT project team has identified nine stations proposed for initial service. Outlined below are the proposed station locations and design features.

STATION LOCATIONS

Throughout the ZEPRT planning process, a number of station locations were considered, including those advanced from the Transit Corridor Alternatives Analysis, identified by community request or for seasonal/beach access, and options for the end-of-line service. The platform, design and basic features will be consistent across stations, but the layout and additional features like those shown below will vary.

Click the map tabs below to see the stations being proposed for initial service and stations that were previously considered.

Proposed Stations for Initial Service

Stations Previously Considered

STATION DESIGN

POTENTIAL FEATURES

The layout and amenities at each station would vary based on the location and the way riders access the station, the platform, design, and the basic features will be consistent across stations, however, the layout and additional features, such as those shown below, will vary.

STATION DESIGN CONCEPT

A user centered design concept has been developed to represent the connectivity and its people through the following design pillars:

- Place** — Physical environment, community culture and demographics
- System** — Cohesive system-wide identity with community pride, safety and service usability
- People** — User needs that support the journey from origin to destination

In addition to considerations for station locations, platform size, building standards and rail system requirements, design features will incorporate several other considerations:

- Security and safety
- Passenger experience
- Connectivity and multimodal travel (i.e. bicycle, bus, etc.)
- Navigation and wayfinding
- Future climate
- Sustainability conditions
- Maintainability

The images shown here represent conceptual design components developed at this stage for cost estimating purposes. The system would have a consistent station design theme, however, individual stations could incorporate unique elements to represent neighborhood character.

INPUT OPPORTUNITY

While these concepts will be further refined in future project phases with community input, we would like preliminary input at this stage.

Submit

LEARN MORE

View the July 22, 2023 Informational Community Session that showcases these conceptual designs developed to represent the community and its people, while providing needed station features and a cohesive system-wide identity.

Public Engagement Summary

Zero Emission Passenger Rail and Trail

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ZERO EMISSION
PASSENGER RAIL AND TRAIL



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CONCEPTUAL OPERATIONS

TRAVEL TIME

Preliminary conceptual operations modeling developed for ZEPPT estimates end-to-end travel time over a 22-mile single-track route for daily passenger rail service on the Branch Line.

OPERATIONS MODEL FACTORS

Headways: Duration between trains at a given station (the State Rail Plan envisions intercity passenger rail service commencing around the year 2040 with departures every 30 minutes, but 60-minute headways could be considered for initial service with no impact to projected end-to-end travel time).

Meet & Pass Events: Allows trains traveling in opposite directions on a single line track to pass one another by stopping at a designated side track along the route. The draft project concept includes five meet and pass events currently proposed in the West Watsonville, Spring Valley Road, Rio del Mar, Capitola Station and Seabright Station areas.

Freight Rail Interface: Future intercity passenger rail service would be temporally separated from freight and passenger excursion trains.

PASSENGER RAIL VEHICLE CONCEPT

The ZEPPT project will use multiple unit trains (such as the zero-emission Stadler FLIRT) as they are most compatible with the Branch Line service.

TRAIN FEATURES

- Passenger capacity (110-225 seats)
- Interoperability with freight & commuter systems
- Multiple propulsion options (Battery, hydrogen, diesel, hybrid)

PASSENGER FEATURES

- Level boarding for bicycles & mobility devices
- Quiet operation with hydrogen or battery propulsion
- Variety of interior amenity possibilities
- Sleek and modern appearance

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

Service of the FLIRT multiple-unit vehicle was recently launched.

[View Example Video](#)

NORTH COUNTY TRANSIT DISTRICT OF SAN DIEGO

Caltrans and North County Transit District are currently procuring multiple unit vehicles to provide passenger service along corridor similar to the Branch Line.

Photo Source: NCTD

[View Example Video](#)

DALLAS AREA RAPID TRANSIT

Operators in other states are also using multiple unit vehicles.

Photo Source: DART

[View Example Video](#)

ZEPPT VEHICLE SETS

The number of vehicles needed for Branch Line service will be based on ridership demand forecast and requirements for a time-competitive service operating between Pajaro and Santa Cruz. Conceptual operations planning identified a fleet size of five vehicles to accommodate regularly scheduled 30-minute service, including spares for vehicle maintenance. Fleet requirements will be confirmed as the ZEPPT project advances.

LEARN MORE

To learn more, view a recording of the April 1, 2025 Informational Community Session, which includes content on the Rail Vehicle Concept.

