



Regular Public Session of March 24, 2026

Santa Cruz Port Commission MINUTES

Commission Members Present:

Reed Geisreiter	Chair
Robert DeWitt	Vice-chair
Stephen Reed	Commissioner
Toby Goddard	Commissioner
Bill Lee	Commissioner

REGULAR PUBLIC SESSION – 5:30 PM

Chair Geisreiter convened the regular public session at 5:30 PM at the Harbor Public Meeting Room, 365 A Lake Avenue, Santa Cruz, CA (hybrid meeting platform).

1. Pledge of Allegiance
2. Oral Communication

Commissioner Goddard suggested sending a letter to the California Fish and Game Commission reaffirming the Commission's opposition to Petition 2023-33MPA, a proposed Marine Protected Area (MPA) regulation change petition that would, in part, designate one new State Marine Reserve (SMR) and expand the boundary of one existing SMR affecting the Natural Bridges and Pleasure Point areas. He stated that the proposal lacks sufficient scientific support and would significantly restrict fishing activities. He noted that the Commission has previously expressed opposition to this same proposal in prior correspondence.

There was consensus from the Commission to submit a letter reaffirming prior opposition to the regulatory change requested in Petition 2023-33MPA.

Vice-chair DeWitt provided a brief overview of the inaugural meeting of the Santa Cruz and San Benito chapter of the California Special Districts Association (CSDA), which he attended on March 30, 2026.

CONSENT AGENDA

3. Approval of Minutes
 - a) Special Public Budget Meeting of February 10, 2026
 - b) Regular Public Meeting of February 24, 2026
4. Approval of Long-Term Lease and Month-to-Month Sublease – 365B Lake Avenue (Tenant: Beacon Pointe Advisors, Subtenant: Boxine USA, Inc.)

5. Approval of Month-to-Month Rental Agreement for 413 Lake Avenue, Suite 101 & 102 (Tenant: Galaxy Ventures, LLC)

Discussion: In regard to Item 3b, Commissioner Goddard requested that the February 24, 2026, minutes be revised to clarify the structure of the installment sale agreement, prepayment terms, and the mechanisms that ensure compliance with existing bond covenants.

In regard to Item 5, Commissioner Goddard requested that the premises map be revised to more clearly delineate the boundaries of Suites 101 & 102.

MOTION: Motion made by Commissioner Reed, seconded by Commissioner Lee, to approve consent agenda items 3 through 5, with the suggested revisions to items 3b and 5.

- *Motion carried unanimously.*

REGULAR AGENDA

6. Award of Contract for Demolition and Reconstruction of G and X Dock Project (NTE \$10,402,612)

Discussion: Port Director MacLaurie stated that a request for proposals for the Demolition and Reconstruction of G and X Dock Project was advertised, commencing March 1, 2026. She stated that one bid was received from Cushman Contracting Corporation ("Cushman") in the amount of \$9,456,920

Port Director MacLaurie stated that staff is recommending an increased contingency amount of 15 percent due to the scale and complexity of the project. She provided the figures below that represent the estimated construction budget based on Cushman's bid:

Contract Amount	\$ 9,456,920
<u>Contingencies (approx. 15%)</u>	<u>\$ 1,418,538</u>
Total Construction Cost	\$ 10,875,458

Port Director MacLaurie stated that the Waterboard has authorized a one-time allowance to exceed the annual 80-pile replacement limit to allow demolition and reconstruction of G and X Dock within the 2026 work window (June 15, 2026, through November 30, 2026).

Facilities & Maintenance Engineering (FME) Manager Wulf stated that the project scope includes the replacement of floating docks, piles, and associated utilities. He stated that all piles will be replaced, except for approximately 10-12 piles that were installed as part of the 2023 Pile Replacement Project.

Port Director MacLaurie stated that it is the District's expectation that a

substantial portion of the project costs (currently projected at approximately 75 percent) will be reimbursed by CalOES. She noted that non-storm damaged piles scheduled for replacement may not be eligible for reimbursement, but staff will work with CalOES and provide justification to support reimbursement to the fullest extent allowable.

MOTION: Motion made by Vice-chair DeWitt, seconded by Commissioner Lee, to award a contract with Cushman Contracting Corporation in the amount of \$9,456,920 for the Demolition and Reconstruction of G and X Dock Project; authorize the Port Director to execute the contract; authorize a 15 percent contingency (\$1,418,538) for a total not-to-exceed amount of \$10,875,458; and approve an appropriation in the FY27 budget for the contract amount plus contingency.

- *Motion carried unanimously.*

7. Consider Allocation of Slip F-19 and Authorization of a Public Benefit Discount for the Santa Cruz Yacht Club Junior Sailing Program

Discussion: Harbormaster Anderson provided an overview of the proposed allocation of slip F-19 to the Santa Cruz Yacht Club (SCYC) Junior Sailing Program and stated that the use of Slip F-19 by the Junior Sailing Program would provide several benefits to both the program and the harbor, including:

- Demonstrating District support for youth sailing and maritime education programs that help cultivate future harbor users.
- Reducing vessel congestion near the public FF-Dock hand launch and FF-Dock turning basin, an area that also supports the UCSC Sailing Program and multiple charter vessels.
- Reducing roadway congestion and pedestrian-vehicle conflicts associated with the current practice of transporting dinghies by hand on dollies from the junior yard to the hand launch facility.
- Improving safety by minimizing the need for young sailors to launch and retrieve boats at the public hand launch, which can pose challenges and limitations for younger participants.
- Providing operational flexibility in advance of the planned west side seawall improvement project. If Slip F-19 were assigned to a large catamaran from the waitlist, that vessel will potentially require relocation during construction, depending on vessel width.

Andreas Kesting, SCYC Junior Program Director, thanked the Commissioners for their consideration.

The Commission expressed appreciation for the SCYC Junior Program and thanked staff for providing a detailed report.

MOTION: Motion made by Commissioner Goddard, seconded by Commissioner Reed, to authorize the allocation of slip F-19 for use by the Santa Cruz Yacht Club Junior

Sailing Program, authorize a public benefit discount reducing slip rent for F-19 by 50%, and authorize the execution of a slip license agreement with the Santa Cruz Sailing Foundation for the use of slip F-19.

- *Motion carried. Commissioner DeWitt abstained.*

8. Approval of Cash/Payroll Disbursements – February 2026 (*There was no discussion on this agenda item*)

MOTION: Motion made by Vice-chair DeWitt, seconded by Commissioner Goddard, to approve cash and payroll disbursements for February 2026, in the amount of \$1,246,922.88.

- *Motion carried unanimously.*

INFORMATION

9. Port Director's Report (*There was no discussion on this agenda item*)

10. Harbormaster's Report

Harbormaster Anderson stated that the City of Santa Cruz is supportive of funding an early start to the seasonal water taxi service, tentatively scheduled to begin the first weekend in May. He stated that seasonal recruitment, including water taxi operators and attendants, is currently underway.

Commissioner Lee requested that water taxi operating hours be clearly posted and updated as needed to reflect seasonal daylight savings changes.

Commissioner Goddard noted that the current five-year fishery report graph no longer includes 2021 data, which limits the ability to compare years with active salmon fishing seasons to more recent years without a salmon season (or limited salmon season). He stated that 2021 and 2022 represent strong salmon seasons and recommended retaining 2021 data in the graph to provide a more accurate comparison across years with and without salmon fishing activity.

11. Facilities Maintenance & Engineering Manager's Report

Facilities Maintenance & Engineering (FME) Manager Wulf stated that the dredge crew will conclude dredging in the AA – A Dock fairway by the end of the week.

Port Director MacLaurie stated that the Moss Landing Harbor District Board of Commissioners will consider the Port District's permit application to utilize space at Moss Landing Harbor for the *Twin Lakes* dredge haulout and maintenance project at its meeting on Wednesday, March 25, 2026.

A discussion ensued regarding the planned dredge haulout, including consideration of performing the work at the District's launch ramp as an alternative to transporting the dredge to Moss Landing Harbor District facilities.

Port Director MacLaurie stated that completing the work within Santa Cruz Harbor could result in an estimated cost savings of approximately \$300,000 and would require fewer regulatory permits.

In response to a question from Chair Geisreiter, FME Manager Wulf stated that DSC Dredge will manage the project, while harbor staff focuses on routine summer maintenance activities.

Port Director MacLaurie stated that staff will provide a haulout update at a future meeting, including a diagram of the proposed haulout location and additional details regarding containment measures and implementation.

12. Murray Street Bridge Seismic Retrofit & Barrier Replacement Project Update

Port Director MacLaurie provided the following updates regarding the Murray Street Bridge construction:

- Work continues on abutments 9 and 10.
- The east access road is anticipated to reopen to pedestrian and service vehicle traffic around April 6, 2026.
- The two-way traffic pilot program concluded after approximately 10 days and has reverted to one-way eastbound traffic.
- Sewer work has commenced, including an interim transition to a gravity-fed system in advance of the primary switchover scheduled for later this summer.

13. Annual Review of Business Use of Slips – 2025

Commissioner Goddard commended the annual review of the Business Use of Slips report and suggested that the medium charter category may no longer be necessary, given that the medium and large categories are subject to the same fee structure.

14. Santa Cruz Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) Update

Chair Geisreiter commended staff's successful coordination on the development of the Santa Cruz Multi-Jurisdictional Hazard Mitigation Plan.

In response to a question posed by Commissioner Goddard, Port Director MacLaurie stated that formal approval is anticipated at the April meeting and that any errors or suggested revisions may be submitted to the consultant as part of the final review process.

The Commission provided the following comments for clarification and revision:

- Page 105: The figure caption references transformer replacement but should reflect west jetty repair.
- Page 126: Additional detail was requested regarding the planning assumptions for sea level rise, including the projected year and amount of change.

- Page 138: The text indicates no civil engineer, while the corresponding graphic suggests otherwise; clarification was requested to note that civil engineering services are contracted.

15. Financial Reports
 - a) Comparative Seasonal Revenue Graph
 - b) LAIF & CLASS Statements

In response to a question posed by Chair Geisreiter, Port Director MacLaurie stated that the \$13 million in financing proceeds has been deposited into the District's CLASS account, bringing the total balance to just over \$28 million. She added that the funds are currently earning interest at a rate of 4.12 percent.

16. Delinquent Account Reporting

Harbormaster Anderson stated that delinquent accounts have risen to levels comparable to 2020 (COVID-19) and attributed the increase to current economic conditions.

In response to a question posed by Commissioner Goddard, Harbormaster Anderson stated that payment plans continue to be offered; however, participation has been inconsistent.