[Recording of the April 1, 2025 Informational Community Session](#)

NETWORK INFRASTRUCTURE

Infrastructure improvements needed to support a safe, efficient, and reliable passenger rail service could include any or all of the following:

LEARN MORE

To learn more about railroad bridge infrastructure assessments, view a recording of our Informational Community Session from March 12, 2025.

[Recording of our Informational Community Session](#)

LAYOVER & MAINTENANCE FACILITY

A layover & maintenance facility allows for storage of vehicles and maintenance equipment and materials, and for operators to carry out essential maintenance tasks to ensure trains are safe and in optimal working condition. This may include cleaning, inspection, or repairing various components as well as refueling hydrogen tanks or recharging batteries.

A conceptual facility site has been identified in the Watsonville area west of Highway 1 off of the Branch Line corridor. Refer to the map below.

[Click to enlarge](#)

Public Engagement Summary

Zero Emission Passenger Rail and Trail

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ZERO EMISSION
PASSENGER RAIL AND TRAIL



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CONCEPTUAL OPERATIONS

TRAVEL TIME

Preliminary conceptual operations modeling developed for ZEPT estimates end-to-end travel time over a 22-mile single-track route for daily passenger rail service on the Branch Line.

40-55 MINUTES

Includes one station

SANTA CRUZ

PAJARO/ WATSONVILLE

OPERATIONS MODEL FACTORS

Headways: Duration between trains at a given station (the State Rail Plan envisions intercity passenger rail service commencing around the year 2040 with departures every 30 minutes, but 60-minute headways could be considered for initial service with no impact to projected end-to-end travel time).

Meet & Pass Events: Allows trains traveling in opposite directions on a single line track to pass one another by stopping at a designated side track along the route. The draft project concept includes five meet and pass events currently proposed in the West Watsonville, Spring Valley Road, Rio del Mar, Capitola Stations and Seaside Station areas.

Freight Rail Interface: Future intercity passenger rail service would be temporally separated from freight and passenger excursion trains.

PASSENGER RAIL VEHICLE CONCEPT

The ZEPT project will use multiple unit trains (such as the zero-emission Stadler FLIRT) as they are most compatible with the Branch Line service.

TRAIN FEATURES

- Passenger capacity (110-225 seats)
- Interoperability with freight & commuter systems
- Multiple propulsion options (battery, hydrogen, diesel, hybrid)

PASSENGER FEATURES

- Level boarding for bicycles & mobility devices
- Quiet operation with hydrogen or battery propulsion
- Variety of interior amenity possibilities
- Sleek and modern appearance

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

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NORTH COUNTY TRANSIT DISTRICT OF SAN DIEGO

Caltrans and North County Transit District are currently procuring multiple unit vehicles to provide passenger service along corridors similar to the Branch Line.

Photo Source: MCTD

[View Example Video](#)

DALLAS AREA RAPID TRANSIT

Operators in other states are also using multiple unit vehicles.

Photo Source: DART

[View Example Video](#)

ZEPT VEHICLE SETS

The number of vehicles needed for Branch Line service will be based on ridership demand forecast and requirements for a time-competitive service operating between Pajaro and Santa Cruz. Conceptual operations planning identified a fleet size of five vehicles to accommodate regularly scheduled 30-minute service, including spares for vehicle maintenance. Fleet requirements will be confirmed as the ZEPT project advances.

LEARN MORE

To learn more, view a recording of the April 1, 2025 Informational Community Session, which includes content on the Rail Vehicle Concept.

[Recording of the April 1, 2025 Informational Community Session](#)

NETWORK INFRASTRUCTURE

Infrastructure improvements needed to support a safe, efficient, and reliable passenger rail service could include any or all of the following:

Active warning device and interface of public highway and pedestrian rail grade crossings

Stations, platforms, and more

Operations control center

LEARN MORE

To learn more about railroad bridge infrastructure assessments, view a recording of our Informational Community Session from March 12, 2025.

[Recording of our Informational Community Session](#)

LAYOVER & MAINTENANCE FACILITY

A layover & maintenance facility allows for storage of vehicles and maintenance equipment and materials, and for operations to carry out essential maintenance tasks to ensure trains are safe and in optimal working condition. This may include cleaning, inspection, or repairing various components as well as refueling hydrogen tanks or recharging batteries.