17. Harbor Patrol Incident Response Report – February 2026 (*There was no discussion on this agenda item*)

18. Written Correspondence
 - a) Letter from Don Lauritson to Port Director MacLaurie and the Port Commission
 - b) Letter from Harbormaster Anderson to the Honorable Jimmy Panetta

A discussion ensued regarding bicycle and pedestrian safety within the harbor and potential mitigation measures, including increased enforcement and additional traffic calming measures such as signage and physical controls to reduce bicycle speeds.

19. Port Commission Review Calendar / Follow-Up Items

Port Director MacLaurie stated that the Santa Cruz County Form 700 filing deadline is April 1, 2026. She stated that forms can now be filed electronically on the County's website.

Chair Geisreiter adjourned the regular public session at 6:35 PM.

Reed Geisreiter, Chair



TO: Port Commission
FROM: Carl Wulf, Facilities Maintenance & Engineering Manager
DATE: April 22, 2026
SUBJECT: Award of Contract for 555 Brommer Street Metal Roof Coating Project (NTE \$30,000)

Recommendation: *Award a contract for the 555 Brommer Street Metal Roof Coating Project; authorize the Port Director to execute the contract with SSB Construction; authorize a not-to-exceed amount of \$30,000; and approve an appropriation in the FY27 budget for the amount of the contract plus contingency.*

BACKGROUND

The single-tenant building located at 555 Brommer Street has a steel roof that is in need of recoating. SSB Construction has performed similar work for the harbor (413 & 333 Lake Avenue Metal Roof Coating Project) and has submitted a proposal in the amount of \$27,325 for this work.

ANALYSIS

Work required as part of this project consists, in general, of cutting out and repairing deteriorated roof sections using sheet metal, pressure washing the entire roof and gutters, and applying an elastomeric coating system with fabric reinforcement.

Construction Budget

The figures below represent the estimated construction budget based on SSB Construction's bid:

Contract Amount	\$ 27,325
Contingencies (approx. 10%)	<u>\$ 2,675</u>
Total Construction Cost	\$ 30,000

In accordance with the California Public Contract Code, public project work in the amount of \$75,000 or less may be performed by a public agency's force account using the public agency's own resources, or by negotiated contract, or by purchase order.

IMPACT ON PORT DISTRICT RESOURCES

Adequate funding for this project is available in the Building Restoration (F011) Fund, which as of April 1, 2026, has an available balance of \$215,000.



TO: Port Commission

FROM: Blake Anderson, Harbormaster

DATE: April 7, 2026

SUBJECT: Award of Contract to Flowbird for Concession Lot Parking Access and Revenue Control System (NTE \$75,000)

***Recommendation:* Authorize the Port Director to execute the contract documents.**

BACKGROUND

The Port District's existing automated parking equipment in the concession lot was installed by the parking vendor Scheidt & Bachmann and has been in operation since 2020. The system's initial five-year maintenance agreement expired on April 1, 2026. Staff has elected not to renew the agreement due to significant ongoing costs, which are projected to be approximately \$40,000 annually beginning in FY27. In addition, continued operation of the system beyond 2026 requires a necessary software upgrade at an estimated cost of \$6,500, further increasing the overall expense.

Based on staff's operational experience with the existing equipment, along with the projected cost of the continued maintenance agreement, staff has determined that it is more advantageous to pursue replacement of the current system with an alternate system designed and operated by Flowbird.

Flowbird is one of the District's current parking vendors and provides and supports the Cale parking machines throughout the harbor. Flowbird is a subsidiary of Arrive, which also owns ParkMobile and Cale, providing consistency across the District's parking systems.

The replacement approach provides an opportunity to improve system reliability, enhance the user experience, and achieve greater long-term cost efficiency. Staff has been working with Flowbird to identify the appropriate equipment and functionality to create a more user-friendly experience in the concession lot.

ANALYSIS

The proposed system will function similarly to the existing system, utilizing pay-on-foot stations and a pay-at-exit option, but will incorporate automatic license plate recognition (ALPR) technology in addition to traditional paper ticketing. This enhancement will provide users with multiple payment options and a more streamlined experience when entering and exiting the lot.

It should be noted that the proposed ALPR system is limited to parking operations only. Any data collected would be controlled solely by the Port District, would not be shared with other entities, and would not be used for law enforcement purposes or connected to any external database.

Staff's experience with Flowbird has been positive, and the Cale machines have demonstrated consistent reliability over the past 12 years. The Flowbird system utilizes many of the same components as the existing Cale machines, which supports operational continuity and ease of

maintenance. In addition, the system incorporates cellular communication modems as a backup to the primary network connection. This redundancy ensures that, in the event of a disruption to fiber or copper networking infrastructure, which has occurred periodically with the Scheidt & Bachmann equipment, the machines can continue to communicate and process transactions, minimizing downtime. Notably, the existing Cale machines operate exclusively via cellular communication and have performed well under that configuration.

The proposed Flowbird system, including hardware, software, installation, and an initial 12-month service warranty, is estimated at approximately \$72,860.

In accordance with the California Public Contract Code, public project work in the amount of \$75,000 or less may be performed by a public agency’s force account using its own resources, by negotiated contract, or by purchase order. While the Flowbird system falls below the \$75,000 threshold, staff previously obtained a comparative quote from SkiData (system currently utilized at the Boardwalk) in the amount of \$194,000.

A five-year cost comparison between the existing Scheidt & Bachmann system and the proposed Flowbird system is summarized below:

Fiscal Year	Scheidt & Bachmann (current system)	Flowbird (proposed system)
FY27	\$45,611	\$72,860 ¹
FY28	\$41,066	\$17,760 ²
FY29	\$43,119	-
FY30	\$45,275	-
FY31	\$47,539	-
TOTAL:	\$222,610	\$90,620

Based on the above, the proposed system results in a significant reduction in overall costs over a five-year period, while also providing improved system reliability and user experience. Beyond year one, hardware warranty costs for four units (two pay-on-foot stations, entry lane station, and exit station) total approximately \$266/month.

Lead-time on hardware and equipment from Flowbird is estimated at 4-6 weeks, so staff is hopeful that the new equipment will be operational by early July.

IMPACT ON PORT DISTRICT RESOURCES

Adequate funding for this project is available within the FY27 Capital Improvement Program (Parking Pay Stations Fund (F018)), which as of April 1, 2026, has a balance of approximately \$115,000.

¹ Includes warranty costs for FY27

² Warranty costs for FY28 through FY31



TO: Port Commission
FROM: Holland MacLaurie, Port Director
DATE: April 20, 2026
SUBJECT: Authorization of Additional Contingency Funds – Demolition and Reconstruction of G & X Dock Project

Recommendation: Authorize the increase to contingency.

BACKGROUND

At its regular public session on March 24, 2026, the Port Commission approved a contract with Cushman Contracting for the Demolition and Reconstruction of G & X Dock Project. The approved construction budget included a 15% contingency, as summarized below:

Contract Amount	\$ 9,456,920
Contingencies (approx. 15%)	\$ <u>1,418,538</u>
Total Construction Cost	\$ 10,875,458

The project includes demolition and replacement of approximately 26,800 square feet of floating dock, including installation of new piles and utility infrastructure.

ANALYSIS

As construction planning has progressed and the contractor has advanced submittals, several necessary modifications to the original project scope have been identified. These changes reflect design refinements and clarifications identified through submittal review and field verification that were not fully captured during the initial design phase.

To date, staff has received or anticipates the following project change orders:

- Change Order #1 – Upgraded / stronger dock system: ~\$450,000
- Change Order #2 – Electrical system modifications: ~\$250,000
- Change Order #3 – Increased pile lengths (55'/60' to 80') ~\$1,200,000

Collectively, these changes total approximately \$1.9 million and reflect necessary adjustments to ensure the long-term durability, safety, and functionality of the dock system. Staff is recommending an increase of \$750,000 to the project contingency to help offset these costs and provide additional flexibility for any unforeseen conditions that may arise during construction. This adjustment would bring the revised total construction cost to \$11,625,458.

IMPACT ON PORT DISTRICT RESOURCES

On March 11, 2026, the Port District finalized a \$13 million financing package to support this critical infrastructure project. Adequate funding is available to support this request, as proceeds from this

financing serve as the primary funding source and the previously approved contract amount did not fully expend available funds. In addition, \$500,000 has been allocated within the District's Capital Improvement Program (CIP) to support the project.

If approved, the additional contingency will increase the total project budget as follows:

Contract Amount	\$ 9,456,920
Original Contingency (approx. 15%)	\$ 1,418,538
New Contingency	<u>\$ 750,000</u>
Total New Construction Cost	\$ 11,625,458



TO: Port Commission

FROM: Holland MacLaurie, Port Director

DATE: April 7, 2026

SUBJECT: Approval of Resolution 26-02 – Adoption of the Santa Cruz County Multi-Jurisdictional Hazard Mitigation Plan 2025 Update

Recommendation: Approve Resolution 26-02.

BACKGROUND

The Santa Cruz Port District has been actively participating in the County of Santa Cruz's Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) update since its initiation in December 2024. The MJHMP 2025 Update (the "Plan") establishes a comprehensive strategy to reduce the impacts of natural hazards, including earthquakes, wildfires, flooding, landslides, and severe weather events.

Adoption of the Plan ensures that Santa Cruz County and participating jurisdictions, including the Port District, remain eligible for federal hazard mitigation grant funding administered by the Federal Emergency Management Agency (FEMA), including programs such as the Hazard Mitigation Grant Program (HMGP) and Flood Mitigation Assistance (FMA). Adoption also fulfills the planning requirements of the Disaster Mitigation Act of 2000 (DMA 2000).

The 2025 MJHMP update was led by the County of Santa Cruz Office of Response, Recovery, and Resilience (OR3) and developed through a collaborative planning process involving ten participating jurisdictions:

- County of Santa Cruz
- City of Scotts Valley
- Scotts Valley Water District
- Pajaro Valley Water Mgmt. Agency
- Santa Cruz Port District
- City of Capitola
- City of Watsonville
- Soquel Creek Water District
- RCD of Santa Cruz County
- Cabrillo College

The plan includes a countywide risk assessment, mitigation strategy, and a set of mitigation actions intended to reduce hazard vulnerability across the region. The document is organized into two volumes:

- Volume 1 – Base Plan, which provides the countywide hazard risk assessment and mitigation framework.
- Volume 2 – Jurisdictional Annexes, which identify hazards, vulnerabilities, and mitigation actions specific to each participating jurisdiction, including the Santa Cruz Port District.

Due to the size of the complete plan (approximately 1,300 pages), staff has included only the Santa Cruz Port District's jurisdictional annex in the Commission agenda packet for review. The full MJHMP document is available online through the County's hazard mitigation planning website.

ANALYSIS

The Plan was developed through an extensive planning and outreach process that included a community survey on hazard risks, stakeholder workshops, public outreach events, opportunities for review and comment on draft materials, and coordination with local agencies and planning partners. This process ensured compliance with FEMA requirements for public involvement and helped identify local hazard priorities and feasible mitigation actions.

The Plan has been reviewed by the California Governor's Office of Emergency Services (CalOES) and has been forwarded to FEMA Region IX for final approval. Following adoption by each participating jurisdiction, FEMA will issue a formal approval letter, allowing the Plan to take effect and ensuring continued eligibility for federal mitigation funding.

IMPACT ON PORT DISTRICT RESOURCES

There is no direct fiscal impact associated with adoption of the Plan. Maintaining an approved hazard mitigation plan preserves eligibility for FEMA mitigation grant funding that may support future resilience and infrastructure projects.

ATTACHMENT: A. Resolution 26-02
 B. MJHMP Annex – Santa Cruz Port District

Santa Cruz Port District
Resolution 26-02
April 28, 2026

**A RESOLUTION OF THE SANTA CRUZ PORT DISTRICT COMMISSION ADOPTING THE
SANTA CRUZ COUNTY MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN
2025 UPDATE**

WHEREAS, Santa Cruz County Multi-Jurisdictional Hazard Mitigation Plan 2025 Update (“the Plan”) recognizes the threat that natural hazards pose to people, property infrastructure and natural resources within the Santa Cruz Port District; and

WHEREAS, the implementation of hazard mitigation actions can significantly reduce the risk of injury, loss of life, property damage, and disruption caused by future natural hazard events; and

WHEREAS, the federal Disaster Mitigation Act of 2000 (DMA 2000) requires all cities, counties, and special districts to have adopted a Hazard Mitigation Plan to receive pre-and post-disaster mitigation funding from the Federal Emergency Management Agency (FEMA); and

WHEREAS, Santa Cruz Port District fully participated in the FEMA-prescribed mitigation planning process to prepare the Plan; and

WHEREAS, a coalition of Santa Cruz County local governments and special districts embarked on a planning process to prepare for and lessen the impacts of specified hazards by updating the Plan; and

WHEREAS, each participating jurisdiction, including Santa Cruz Port District, has been responsible for reviewing and approving its respective Jurisdictional Annex within the Plan, and the Plan compiles individual annexes into a unified framework to ensure a comprehensive and coordinated hazard mitigation strategy for the entire Santa Cruz County planning area, aligned with the goals, objectives, and priorities of the Plan; and

WHEREAS, the Santa Cruz County Multi-Jurisdictional Hazard Mitigation Plan 2025 Update is comprised of two volumes, including Volume 1: Base Plan, which contains the countywide hazard mitigation framework and risk assessment, and Volume 2: Jurisdictional Annexes, which document the hazard profiles, vulnerabilities, and mitigation actions of participating jurisdictions; and

WHEREAS, a public involvement process consistent with the requirements of DMA 2000 was conducted to develop the Plan; and

WHEREAS, the California Governor’s Office of Emergency Services (Cal OES) has reviewed and approved the Plan and has forwarded the plan to FEMA Region IX for final review and approval; and

NOW, THEREFORE, BE IT RESOLVED AND ORDERED, that the Santa Cruz Port District Commission hereby adopts the Santa Cruz County Multi-Jurisdictional Hazard Mitigation Plan 2025 Update as an official plan of the jurisdiction, and adopts Volume 1 of the Plan in its entirety and acknowledges that the Port District’s Jurisdictional Annex contained in Volume 2 represents the jurisdiction’s specific hazard mitigation strategies and responsibilities.

BE IT FURTHER RESOLVED, the Santa Cruz Port District Commission authorizes the Port Director to make minor technical edits or administrative corrections to the Plan, as necessary to address FEMA review comments, prior to final adoption; and

BE IT FURTHER RESOLVED, the Santa Cruz Port District Commission further encourages the respective departments identified in the implementation strategy of the plan to carry out the recommended mitigation actions assigned to them; and

BE IT FURTHER RESOLVED, the proposed project is categorically exempt from the provisions of the CEQA Guidelines pursuant to the Provisions of Title 14 of the California Administrative Code, Section 15061(b)(3) (common sense exemption), and Section 15262 (Feasibility and Planning Studies); and

BE IT FURTHER RESOLVED, this Adoption Resolution will be submitted to Cal OES on behalf of the Santa Cruz Port District by Santa Cruz County staff to enable the Plan's final approval by Cal OES and FEMA.

PASSED AND ADOPTED, by the Santa Cruz Port District Commission this 28th day of April 2026, by the following vote:

AYES: _____

NOES: _____

ABSENT: _____

Approved by:

Reed Geisreiter, Chair
Santa Cruz Port District Commission

Section 8. Santa Cruz Port District

Special District Annex



SANTA CRUZ COUNTY

MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN



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Santa Cruz County

2025 Multi-Jurisdiction Hazard Mitigation Plan Update

Volume 2, Section 8: Santa Cruz Port District (SPD)

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Adoption Resolution

To comply with the Federal Disaster Mitigation Act of 2000 (DMA 2000), the Santa Cruz Port District has officially adopted this 2025 Santa Cruz County Multi-Jurisdictional Hazard Mitigation Plan, including Volume 1 in its entirety as well as this Volume 2 Special District annex. The adoption of the MJHMP recognizes the district's commitment to reducing the impacts of natural hazards within its jurisdiction and across Santa Cruz County.

A copy of the district's adoption record is provided on the following pages. Adoption records for all jurisdictions are summarized in Volume 1, Table ES-1.

ADOPTION RECORD TO BE INSERTED UPON COMPLETION.



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Section 8. Santa Cruz Port District



8.1 Scope & Purpose

This Jurisdictional Annex for the Santa Cruz Port District (SCPD) of the 2025 Santa Cruz County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) details the hazard mitigation planning elements specific to the district’s planning area. This annex is not intended to be a standalone document but appends to and supplements the information contained in the umbrella plan document (Volume 1). As such, all sections of the umbrella plan, including the planning process and other procedural requirements, apply to and were met by the SCPD. This annex provides additional information specific to the district, with a focus on hazard identification and risk assessment, vulnerability assessment, problem statements, mitigation strategy, and capabilities assessments.

Santa Cruz Port District Points of Contact

Primary

Holland MacLaurie, Port Director
 Santa Cruz Port District
 135 5th Ave
 Santa Cruz, CA 95062
 Telephone: (831) 475-6161
 Email: hmaclaurie@santacruzharbor.org

Alternate

Blake Anderson, Harbor Master
 Santa Cruz Port District
 135 5th Ave
 Santa Cruz, CA 95062
 Telephone: (831) 475-6161
 Email: banderson@santacruzharbor.org

8.2 Jurisdictional Setting

The Santa Cruz Port District (SCPD) was formed in 1950 under the California Harbors and Navigation Code to develop and manage the Santa Cruz Small Craft Harbor. The district’s jurisdiction covers approximately 27.9 square miles, including most of the City of Santa Cruz and adjacent unincorporated areas. The harbor is a regional facility serving recreational, commercial, and emergency response needs across the Central Coast.

SCPD operates a full-service harbor comprising 38 acres of land and 52 acres of water. Facilities include over 800 wet berths, dry storage, launch ramps, commercial and marine service leases, public parking, and visitor-serving amenities. The harbor also maintains coastal access points, public restrooms, and coastal trails. The South Harbor opened in 1964, followed by the North Harbor in 1973.

The district is governed by a five-member Board of Commissioners and managed by a Port Director. SCPD coordinates closely with local and regional agencies on marine safety, dredging, and coastal resilience, and holds public trust lands for navigation, recreation, and visitor-serving uses.



8.2.1 Geography & Climate

The Santa Cruz Port District is located on the northern edge of Monterey Bay, within a natural coastal embayment formed from the former Woods Lagoon. The harbor is flanked by the San Lorenzo River to the west and coastal bluffs and residential neighborhoods to the east. It lies at sea level, making it highly exposed to coastal hazards.

The climate is Mediterranean, characterized by dry summers and wet, mild winters. From November through March, the region experiences intense winter storm activity driven by Pacific atmospheric river systems. These storms bring high surf, coastal storm surges, and prolonged rainfall, which can result in localized flooding, infrastructure damage, and sediment deposition within the harbor entrance channel.

Due to its open exposure to the south and southeast, the Santa Cruz Harbor is particularly vulnerable to wave overtopping and shoaling during winter events. These conditions frequently require emergency dredging and coastal structure repairs to maintain safe navigation and access. Climate change is expected to increase the intensity and frequency of these winter storms, increasing risks to harbor operations and adjacent facilities. Figure 8-1 identifies the district boundary and fire station locations within Santa Cruz County.