A conceptual facility site has been identified in the Watsonville area west of Highway 1 off of the Branch Line corridor. Refer to the map below.

[Click to enlarge](#)

Public Engagement Summary

Zero Emission Passenger Rail and Trail

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ZERO EMISSION
PASSENGER RAIL AND TRAIL



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CONCEPTUAL OPERATIONS

TRAVEL TIME

The iterative conceptual operations modeling developed for ZEPT estimates end-to-end travel time over a 22-mile single-track route for daily passenger rail service on the Branch Line.

OPERATIONS MODEL FACTORS

Headways: Duration between trains at a given station (the State Rail Plan emissions-friendly passenger rail service connecting around the year 2040 with departures every 30 minutes, but 40-minute headways could be considered for initial service with no impact to projected end-to-end travel time).

Meet & Pass Event: Allows trains traveling in opposite directions on a single line track to pass one another by stopping at a designated side-track along the route. The draft project concept includes five meet and pass events currently proposed in the west Watsonville, Spring Valley Road, Rio del Mar, Capitola Station and Seabright Station areas.

Freight Rail Interface: Future intercity passenger rail service would be temporarily separated from freight and passenger excursion trains.

PASSENGER RAIL VEHICLE CONCEPT

The ZEPT project will use multiple unit trains (such as the zero-emission Stadler FLIRT) as they are most compatible with the Branch Line service.

TRAIN FEATURES

- Passenger capacity (110-225 seats)
- Interoperability with freight & commuter systems
- Multiple propulsion options (battery, hydrogen, diesel, hybrid)

PASSENGER FEATURES

- Level boarding for bicycles & mobility devices
- Quiet operation with hydrogen or battery propulsion
- Variety of interior amenity possibilities
- Stylish and modern appearance

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

Service of the FLIRT multiple unit vehicle was recently launched.

[View Example Video](#)

NORTH COUNTY TRANSIT DISTRICT OF SAN DIEGO

Caltrans and North County Transit District are currently procuring multiple unit vehicles to provide passenger service along corridors adjacent to the Branch Line.

Photo Source: MCTD

[View Example Video](#)

DALLAS AREA RAPID TRANSIT

Operators in other states are also using multiple unit vehicles.

Photo Source: DART

[View Example Video](#)

ZEPT VEHICLE SETS

The number of vehicles needed for Branch Line service will be based on ridership demand forecast and requirements for a time-competitive service operating between Pajaro and Santa Cruz. Conceptual operations planning identified a fleet size of five vehicles to accommodate regularly-scheduled 30-minute service, including spares for vehicle maintenance. Fleet requirements will be confirmed as the ZEPT project advances.

LEARN MORE

To learn more, view a recording of the April 1, 2025 International Community Session, which includes content on the Rail Vehicle Concept.

[Recording of our International Community Session](#)

NETWORK INFRASTRUCTURE

Infrastructure improvements needed to support a safe, efficient, and reliable passenger rail service could include any or all of the following:

Layover & Maintenance Facility

LEARN MORE

To learn more about railroad bridge infrastructure assessments, view a recording of our International Community Session from March 12, 2025.

[Recording of our International Community Session](#)

LAYOVER & MAINTENANCE FACILITY

A layover & maintenance facility allows for storage of vehicles and maintenance equipment and materials, and for operators to carry out essential maintenance tasks to ensure trains are safe and in optimal working condition. This may include cleaning, inspection, or repairing various components as well as refueling hydrogen tanks or recharging batteries.

A conceptual facility site has been identified in the Watsonville area west of Highway 1 off of the Branch Line corridor (refer to the map below).

San Bernardino County Transportation Authority Layover & Maintenance Facility in San Bernardino, California

[Click to enlarge](#)

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Zero Emission Passenger Rail and Trail

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PROPOSED CONCEPTUAL RAIL & TRAIL ALIGNMENT

The project's proposed conceptual rail and trail alignment is shown below and takes into consideration the extensive community and stakeholder feedback that has been received to date.

ALIGNMENT DESIGN

The initial conceptual alignment, presented in summer 2024, was designed to fit in the existing rail corridor where feasible while accommodating both the rail and trail and also optimizing operations to allow for train travel speeds that would reduce end-to-end system total travel time.