8.2.2 Historic Overview

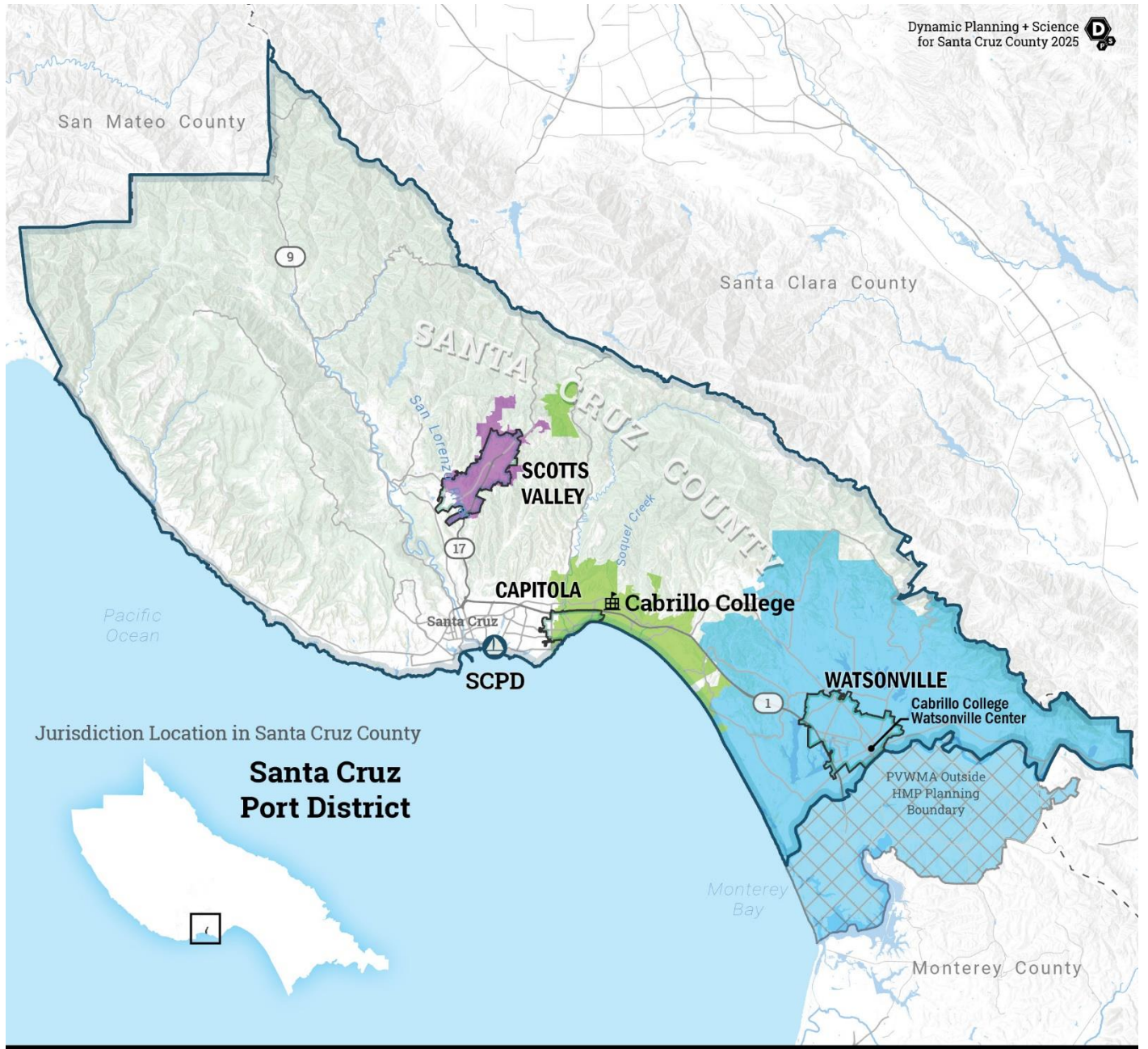
The Santa Cruz Port District was established by local voters in 1950 under the California Harbors and Navigation Code to plan, finance, and manage the construction of a small craft harbor. The selected site was Woods Lagoon, a natural coastal wetland historically used for small boat mooring. Construction of the South Harbor began in 1962 and was completed in 1964, followed by expansion into the North Harbor in 1973.

Initially funded by property tax assessments, the district used these revenues—along with federal and state grants—to build core harbor infrastructure, including breakwaters, dredge pipelines, berths, and public access facilities. In 1968, the State Lands Commission granted the Port District a series of tidelands held in trust for public navigation and recreation purposes.

Over the decades, the district transitioned from a tax-supported agency to a fully self-sustaining enterprise operation. It has since developed into a regional maritime hub, supporting commercial fishing, marine services, public safety operations, and recreational boating. The harbor has also played a key role in coastal resilience, emergency response, and regional tourism.



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Geographic Overview - Santa Cruz County HMP Participants

- Cabrillo College
- Santa Cruz Port District
- Participating Jurisdiction
- Scotts Valley Water District
- Pajaro Valley Water Management Agency
- Soquel Creek Water District

Santa Cruz County Resource Conservation District

Geographic extent is generally coterminous with the unincorporated county, with various incorporated areas excluded from the District's jurisdiction.



Figure 8-1: SCPD Sphere of Influence and Station Locations



8.2.3 Demographics & Vulnerable Populations

This section describes the demographic characteristics of the Santa Cruz Port District to guide hazard mitigation planning efforts. While the Port serves a broad range of harbor users, a central concern for vulnerability assessment is the liveaboard population. These are residents who reside full time on vessels within the marina and are uniquely exposed to coastal hazards due to their location and dependence on marine infrastructure.

Liveaboards represent approximately eight percent of the total slip occupants in the harbor. Of this group, an estimated fifty-five to sixty percent are older adults, with about twenty percent experiencing functional or mobility limitations. A portion of the remaining residents may face challenges related to mental health, substance use, or housing insecurity. Many liveaboards have limited income, lack reliable transportation, and are not always connected through standard emergency alert systems.

These populations face increased risk during hazard events such as storm surge, wave overtopping, and tsunami. Issues such as dock access restrictions, power outages, vessel displacement, and failure of gangways can delay response and evacuation. During winter storms or seismic activity, the threat of isolation or infrastructure failure is a significant concern for those with health or mobility constraints.

Mitigation planning for this population must consider accessible evacuation routes, improved dock stability, surge event signage, and backup utility systems. Dedicated outreach and emergency communication strategies are also needed to support preparedness and response for liveaboard residents who may not receive conventional public safety messaging.

8.2.3.1 Dependent & Disabled Populations

The Santa Cruz Port District includes a small but important population of dependent and disabled individuals, primarily among the harbor's liveaboard residents. Port staff estimate that more than half of the liveaboard population is over the age of sixty-five, and approximately twenty percent of those individuals have mobility or functional limitations. These conditions may present challenges during emergency evacuations or service disruptions, especially during coastal storm events or tsunami warnings.

The confined geography of the harbor, limited vertical evacuation options, and variable dock conditions increase the vulnerability of these residents. Individuals with disabilities may require additional support to evacuate safely or to access communications during emergencies. Planning for these needs will require improved signage, accessible notification systems, and coordination with emergency services to ensure evacuation assistance is available when needed.

Although the overall district footprint is limited, targeted measures are essential to protect those with access and functional needs who may be most at-risk during hazard events.



8.2.3.2 Race, Ethnicity & Language

The Santa Cruz Port District supports a diverse harbor community that includes liveaboard residents, vessel maintenance workers, and harbor yard employees. Many of these workers support marine operations, including repair services, equipment handling, and commercial fishing activities. Some may be employed seasonally or informally, with limited access to employment benefits or stable housing, which can increase their vulnerability during hazard events.

Systemic disparities related to race, ethnicity, and income may influence both liveaboard and workforce exposure to risks. These populations may face greater challenges in preparing for and recovering from disasters due to economic instability, housing insecurity, or lack of access to hazard information. Language or cultural barriers, while not directly documented at the port, may also exist and can further complicate outreach and recovery efforts.

To ensure equity in hazard mitigation planning, outreach efforts should account for the full harbor population, including those who live and work in the marina. Engaging service workers and small business employees in preparedness activities and ensuring their inclusion in communication strategies can help strengthen overall community resilience.

8.2.3.3 Social Vulnerability Index (SVI)

As described in Volume 1, Section 1.4.3.6, the U.S. Centers for Disease Control and Prevention (CDC) developed the Social Vulnerability Index (SVI) to assess how various social factors may affect a community's ability to prevent, respond to, and recover from hazard events. The SVI incorporates sixteen variables across four categories: socioeconomic status, household composition and disability, minority status and language, and housing type and transportation access.

Within the boundaries of the Santa Cruz Port District, SVI values range from low to moderate. According to 2022 data, most of the Port District falls within the lowest two SVI quartiles, with scores between 0.0 and 0.5. However, the eastern portion of the district—east of the harbor and closer to Schwan Lagoon and 7th Avenue—shows elevated vulnerability with SVI values between 0.5 and 0.75. This area may reflect greater challenges related to income, housing cost burden, or access to transportation.

While the Port District is geographically compact, this variation in SVI highlights the need for focused outreach and preparedness strategies, particularly for residents and workers in higher-vulnerability zones. Special attention should be given to liveaboard residents and those working in the harbor yard who may face greater risk during coastal hazard events.

8.2.4 Economy

The economy of the Santa Cruz Port District is shaped by its coastal location and maritime infrastructure, with economic activity centered around commercial fishing, harbor-dependent businesses, and tourism. The Santa Cruz Small Craft Harbor serves as a working waterfront, supporting both recreational and commercial uses. It is home to a long-standing commercial fishing fleet, including vessels targeting salmon,



halibut, sablefish, Dungeness crab, and market squid, among other species. These operations contribute to the regional seafood supply chain and local food economy, with many catches sold directly to local distributors, fish markets, and restaurants.

In addition to the commercial fleet, the harbor supports a network of marine service businesses including vessel repair, fueling, hoist operations, charter services, and retail concessions. Many of these businesses are small and locally owned, forming a unique maritime economic cluster within the district. The harbor yard, which supports maintenance and dry storage operations, provides essential services to both recreational boaters and commercial users. These activities generate lease revenue for the Port District and help sustain local employment in skilled trades and support services.

The Port also benefits from tourism and visitor-serving amenities, including restaurants, cafes, sailing schools, kayak rentals, and public events. While smaller in scale compared to Capitola's tourism and retail economy, the Santa Cruz Harbor plays a critical role in regional economic resilience by maintaining a functional, self-supporting coastal infrastructure that supports both livelihoods and public recreation.

Hazard events that disrupt harbor access or damage waterfront facilities can have direct impacts on commercial fishing income, service employment, and the small businesses that depend on harbor activity. As such, mitigation planning for the Port District must account for the economic importance of maintaining operational continuity for maritime-dependent sectors.



CDC Social Vulnerability Index 2022

Santa Cruz Port District

*Data sources: ESRI Demographics Service, ACS.

CDC Social Vulnerability Index



Figure 8-2 SCPD Social Vulnerability Index Map



8.2.5 Growth Trends & Future Development

The Santa Cruz Port District is largely built out, with limited opportunity for significant expansion due to geographic constraints, land use zoning, and its location within the coastal zone. Future development within the Port District is expected to remain modest and focused on maintaining or enhancing existing facilities rather than expanding footprints. Unlike other special districts, the Port does not serve a growing residential population; instead, its growth outlook is tied to infrastructure reinvestment, harbor capacity upgrades, and the long-term viability of maritime and visitor-serving uses.

Future improvements identified in recent planning documents include phased maintenance of docks, electrical and utility system upgrades, seawall stabilization, dredging improvements, and adaptation to sea-level rise impacts. The district also anticipates continuing investments in harbor resiliency, shoreline protection, and modernization of public access infrastructure. These projects aim to support operational continuity and protect critical assets from coastal hazards, while also enhancing economic activity and visitor experience.

Commercial growth within the Port's jurisdiction is expected to remain stable, with most new development consisting of renovations, tenant improvements, or replacements of aging infrastructure. Leasing policies emphasize maritime-related uses, and any proposed land use change would be subject to review under the California Coastal Act and the Port District's Trust Land Use Plan.

Population growth or increased water and wastewater demand is not anticipated within the Port's boundaries, aside from minor fluctuations in liveaboard residency. As such, planning efforts focus on sustaining harbor functions, supporting climate adaptation, and ensuring that existing infrastructure can accommodate current and future operational needs without requiring expansion beyond the existing footprint.