Since then, refinements to the proposed rail and trail alignments have included:

- Areas where the rail line currently runs in the roadway
- Areas of potential right-of-way constraints and that may not be able to meet existing regulatory or customer requirements
- Considerations for trail segments that are constructed or currently in design

Based on these refinements and ongoing coordination with stakeholders and interested parties, the following describes where the proposed alignment has changed:

- DOWNTOWN WATSONVILLE: L. L. MALLARD STREET ALIGNMENT**
- WATSONVILLE TRAIL SEGMENT 10-19**

Routes the trail out of the constrained rail corridor onto San Antonio Road (near the intersection with Santa Clara Drive) to Beach St. The trail would follow W. Beach Street (between Watsonville where it would turn south onto Redwood Street toward the Pajaro River. This alignment allows for better access to the trail via San Antonio Road and W. Beach Street. It also improves trail safety by moving the trail away from rail crossings and prioritizing vehicle access in the industrial zone while providing better connectivity connections from the trail to downtown Watsonville and Pajaro.

Click to enlarge

- TRAIL SEGMENTS 10-15 SUMMIT AVE. TO LA SELVA BLVD
- LA SELVA COLLEGE ALIGNMENT AND STATION LOCATION
- CAPITOLA RAIL AND TRAIL BRIDGE DESIGN CONCEPT
- CAPITOLA TRAIL ALIGNMENT
- SANTA CRUZ BEACH STREET ALIGNMENT OPTION
- SANTA CRUZ END-OF-LINE STATION

INTERACTIVE COMMENT MAP

Use the below live comment map below to share your input on the proposed conceptual rail and trail alignment. The comment map is a live map where you can click on the map, type your comment, and select the comment topic. Other participants will be able to see your plot and comment type; not will be able to see your comment.

The proposed conceptual alignment below is a draft for review and discussion only showing a 24-foot rail alignment footprint (12-foot for the rail corridor in both directions and 12-foot for alignment easement). The actual width of the alignment will vary. The aerial imagery displayed may not accurately depict conditions along the proposed alignment in all locations.

GRADE CROSSINGS

A grade crossing is where a road, street, or sidewalk crosses railroad tracks at the same level. The 20241 report has developed conceptual designs for 50 grade crossings to improve safety. The below grade crossing safety measures are among the suite of designed features that would be specific to optimize safety throughout the rail corridor while implementation of general safety measures will be considered in a future phase of project planning. The grade crossings have been designed to meet standards required for quiet zone certification.

SAFETY MEASURE EXAMPLES

Grade Crossing Lights

Proximity Crossing Sensor System (PSS)

Proximity Crossing Sensor System (PSS)

LEARN MORE

To learn more about grade crossings, noise, and quiet zones, view a recording of our Informational Community Session from December 14, 2024.

DRAFT CONCEPTUAL ALIGNMENT STRIP MAPS

In addition to the Interactive Comment Map above, Draft Conceptual Alignment Strip Maps are provided below for your review. The maps are ordered geographically along the proposed alignment from Santa Cruz south to Watsonville. The maps are ordered:

- West Santa Cruz Sheet 1 of 2
- West Santa Cruz Sheet 2 of 2
- East Santa Cruz
- West Capitola
- East Capitola
- Adrian
- Elgin
- La Selva Beach
- San Antonio Rd. (near Santa Clara Dr.)
- San Antonio Rd. (near Santa Clara Dr.)
- Capitola Street
- West Watsonville
- Downstream Watsonville Junction
- West Santa Clara Rd. (Coastal Rail Trail Alignment)
- East Santa Clara Rd. (Coastal Rail Trail Alignment)
- Watsonville Beach St. (Coastal Rail Trail Alignment)

LEARN MORE

View the conceptual alignment strip maps that were presented during Milestone 2 in summer 2024 to compare how the proposed conceptual alignment has changed.

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Zero Emission Passenger Rail and Trail

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PROPOSED CONCEPTUAL RAIL & TRAIL ALIGNMENT

The project's proposed conceptual rail and trail alignment is shown below and takes into consideration the extensive community and stakeholder feedback that has been received to date.

ALIGNMENT DESIGN

The initial conceptual alignment, presented in summer 2024, was designed to fit in the existing rail corridor where feasible while accommodating both the rail and trail and also optimizing operations to allow for train head-on speeds that would reduce end-to-end system total travel time.

Since then, refinements to the proposed rail and trail alignments have included:

- Areas where the trail line currently runs in the median
- Areas of constrained right-of-way where the rail and trail may not both fit while meeting rail regulatory clearance requirements
- Considerations for trail segments that are constructed on currently idle lands

Based on these refinements and ongoing coordination with stakeholders and interested parties, the following describes where the proposed alignment has changed:

- DOWNTOWN WATSONVILLE WALLER STREET ALIGNMENT**
- WATSONVILLE TRAIL SEGMENTS 17B-19**
- TRAIL SEGMENTS 13-15 (SUMMER AVE, DO LA SIENA BLVD)**
- CARROLL COLLEGE ALBANYWAY AND STATION LOCATION**
- CAPITOLA RAIL AND TRAIL BRIDGE DESIGN CONCEPT**
- CAPITOLA TRAIL ALIGNMENT**

The Draft Project Concept for the Coastal Trail has been approximately 3000 feet from 4th Avenue to 10th Avenue. The Monterey Avenue to Green Lane includes the original alignment of the Monterey Bay Electric. The Santa Cruz Trail has been moved from the beach line. Right-of-way constraints of the rail corridor through these areas have been identified. Alternatives to address these constraints will be evaluated as the project continues to advance through the environmental process.

SANTA CRUZ BEACH STREET ALIGNMENT OPTION

SANTA CRUZ TWO-DECK STATION

INTERACTIVE COMMENT MAP

Use the View Form comment map below to share your input on the proposed conceptual rail and trail alignment. To comment, drop a pin on the specific area, type your comment, and select the comment topic. Other participants will be able to see your pin and comment type, but not the content of your comment.

The proposed conceptual alignment below is a draft for review and discussion only showing a 24-foot rail alignment footprint (12 feet from the rail corridor in both directions) and 10-foot trail alignment footprint. The actual width of the alignments will vary. The aerial imagery displayed may not accurately depict conditions along the proposed alignment at all locations.

GRADE CROSSINGS

A grade crossing is where a road, street, trail or railroad crosses railroad tracks at the same level. The project has developed conceptual designs for 10 grade crossings to improve safety. The below grade crossing safety measures are among the suite of design features that would be used to optimize safety throughout the rail corridor while implementation of potential quiet zones will be considered in a future phase of project planning. The grade crossings have been designed to meet standards required for quiet zone establishments.

SAFETY MEASURE EXAMPLES

High Intensity Activated Crosswalk (HIAC) for eastbound crossing of the Coastal Rail Trail

LEARN MORE

To learn more about grade crossings, noise, and quiet zones, view a recording of our informational Community Session from December 14, 2024.

DRAFT CONCEPTUAL ALIGNMENT STRIP MAPS

In addition to the Interactive Comment Map above, below are current proposed conceptual alignment strip maps are provided for your review. The maps are ordered geographically along the proposed alignment from Santa Cruz and continuing east to Watsonville/Pajaro.

- West Santa Cruz Street 1 of 2
- West Santa Cruz Street 2 of 2
- East Santa Cruz
- West Capitola
- East Capitola
- Atlix
- Rio del Mar
- La Jolla Beach
- San Andreas Rd. from Santa Cruz Rd
- San Andreas Rd. from Buena Vista Dr
- Watkins Slough
- West Watsonville
- Monterey Avenue to Green Lane
- West San Andreas Rd. - Coastal Rail Trail Alignment
- East San Andreas Rd. - Coastal Rail Trail Alignment
- Watsonville Beach Dr. Coastal Rail Trail Alignment

LEARN MORE

View the conceptual alignment strip maps that were presented during Milestone 2 in summer 2024 to compare how the proposed conceptual alignment has changed.

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- CONCEPTUAL PREPARATIONS
- PROPOSED CONCEPTUAL RAIL & TRAIL ALIGNMENT**
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- YOUR FEEDBACK

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PROPOSED CONCEPTUAL RAIL & TRAIL ALIGNMENT

The project's proposed conceptual rail and trail alignment is shown below and takes into consideration the extensive community and stakeholder feedback that has been received to date.

ALIGNMENT DESIGN

The initial conceptual alignment, presented in summer 2024, was designed to fit in the existing rail corridor where feasible while also accommodating both the rail and trail and also optimizing operations to allow for train travel speeds that would reduce end-to-end system total travel time.