8.3 Planning Process

SCPD followed the planning process detailed in Volume 1, Section 2, including participating in the county-wide Hazard Mitigation Planning Team (HMPT) and formulating their own internal planning group to support the broader planning process.

The district's representatives in the Steering Group led stakeholder and public engagement efforts alongside the Consultant Team, with assistance from the HMPT and their internal planning team. This engagement process is described in Volume 1. Specifically, for the Port District, this included postings to the district website and social media and outreach events, as documented in Appendix B. Examples of Key Stakeholders engaged by Santa Cruz County on behalf of the district with relevance to the development of SCPD's mitigation strategy include the USDA and other federal agencies; Cal OES and other state agencies; City of Santa Cruz and other neighboring jurisdictions; community-based organizations such as Community Bridges; utility providers like AT&T and Soquel Creek Water District; UC Santa Cruz and other academia; and local businesses.



All Key Stakeholders that were invited to participate in the planning process are listed in Volume 1, Section 2, and the input received from stakeholders was integrated into the district’s annex, as described in Volume 1 Table 2-9. The district’s internal planning participants, their positions, and how they participated in the planning process are shown in Table 8-1.

Table 8-1: SCPD Participants

Planning Group Members	Title	Description of Involvement
Holland MacLaurie	Port Director	Lead Point of Contact; attended Kickoff Meeting, HMPT Meetings #1, #2, and #3 and Breakouts #1 and #2
Blake Anderson	Harbor Master	Alternate Point of Contact; attended Breakouts #1 and #2
Carl Wulf	Facilities Maintenance & Engineering Manager	attended Breakout 1

SCPD staff participated in a comprehensive hazard mitigation planning process as part of the 2025 Santa Cruz County MJHMP update. This included a series of breakout meetings, listed in Table 8-1 that engaged the district’s planning team, which included key district personnel and stakeholders in evaluating hazards, identifying local vulnerabilities, and prioritizing mitigation strategies

The kickoff meeting held on January 27, 2025, launched the planning process by introducing the project scope and clarifying the roles of the Steering Group and participating jurisdictional teams. In the months that followed, a series of structured meetings addressed foundational elements of the plan, including a review of key changes since the 2021 Local Hazard Mitigation Plan, an overview of hazard mitigation principles, and exercises to prioritize local hazards. On July 30, 2025, participants engaged in a hexagon mapping activity designed to visually identify mitigation actions that could benefit from or require inter-jurisdictional coordination. These collaborative efforts helped shape a refined set of mitigation alternatives, establish shared planning goals, and align local strategies with FEMA’s Hazard Mitigation Assistance (HMA) funding framework.

Throughout the series of breakout meetings, SCPD engaged in a structured and collaborative planning process focused on assessing hazard risks, identifying vulnerabilities, and developing targeted mitigation strategies. The meetings began with recaps of the county-wide HMPT meetings to ensure alignment of goals and progress.

During the April 9, 2025, breakout out meeting, discussions concentrated on community engagement outcomes, initial risk assessments, and the integration of demographic data to better understand vulnerable populations. Jurisdictional teams reviewed their specific hazard exposures using the Risk Assessment Mapping Platform (RAMP) and participated in prioritization exercises to identify their top hazards.

The July 15, 2025, breakout meeting shifted toward reviewing local capabilities and defining specific areas of concern, which informed the drafting of problem statements. Teams worked collaboratively to refine



mitigation alternatives, align actions with FEMA guidelines, and develop a shortlist of priority mitigation actions and inter-jurisdictional collaboration opportunities.

The meetings also included consensus-building activities around hazard rankings, capabilities, and planned actions, while providing regular updates on the overall project schedule.

8.3.1 Public Input & Draft Review

As detailed in Volume 1, Section 2, the draft plan was available for public review and comment from September 29 to October 20, 2025. Public comments received during that time were similar to those gathered throughout the public engagement process, including the need for more equity in the distribution of mitigation activities and funding and the need for enhanced cooperation among jurisdictions, utility providers, and state agencies. These comments were incorporated into the city's mitigation strategy, as appropriate; although, most were already addressed by the Mitigation Action Plan which was based on previous public input.

Public and stakeholder input was gathered and incorporated throughout the plan development process, before the public review period, such as from the online public survey (see Volume 1, Section 2.1.2 and Appendix B, for details). During the review period, jurisdictional staff and stakeholders that participated in the plan development also reviewed the public draft and provided comments on minor corrections and revisions, which were addressed in the final plan.

8.4 What's New

This section offers an overview of the hazard mitigation planning efforts for the planning area and highlights the updates made in this 2025 MJHMP. This is the first time SCPD has participated in the MJHMP process. While not included in the 2021 plan, the district has since strengthened its focus on resilience through key efforts. Through this MJHMP process, SCPD has identified its highest-priority hazards, developed hazard-specific problem statements, and proposed actionable mitigation strategies.

8.4.1 Mitigation Activities

Although the Santa Cruz Port District has not previously adopted formal mitigation actions within a Hazard Mitigation Plan, the District has implemented numerous projects, programs, and operational protocols that function as hazard mitigation. These efforts reflect the Port's ongoing commitment to protecting critical harbor infrastructure, ensuring safe access to coastal facilities, and enhancing operational resilience to coastal storms, tsunamis, and sea-level rise.

Over the past decade, the district has made significant investments in infrastructure maintenance and resilience. These include upgrades to electrical and water systems on docks, pile and dock replacements, slope and shoreline stabilization efforts, and annual dredging operations that maintain safe navigation and reduce flooding risk. Many of these capital improvements have been designed to withstand coastal hazard impacts, such as wave run-up, sedimentation, and saltwater intrusion.



The Port District has also taken proactive steps to address sea-level rise and storm surge. Coastal adaptation planning is integrated into harbor maintenance cycles, and the district participates in regional initiatives focused on climate resilience. Projects such as the revetment repair at the harbor mouth, assessment of seawall conditions, and monitoring of tidal impacts support long-term mitigation of chronic inundation and infrastructure degradation.

From an operational standpoint, the district has enhanced emergency preparedness and response coordination. Staff regularly conduct safety and response training, and the Port maintains communication and mutual aid protocols with local fire, police, and coastal emergency response agencies. Equipment such as emergency pumps, vessel hoists, and backup generators provide redundancy in the event of power loss or storm damage.

Additionally, the district plays a role in protecting economic resilience through the maintenance of commercial fishing infrastructure and marina services. By ensuring continuity of harbor operations, the Port supports the livelihoods of working waterfront users during and after hazard events.

While not yet codified in a stand-alone mitigation policy, the Santa Cruz Port District's integrated approach to maintenance, capital planning, and hazard awareness provides a strong foundation for future mitigation strategies and climate adaptation actions.

As a first-time participant in a hazard mitigation plan, the SCPD had no formally adopted mitigation actions from a previous plan. However, the district continues to advance a range of ongoing and planned efforts that support hazard mitigation and climate resilience. These are highlighted in this section, reflecting the district's continued dedication to long-term risk reduction. From infrastructure improvements to public safety coordination and community outreach, these actions demonstrate the Port District's proactive approach to managing coastal hazards as funding and resources allow.

8.4.2 Mitigation Successes

Although SCPD is participating in a formal hazard mitigation plan for the first time, multiple important mitigation actions and other efforts to increase the district's resilience to hazards have been completed. Some of these endeavors in which the district collaborated with Santa Cruz County are described in Volume 1, Section 2. This section describes additional district-specific success stories, which highlight SCPD's commitment to reducing risks and building a more resilient community in the face of natural hazards.

Murray Street Bridge Seismic Retrofit & Barrier Replacement Project

The Murray Street Bridge Seismic Retrofit and Barrier Replacement Project represents a significant resilience investment for the Santa Cruz Small Craft Harbor. This project addresses a critical piece of infrastructure that connects the community while spanning the harbor. By upgrading the bridge to modern seismic standards and replacing aging barriers, the project will reduce risks from earthquakes, enhance public safety, and safeguard harbor operations.



The Port District will also play a key role, particularly with the reconstruction of FF-Dock, which lies directly adjacent to the project area. Close collaboration between the City of Santa Cruz and the Port District will help minimize disruption to harbor activities and ensure continuity of access during construction.

When complete, the Murray Street Bridge retrofit will stand as a major hazard mitigation success—protecting both transportation lifelines and harbor facilities from seismic hazards, while strengthening long-term resilience for the Santa Cruz waterfront.



Figure 8-3: Murray Street Bridge

Westside Seawall Replacement Project

The Santa Cruz Port District recently completed a conceptual design and cost study for the full replacement of the aging 1963 seawall. The proposed design calls for the installation of steel sheet piles in front of the existing wall, a method chosen to avoid destabilizing the current structure while ensuring long-term durability. The design incorporates a finished elevation of +11.0 feet, consistent with sea level rise projections through approximately 2070, providing a 35 to 45-year buffer against anticipated conditions. Importantly, the system is adaptable, allowing for additional height increases in the future if needed to address higher sea levels. With an estimated cost of \$14.5 to \$19 million, the project represents a major hazard mitigation investment aimed at reducing flooding and structural risks to critical harbor facilities.

Aldo's Seawall

A recent precedent project that was successfully constructed, demonstrating the district's ability to implement coastal defense upgrades and use them as a template for larger infrastructure resilience. Phase

2 of the Pile Removal & Replacement Project, which will replace approximately 80 worn & damaged piles throughout the harbor has commenced



Figure 8-4: Aldo's Seawall Project

North Harbor Transformer Replacement

The project involves relocating six North Harbor dockside transformers to landside locations, reducing their vulnerability to flooding and tsunami inundation. Electrical service to the existing docks will be maintained by routing conductors through a combination of new and existing conduits. This improvement enhances system reliability and protects critical harbor utilities against future power disruptions.



Figure 8-5: North Harbor Transformer Replacement

Flood, Sediment & Coastal Hazard Management

Since 1964, the SCPD has carried out annual dredging operations between November and April to prevent shoaling at the harbor entrance. Without this effort, the harbor would quickly become unusable due to sand deposition from littoral drift, effectively closing the facility. Notably, the District is the only small craft harbor in the United States that has assumed shared responsibility for dredging a federal navigation channel. This commitment is supported through a cooperative cost-sharing agreement with the U.S. Army Corps of Engineers, which reimburses approximately 35% of dredging expenses. By sustaining this long-

term program, the Port ensures continued harbor functionality, maintains natural coastal sediment transport, and strengthens resilience against storm impacts.



Figure 8-6: SCPD Dredging Operations.