Since then, refinements to the proposed rail and trail alignments have included:

- Areas where the rail line currently runs in the median
- Areas of constrained right-of-way where the rail and trail may not both be while meeting rail regulatory clearance requirements
- Considerations for trail segments that are constructed or currently in design

Based on these refinements and ongoing coordination with stakeholders and interested parties, the following describes where the proposed alignment has changed:

- DOWNTOWN WATSONVILLE WALKER STREET ALIGNMENT**
- WATSONVILLE TRAIL SEGMENTS 17B-19**
- TRAIL SEGMENTS 19-21 (DUMMER AVE. TO LA SELVA BLVD.)**
- CARBELLO COLLEGE ALIGNMENT AND STATION LOCATION**
- CAPTOLA RAIL AND TRAIL BRIDGE DESIGN CONCEPT**
- CAPTOLA TRAIL ALIGNMENT**
- SANTA CRUZ BEACH STREET ALIGNMENT OPTION**
- SANTA CRUZ END-OF-LINE STATION**

Proposed end of the line station on the west side of Santa Cruz near National Bridges Dr., with an alternative end-of-line station at Depot Park, the West Side Market and Bridges Dr. location provides service for current and future development in west Santa Cruz.

INTERACTIVE COMMENT MAP

Use the interactive comment map below to share your input on the proposed conceptual rail and trail alignments. To comment, drop a pin on the specific area, type your comment, and select the comment topic. Other participants will be able to see your pin and comment type but will not be able to see your comment.

The proposed conceptual alignment below is a draft for review and discussion only showing a 28-foot rail alignment footprint (12 feet from the rail corridor in both directions) and 12-foot trail alignment footprint. The actual width of the alignments will vary. The aerial base map displayed may not accurately depict conditions along the proposed alignment in all locations.

GRADE CROSSINGS

A grade crossing is where a road, street, trail or railroad crosses railroad tracks at the same level. The 2025 project has developed conceptual designs for 26 grade crossings to improve safety. The following grade-crossing safety measures are among the suite of design features that would be used to optimize safety throughout the rail corridor. While implementation of potential safety measures will be considered in a future phase of project planning, the grade crossings have been designed to meet standards required for quiet car enforcement.

SAFETY MEASURE EXAMPLES

LEARN MORE
To learn more about grade crossings, noise, and quiet zones, view a recording of our Informational Community Session from December 16, 2024.

DRAFT CONCEPTUAL ALIGNMENT STRIP MAPS

In addition to the interactive Comment Map above, links to current proposed conceptual alignment strip maps are provided here for your review. The maps are ordered geographically along the proposed alignment from West Santa Cruz and continuing east to Watsonville. The maps are ordered:

- West Santa Cruz Street 1 of 2
- West Santa Cruz Street 2 of 2
- East Santa Cruz
- West Capitola
- East Capitola
- Altos
- Highland Park
- La Selva Blvd.
- San Antonio Rd., Inner San Jose Valley Blvd.
- San Antonio Rd., Inner Santa Rosa Dr.
- Watkins Road
- West Watsonville
- Downtown Watsonville/Reyes Junction
- West San Antonio Rd., Central Rail Trail Alignment
- East San Antonio Rd., Central Rail Trail Alignment
- Watsonville Beach St., Central Rail Trail Alignment

LEARN MORE
View the conceptual alignment strip maps that were presented during Milestone 2 in summer 2024 to compare how the proposed conceptual alignment has changed.

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025

ZERO EMISSION
PASSENGER RAIL AND TRAIL



Virtual Open House

- PROJECT OVERVIEW
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PROJECT COST

The RTC has used industry standard methodology and tools to prepare preliminary conceptual capital cost and baseline annual operations and maintenance cost estimates for the ZEPRT passenger rail service. These cost estimates will be refined as the project advances.

WHAT IS INCLUDED IN THE COST ESTIMATE?

CAPITAL COSTS

Design and construction of the conceptual project based on the level of design completed to date, with contingency applied.

- Guideway & track elements
 - Track construction
 - Grade crossing improvements
 - Rail bridges and infrastructure
- Stations
- Support facilities
 - Layover and maintenance facility
- Signals, systems and communications
- Right-of-way acquisitions, land and other improvements
- Hydrogen multiple unit vehicles
- Professional services
- Contingency costs

OPERATING & MAINTENANCE EXPENSES

Day-to-day costs to operate and maintain the ZEPRT passenger rail service, based on operating schedule, run times, headways, etc.

- Vehicle operations
- Maintenance and repairs
- Personnel costs
- General administration and other expenses

CAPITAL COST ESTIMATE

Capital costs are estimated using an Average Unit Bid Cost Estimate, which uses unit price data collected over a broad range of relevant local, regional, and national projects, and applies the weighted average unit price to develop a rough order of magnitude cost.