8.5 Risk Assessment

This section focuses on profiling flooding, drought, coastal hazards, earthquake and other hazards specific to SCPD and assessing their vulnerability independent of the broader county-wide planning area, which has been evaluated in Section 3 of Volume 1. The hazard profiles in Volume 1 discuss overall impacts to the planning area and describe relevant plans, policies, and regulations; past events; location; frequency and probability of future occurrences; severity and extent; warning time; secondary hazards; and climate change impacts. For more information on risk assessment methodologies, see Volume 1, Appendix A.

This section includes a tailored vulnerability assessment, analyzing assets at risk such as population, property, and critical facilities and infrastructure unique to the district, and information on district-specific differences in hazard vulnerability across the planning area. It also identifies total district assets at risk, including people, property, and critical facilities and infrastructure within the district. In addition, this section presents growth and development trends for the communities served, offering insights into vulnerabilities and risks that represent the broader context of assets at risk.

8.5.1 Hazard Screening & Prioritization

Members of the planning team from each participating jurisdiction came together to collaboratively decide which county-wide hazards would be included in the MJHMP and which would be excluded. The hazard screening and prioritization took place early in the process and integrated historic data, local knowledge, and consensus opinions to create a risk assessment matrix for the county as well as for each participating jurisdiction. These matrices indicate the priority of hazards prior to further refinement. Details about this process, the results of the discussion, and in-depth profiles for county-wide hazards can be found in Volume 1, Sections 2 and 3.

The final results of the hazard screening and prioritization exercises are summarized in Table 8-3, including which specific subhazards were selected by SCPD's planning team.

The SCPD's internal planning group used the same hazard identification and prioritization process as the county-wide Planning Team. They reviewed previously prepared relevant documents and past events to determine the realm of natural hazards that have the potential to affect the district. Table 8-2 provides a crosswalk of hazards identified in select planning documents, including the 2025-2023 City of Santa Cruz LHMP/Climate Adaptation Plan (CAP), the 2021 Santa Cruz County LHMP, and the 2023 State of California HMP. The crosswalk was used to develop a preliminary hazards list, providing a framework for the group to evaluate which hazards were truly relevant to the district and which ones were not.

The internal planning group then ranked hazards based on their probability of affecting SCPD and potential impacts on the communities it serves. Figure 8-7 displays the results of the hazard risk ranking exercise that was performed before further refinement. All hazards have been profiled in Volume 1 of this document. The purpose of this annex is to specifically address SCPD's vulnerability to specifically identified hazards.



Table 8-2: SCPD Document Review Crosswalk

Hazard	2025-2030 City of Santa Cruz LHMP/CAP	Santa Cruz County LHMP 2021	2023 California SHMP
Agricultural Pests			■
Avalanche			■
Climate Change	■	■	■
Coastal	■	■	■
Dam Failure	■	■	■
Drought	■	■	■
Earthquake / Liquefaction	■	■	■
Extreme Cold		■	■
Extreme Heat	■	■	■
Extreme Weather / Storms		■	■
Flood	■	■	■
Geologic / Mass Movement	■	■	■
Human-Caused			■
Insects			■
Levee Failure			■
Pandemic Disease			■
Sea Level Rise	■		■
Soil			■
Subsidence			■
Tornado			■
Tsunami / Seiche Wave	■		■
Volcano			■
Wildfire	■	■	■



Risk Assessment Matrix Definitions

PROBABILITY RATING

The likelihood of a hazard event occurring within a time period?

PROBABILITY	Highly Likely	Highly likely - 100% annual probability. Or Likely to occur every year in your lifetime.
	Likely	Likely - between 10 & 100% annual probability. Or will occur several times in your lifetime.
	Possible	Possible - between 1 & 10% annual probability. Or Likely to occur some time in your lifetime.
	Unlikely	Unlikely - less than 1% annual probability. Or unlikely but possible to occur in your lifetime.

IMPACT RATING

In terms of injuries, damage, or death, would you anticipate impacts to be minor, limited, critical, or catastrophic when a significant hazard event occurs? The impact could be in terms of one hazard event (flooding from a culvert failure) or a large-scale event (multiple rivers flooding) in the same jurisdictional boundary.

IMPACT			
Minor	Limited	Critical	Catastrophic
Minor - very few injuries, if any. Only minor property damage & minimal disruption on quality of life. Temporary shutdown of critical facilities.	Limited - minor injuries only. Approx. 10% or less of property in disaster footprint damaged or destroyed. Complete shutdown of critical facilities for more than one day.	Critical - multiple deaths/injuries possible. Between 25% and 50% of property in disaster footprint is damaged or destroyed. Complete shutdown of critical facilities for more than one week.	Catastrophic - high number of deaths/injuries possible. More than 50% of property in affected area damaged or destroyed. Complete shutdown of critical facilities for 30 days or more.

To concentrate resources, the jurisdictional planning team will focus on "High" and "Extreme" risk hazards. These hazards have the higher probability and greater impact as it relates to the jurisdictions planning area.

Hazard definitions are included in **Vol. 1** of this plan. Some hazards are discussed as subset hazards— e.g., "Dam Failure" within the "Flood" hazard profile. If a hazard is not present on the risk matrix or are grey in color, the jurisdictional planning team felt the hazard had a minimal footprint within their planning area and was not ranked.

Hazard Information / Legend:



Climate Change impacts will be addressed at the end of each hazard section and as a stand alone section for each jurisdiction. For County and Municipal governments you will be required to address climate change impacts in the Safety Element of your General Plan. Climate change may change the frequency, duration and intensity of hazards listed above.

Santa Cruz Port District Risk Matrix

		IMPACT			
		Minor	Limited	Critical	Catastrophic
PROBABILITY	Highly Likely	Medium	FLOOD COASTAL EROSION Extreme	Extreme	Extreme
	Likely	Medium	DROUGHT SEA LEVEL RISE EARTHQUAKE Extreme	Extreme	Extreme
	Possible	Low	Medium	TSUNAMI High	High
	Unlikely	Low	Low	Medium	Medium

Figure 8-7: SCPD Risk Assessment Matrix



Table 8-3: SCPD Hazards Prioritization Summary

Hazard	Priority	Explanation
Wildfire	-	Not a priority due to no exposure
Flood	High	Profiled in Volume 1, Section 3.2.2, and Section 8.5.2.1 in this annex (not including Levee Failure due to no exposure)
Earthquake	High	Profiled in Volume 1, Section 3.2.3, and Section 8.5.2.2 in this annex, including Liquefaction
Severe Weather	-	Not a priority due to low probability and impact, but discussed in the context of Coastal Storms in Section 8.5.2.3
Coastal Hazards	Extreme	Profiled in Volume 1, Section 3.2.5, and Section 8.5.2.3 in this annex, including Coastal Erosion, Coastal Storms, Wave Run-Up and Surge, and Tsunami
Slope Failure	-	Not a priority due to low probability and impact, but discussed in the context of Coastal Erosion in Section 8.5.2.3
Dam Failure	-	Not a priority due to no exposure
Drought	High	Profiled in Volume 1, Section 3.2.8, and Section 8.5.2.4 in this annex
Extreme Heat	-	Not a priority due to low probability and impact
Climate Change	High	Profiled in Volume 1, Section 3.2.10, and Section 8.5.2.5 in this annex, including Sea-Level Rise

8.5.2 Vulnerability to Specific Hazards

Assessing vulnerabilities exposes the unique characteristics of individual hazards and begins the process of narrowing down which areas within SCPD are vulnerable to specific hazard events. The vulnerability assessment considered unique local knowledge of hazards and impacts and a GIS overlaying method for examining such vulnerabilities in more depth. Using these methods, the district’s planning group estimated vulnerable populations, properties, and assets, and potential losses, primarily to earthquake and wildfire. In addition, the exposure of district assets to drought, geological, and flood hazards were also considered.

Many of the hazard profiles include a snapshot map and damage estimation tables that illustrate the district’s vulnerabilities to those specific hazards. These maps assisted the planning group in understanding the hazard exposure of populations, parcels, and critical facilities and infrastructure. Each snapshot map contains an exposure summary that displays the percentage of the population, the improvement and content value of parcels, and the amount of critical infrastructure that is exposed. For hazards without geospatial extents, such as drought and extreme weather, narratives are provided instead of exposure maps and tables.

Based on the hazard prioritization exercise, vulnerability assessment for the Port District focuses on five hazards, some of which encompass subhazards such as Liquefaction, Coastal Erosion, and Sea Level Rise.



Flood
SECTION 8.5.2.1



Earthquake
SECTION 8.5.2.2



Coastal Hazards
SECTION 8.5.2.3



Drought
SECTION 8.5.2.4



Climate Change
SECTION 8.5.2.5





8.5.2.1 Flood Hazard

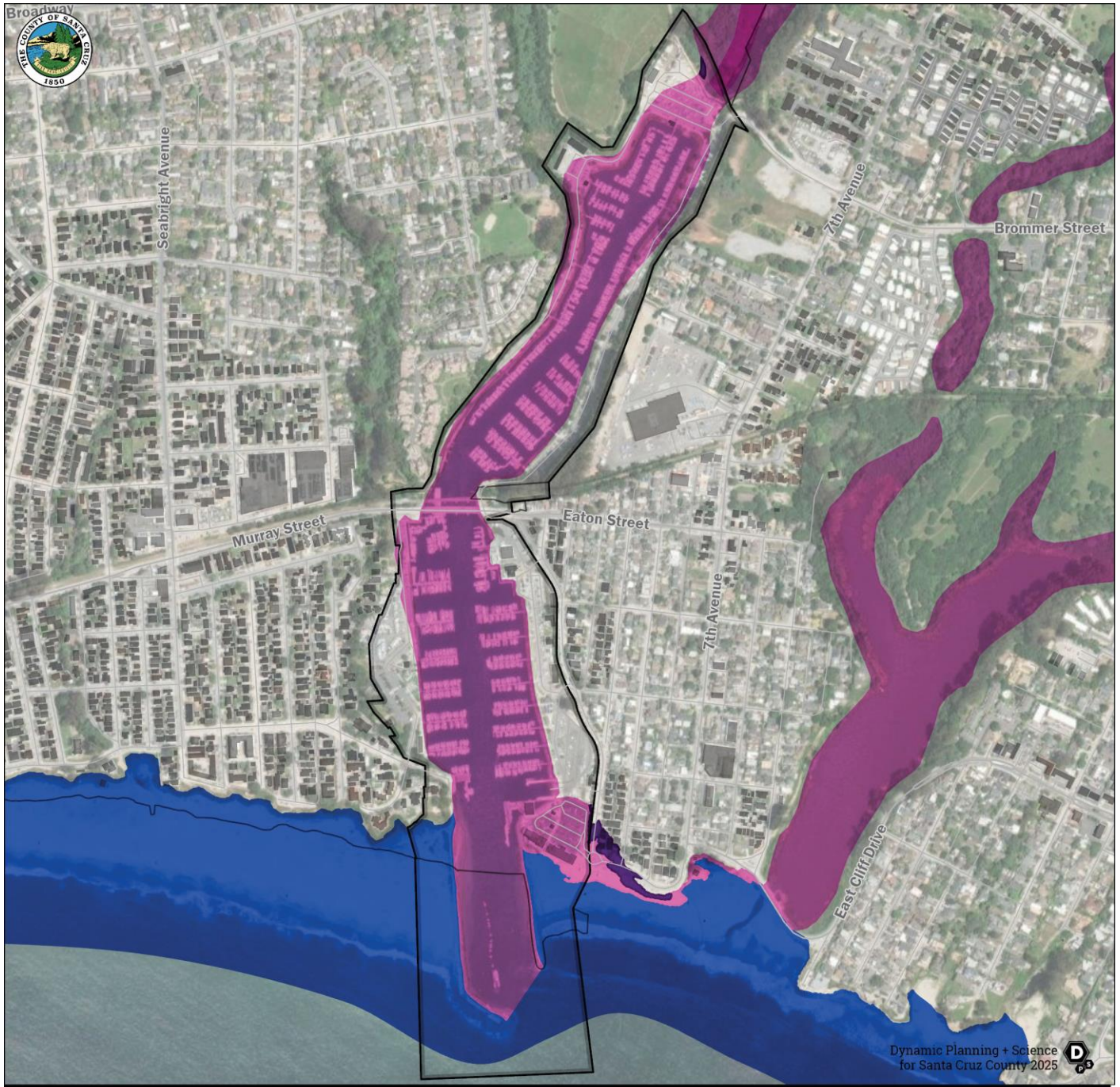
SCPD is vulnerable to tributary flooding driven by upstream stormwater runoff, flash flood events, and inflow from local drainage systems that discharge into the harbor or nearby beach areas. While much of the harbor's flood planning has focused on tidal and coastal hazards, several inland sources contribute to localized flooding risks, particularly during intense rain events or back-to-back winter storms.

Arana Gulch and other small tributaries draining the surrounding urban and hillside areas converge near the southern end of the harbor. These watercourses can quickly become overwhelmed during high-intensity rainfall, leading to overbank flows and increased runoff into harbor-adjacent low-lying areas. District staff noted that sediment deposits and limited drainage capacity around the 7th Avenue corridor can exacerbate flooding near parking lots, maintenance areas, and pedestrian pathways. Blocked storm drains and undersized culverts increase the risk of ponding, erosion, and damage to hardscape infrastructure.

Inundation from tributary sources poses both operational and safety challenges for SCPD. Access roads and staging areas may become impassable, delaying emergency response and disrupting harbor operations. Liveaboard residents and dockside workers are especially impacted by sudden flooding, which may arrive with little warning depending on watershed conditions upstream.

While tributary flooding does not typically affect deepwater berthing areas, it threatens electrical systems, dry storage zones, and landside utilities. These areas require periodic maintenance and targeted drainage improvements to maintain safe and functional operations. Stormwater system upgrades, sediment control measures, and coordination with upstream land use authorities will be key to reducing these localized but impactful flood risks.

As a special district and not a municipality, SCPD does not participate in the National Flood Insurance Program (NFIP); however, the SCPD complies with all minimum floodplain development standards and environmental review requirements established by the county and the City of Santa Cruz where its facilities are located.



FEMA Flood Risk Exposure Santa Cruz Port District

*Data sources: FEMA.



Figure 8-8 SCPD FEMA Flood Hazard Zones Map



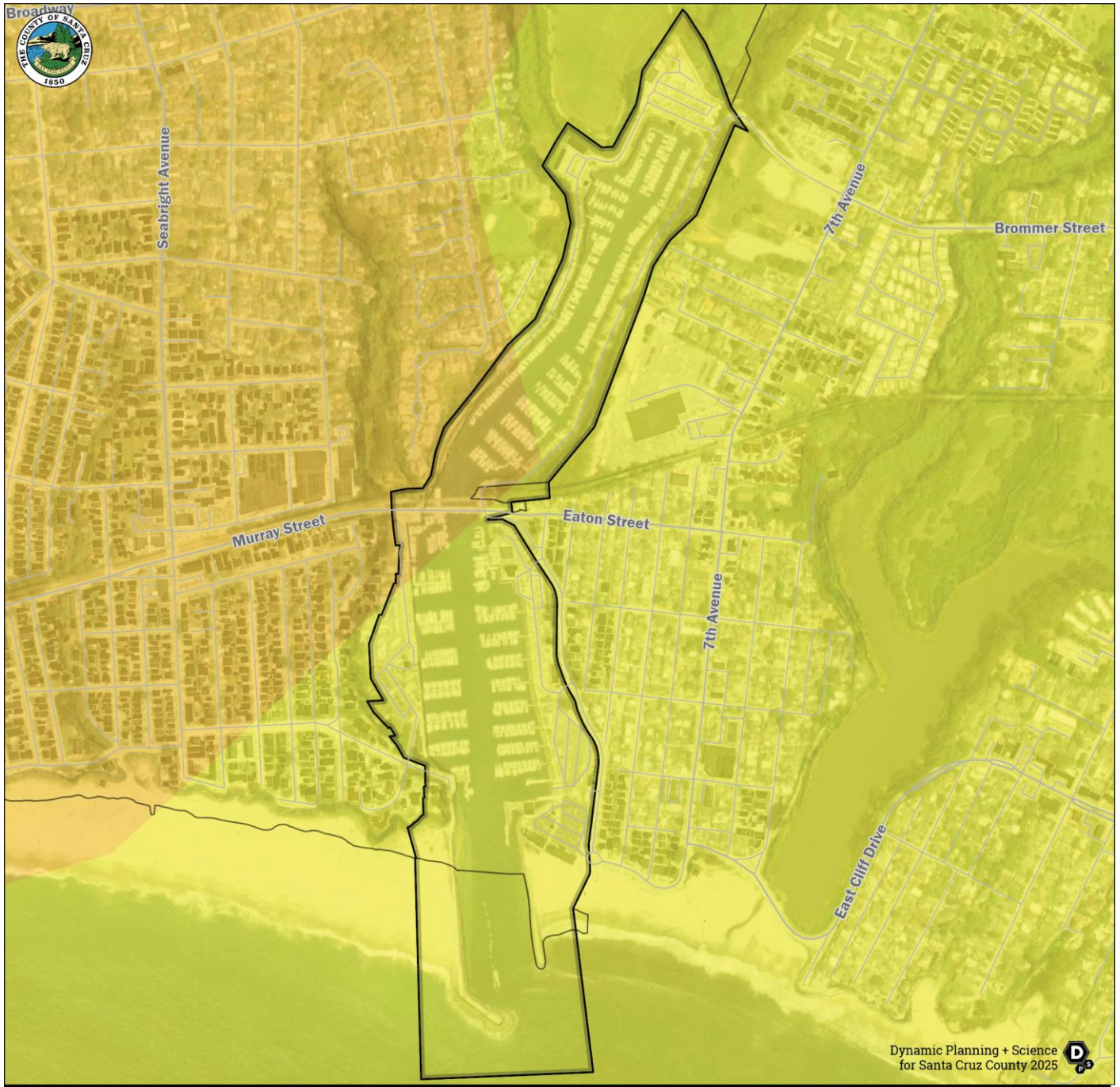
8.5.2.2 Earthquake Hazard

SCPD is situated in a seismically active region influenced by proximity to the San Andreas Fault system and other associated fault structures in the Santa Cruz Mountains. This location presents notable earthquake risks, especially to vulnerable waterfront infrastructure and the harbor's liveaboard and working populations.

According to the scenario developed by the U.S. Geological Survey for a magnitude 7.1 earthquake on the northern San Andreas Fault, the entire SCPD is expected to experience "very strong" to "severe" ground shaking, corresponding to Modified Mercalli Intensity (MMI) VII–VIII (Figure 8-9). While the number of permanent residents within the mapped district boundary is limited, the concentration of maritime operations, liveaboard residents, and visiting populations creates significant exposure to structural and lifeline impacts. Most of the district's assets serve tourists as well as the harbor residents; thus, a significant earthquake would likely cause severe economic damages in addition to actual physical impacts. The loss of functionality of harbor services, like parking, boat launches, restrooms, and commercial facilities, would be detrimental to harbor businesses that rely on tourism, including restaurants, kayak rentals, boat charters, and the district's RV park.

In addition to shaking, the area is also subject to very high liquefaction susceptibility, as shown in Figure 8-10. The harbor was dredged from the Wood's Lagoon, where Arana Creek empties into the Monterey Bay, and is constructed on fill and soft alluvial soils, which are prone to settlement or loss of bearing capacity during seismic events. This geologic condition amplifies the risk of structural damage to all of the Port District's facilities and infrastructure during a significant earthquake event, including docks, pilings, utilities, the maintenance shop, and multiple commercial facilities including tourist-serving uses like the district's RV park.

Without appropriate retrofitting or relocation, SCPD's assets are highly vulnerable to both ground shaking and severe liquefaction, and the district's entire operation and many local businesses that depend upon it are at risk.