The cost estimate is calculated using the FRA Standard Cost Category Workbook and is presented in 2025 dollars.

The estimated cost also includes a contingency line item typical of a project at the early phases of design. The contingency is intended to account for the risks associated with the environmental process and final design, as well as changes that may occur to the Project as development advances. As these subsequent phases advance, the contingency is a tool for the agency to account for changes that increase cost as needed, or to reduce overall project costs if risks are retired without additional costs.



COST ESTIMATE ASSUMES AN AT-GRADE ALIGNMENT ON BEACH STREET IN SANTA CRUZ, WITH A TOTAL COST ESTIMATE OF APPROXIMATELY \$4.28 BILLION.

Based on further refinement of the conceptual design through the Beach Street corridor, estimated capital costs would vary depending on potential structure design or infrastructure improvements.

Includes certain grading and construction costs for segments of the Coastal Rail Trail where the trail is within the rail corridor, but excludes costs for major trail structures (such as bridges) as well as costs for the trail where it is located outside of the rail corridor.

COST CATEGORY	ESTIMATED COST (MILLIONS)
Guideway & Track Elements	\$729.3
Stations	\$80.3
Support Facilities	\$253.6
Sitework & Special Conditions	\$740.2
Systems	\$152.5
CONSTRUCTION SUBTOTAL	\$1,955.9
Right-of-Way, Land & Other Improvements	\$215.7
Vehicles	\$145.4
Professional Services	\$684.6
SUBTOTAL	\$1,045.6
Contingency	\$1,283.3
TOTAL PROJECT COST (2025 Dollars)	\$4,284.8

OPERATING EXPENSES ASSUMPTIONS

Below shows reasonable assumptions made regarding operations of the passenger rail to develop an operations and maintenance estimate.

CATEGORY	ASSUMPTION
Service Pattern	All-day end-to-end service, a one-way trip of 22 miles
Operating Hours	6:00 a.m. to 10:00 p.m. every day
Operating Days	365 days per year
End-to-End Run Time	45 minutes

A benchmark cost estimate was used for operations expenses, comparing various similar transit services that operate electric or diesel multiple-unit trains on a single line. Currently no historical data is available for operation of a hydrogen powered train. Looking at similar service, operating costs vary considerably between different agencies within the same region based on when labor agreements were negotiated for their contracts.

ANNUAL OPERATING EXPENSES ESTIMATE

The preliminary rough order-of-magnitude cost estimate to annually operate and maintain the ZEPRT service between Santa Cruz and Pajaro is presented below in 2025 dollars, based on transit industry averages for peer U.S. operations in the Federal Transit Administration (FTA) National Transit Database.

The average estimate for annual operation and maintenance expenses is \$34,000,000 for 30-minute headway service. Annual operating expenses may be higher due to the historical experience of Santa Cruz METRO labor agreements and the uncertainty around hydrogen-fueled train operations, a technology which is undergoing rapid development and change. To account for these variables, a with contingency of +20% has been applied to the average estimate.

HEADWAY	AVERAGE	CONTINGENCY
30-Minutes	\$34,000,000	\$41,000,000
60-Minutes	\$17,000,000	\$21,000,000

The operations and maintenance cost estimate does not include major maintenance or rehabilitation of structures.



LEARN MORE

View the [June 9, 2025 Informational Community Session](#) that provides further details regarding ZEPRT ridership projections and cost estimates.

Public Engagement Summary

Zero Emission Passenger Rail and Trail

Milestone 4: March - August 2025

ZERO EMISSION
PASSENGER RAIL AND TRAIL



ZERO EMISSION
PASSENGER RAIL AND TRAIL

WATSONVILLE/PAJARO
to
SANTA CRUZ

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PROJECT SCHEDULE

The final Project Concept Report is anticipated to be considered by the RTC Commission in fall 2025.

CURRENT PROJECT PHASE

Anticipated key milestones are occurring throughout the development of the ZEPRT Project Concept Report. This phase of work includes development of a Project Description, and Preliminary Purpose and Need Statement, alternatives analysis and environmental screening of preliminary rail and trail conceptual alignments, refinement of conceptual alignments into one preferred build concept, and preparation of draft and final Project Concept Report.

POTENTIAL PROJECT NEXT STEPS

COMPLETED PROJECT CONCEPT REPORT

The RTC will complete and document key understandings and outcomes as well as the outreach conducted for this current phase to inform and advance future project activities. The RTC needs to secure and prioritize funding in order to advance the ZEPRT project into the next steps of preliminary engineering and environmental review, subject to the RTC Commission's approval.

CONTINUE BROAD STAKEHOLDER ENGAGEMENT AND COORDINATION

Together with key stakeholders and partner agencies, continue to cooperatively identify and define needs, issues, challenges and opportunities related to implementation of passenger rail service from Pajaro to Santa Cruz, and to collect further inputs to define next steps and confirm the scope and schedule of the project.

CONTINUE RESILIENCY PLANNING FOR BOTH RAIL & TRAIL ALONG THE BRANCH LINE

Caltrans awarded the RTC a Sustainable Transportation Planning Grant to develop a plan for climate resilience of the ZEPRT corridor. Technical analysis of existing conditions and climate hazards will inform project concepts at the four most vulnerable locations along the ZEPRT corridor: Capitola bluffs, La Selva/Manresa bluffs, Harkins Slough Rail Crossing, and Pajaro River Rail Bridge. The project concepts will be developed for short (2030), medium (2050) and long-term (2100) climate projections that consider protection, accommodation and/or retreat strategies from climate hazards at these vulnerable locations.

IDENTIFY POTENTIAL FUNDING SOURCES AND OTHER OPTIONS FOR PROJECT ADVANCEMENT

Consider anticipated federal and state grant and formula funding sources and the potential for public-private partnerships to strategically advance the project through planning, design, permitting, construction and implementation in a manner that meets demand for the service and funding availability.

PROJECT CONCEPT REPORT

MILESTONES AND ENGAGEMENT OPPORTUNITIES

MILESTONE 1 WINTER 2024	- PRELIMINARY PURPOSE AND NEED STATEMENT - PROJECT LOOK AHEAD
MILESTONE 2 SUMMER 2024	- CONCEPTUAL ALIGNMENTS - ZERO EMISSION VEHICLE TYPES
MILESTONE 3 FALL 2024	- ONGOING CONCEPTUAL ALIGNMENT UPDATES - STATION LOCATIONS AND FEATURES - RIDERSHIP APPROACH
MILESTONE 4 SUMMER 2025	- DRAFT PROJECT CONCEPT - PRELIMINARY COST ESTIMATES - NEXT STEPS FOR PROJECT DEVELOPMENT

Click to enlarge

Throughout these activities, meaningful, proactive, and focused public and stakeholder outreach continues to occur, including virtual and in-person meetings.

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YOUR FEEDBACK

Thank you for participating in this Virtual Open House. RTC and its project partners are committed to meaningful public engagement throughout the project's lifecycle. Community participation is vital in minimizing impacts while meeting the needs of riders, bicyclists and pedestrians. **There are many voices in our community, and we want to hear yours.**

SUBMIT A COMMENT

We want your input! View the full Draft Project Concept Report on the [ZEPRT website](#) under the Resources section. Please complete this form to submit your questions and comments or you can email us. The RTC is accepting feedback from **June 12 through August 22, 2025.**

Name *

First Name Last Name

Email *

example@example.com

City

Organization

Would you like to be added to our project mailing list? *

☐ Yes
☐ No

Comment or Question

Submit

STAY CONNECTED

Stay up-to-date on the project by participating in the following ways:

- MAILING LIST**
Join our mailing list using the form on this page.
- EMAIL**
[Email us](#) questions or comments
- PROJECT WEBSITE**
To connect with us, ask questions and provide additional input, visit [sccrtc.org/zeprt](#) to check for future details about additional engagement opportunities being planned over the coming months.
- COMMUNITY ENGAGEMENT**
Join the RTC at upcoming events to learn more about the Draft Project Concept, ask questions, and provide feedback. **Click the arrows below to view detailed dates, times, and information.**

INFORMATION SESSION: PRESENTATION ON CONCEPTUAL STATION DESIGN OPTIONS

Tuesday, July 22
6-7:15 p.m.

In-Person
RTC office, 1101 Pacific Ave., Ste. 250, Santa Cruz

Virtually on Zoom
Zoom login:
<https://hdhnc.zoom.us/j/99161913341>

- Webinar ID: 991 6191 3341
- Passcode: 874260
- Dial-In: 408-638-0968

OFFICE HOURS

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