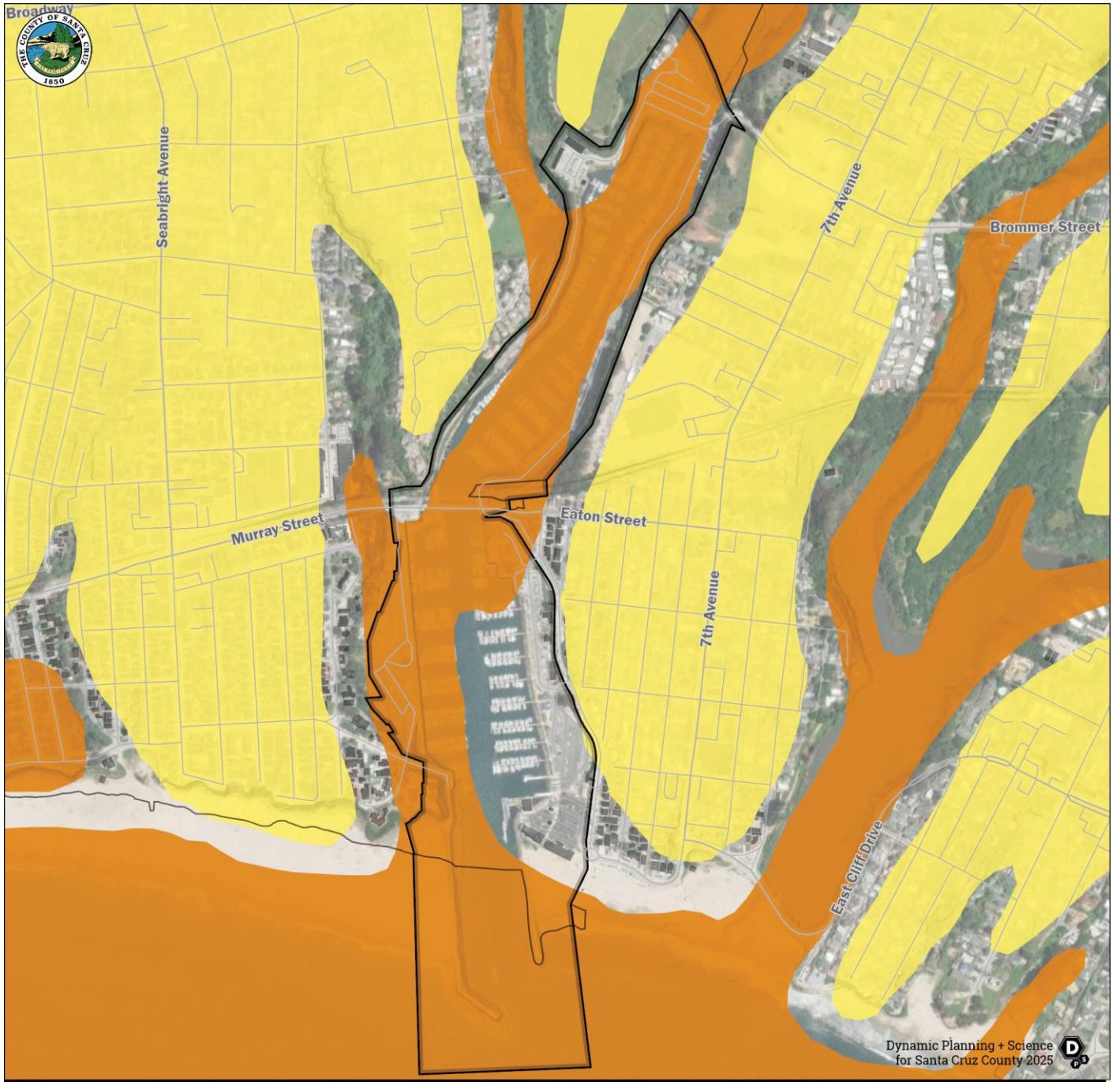
N San Andreas - Santa Cruz Mtn Earthquake Scenario M7.1

Santa Cruz Port District

*Data sources: USGS.



Figure 8-9: SCPD M7.1 San Andreas Earthquake Scenario Shaking Intensity Map



**Areas with Potential for Liquefaction
Santa Cruz Port District**

*Data sources: County, W.R. Dupre 1975.



Figure 8-10: SCPD Areas with Potential for Liquefaction Map



8.5.2.3 Coastal Hazards

SCPD faces a high degree of exposure to coastal hazards, including shoreline erosion, tsunami inundation, and wave run-up and surge during coastal storm events. These hazards are interrelated and intensified by the harbor's location at the mouth of Arana Gulch where it opens into Monterey Bay and by climate change and sea level rise, as discussed in Section 8.5.2.5.

Coastal Erosion

Coastal Erosion is actively degrading the structural integrity and long-term resilience of SCPD infrastructure. Shoreline retreat, scouring, and sediment instability are increasing exposure for harbor staff, liveaboard residents, and users throughout the marina. Seawalls, dock foundations, and adjacent access roads—particularly those located along steep or unconsolidated slopes—are increasingly at risk due to ongoing erosion and the cumulative effects of wave action and sea level rise.

Maintenance costs associated with erosion are also rising. SCPD continues to manage sediment accumulation, perform revetment repairs, and stabilize shoreline access routes where erosion and land loss have already begun to affect day-to-day operations. Locations such as the West Jetty remain particularly vulnerable due to their exposure to open wave energy and dynamic sediment transport processes. These forces reduce the effectiveness of existing coastal protections, especially during major storm events, requiring continual adaptation and infrastructure investment.

The Landslide Risk Exposure Map (Figure 8-11) provides an important proxy for identifying areas with elevated erosion potential. Slopes categorized as moderate or high risk for failure—particularly those flanking the inner harbor and beachside access areas—may be subject to future coastal erosion as wave action, storm runoff, and sea level rise intensify. These geologic conditions represent a combined hazard environment in which coastal erosion and slope failure intersect, compounding infrastructure vulnerability along the bluff-backed segments of the harbor.

Tsunami Hazards

Tsunami Hazards present a serious and well-documented threat to the Santa Cruz Port District. The entire harbor lies within the mapped tsunami runup zone as depicted in the Tsunami Runup Area Exposure Map (Figure 8-12). This area is susceptible to both near-field tsunami events, which may be generated by local offshore fault activity and arrive with little warning, and far-field events, such as those originating from across the Pacific Ocean.

Vulnerabilities include the potential for direct impacts to liveaboard residents and harbor visitors, who may face mobility limitations or lack sufficient awareness of evacuation protocols. These risks are heightened during night hours or inclement weather, when egress from the marina may be slower or more difficult. Communication challenges may also hinder effective evacuation, especially for transient harbor users unfamiliar with local emergency signage or alert systems.



Infrastructure throughout the harbor is at risk of catastrophic damage during a significant tsunami event. Floating docks, gangways, utility connections, and vessels may be dislodged, destroyed, or swept inland. A major event could leave the port inoperable for an extended period, disrupting commercial and recreational access, damaging critical facilities, and interfering with recovery operations.

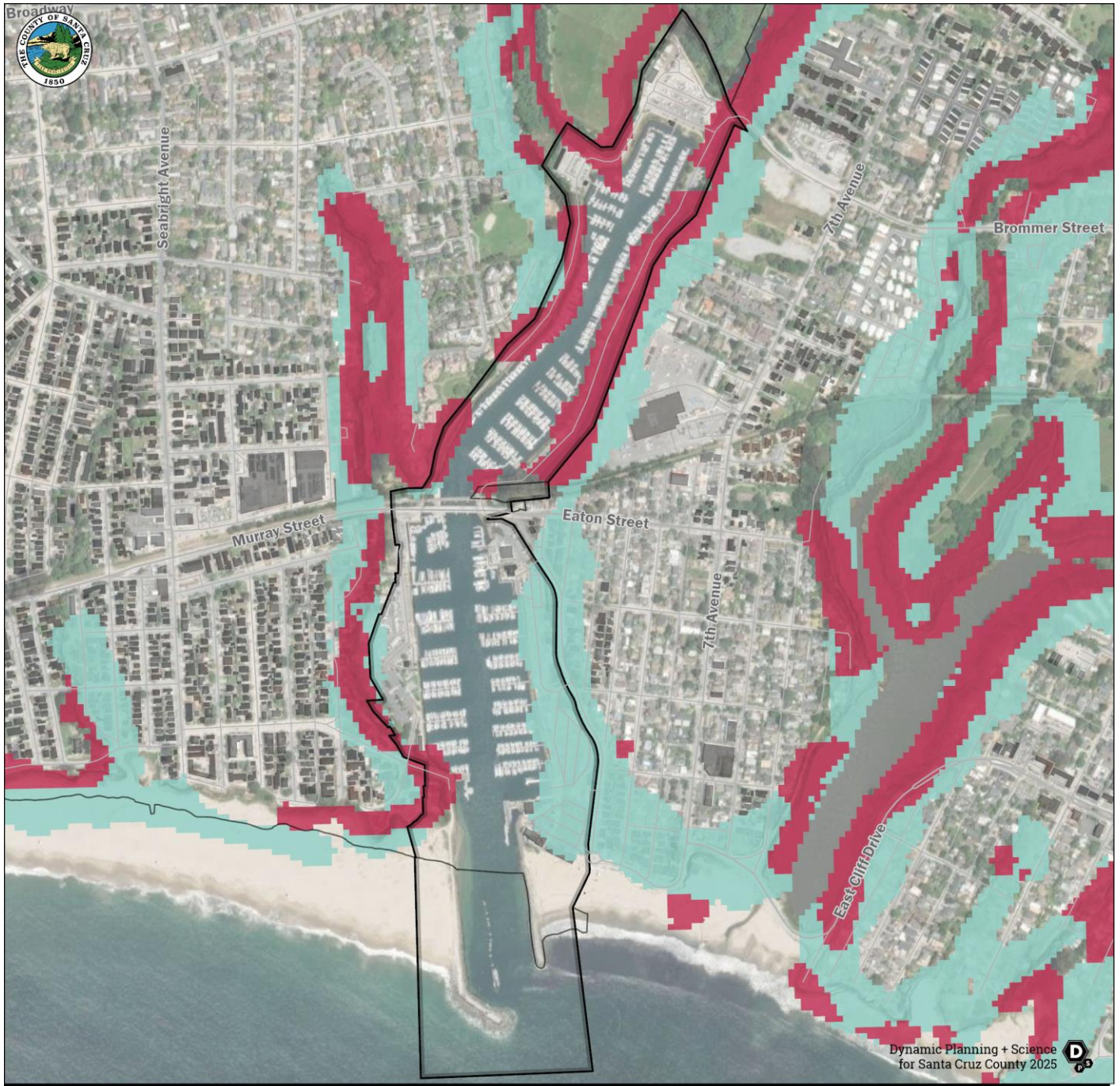
The topographic configuration and limited vertical evacuation options within the port compound this risk. Proximity to open ocean waters and the lack of high ground within the district increase long-term vulnerability. The mapped tsunami runup zone highlights this concern, showing that much of the harbor's core facilities, access roads, and upland parking areas lie within the projected inundation footprint.

Given SCPD's exposure to both natural and operational impacts from a tsunami, continued investment in public awareness, signage, drills, and structural adaptation measures is essential. The tsunami hazard poses an acute risk to life safety, economic continuity, and environmental security within the harbor environment.

Coastal Storms, Wave Run-Up & Surge

Wave run-up and storm surge during winter storms are becoming more frequent and intense, driven by atmospheric river events and shifting coastal storm patterns. Sudden overtopping or dock failure during these events places liveaboard residents and harbor personnel at elevated risk. High-energy wave action can damage gangways, vessels, and shoreline infrastructure, resulting in hazardous conditions and service disruptions across the harbor.

Together, these coastal hazards underscore the importance of SCPD's ongoing investments in shoreline protection, emergency response planning, harbor maintenance, and community outreach. These risks will continue to increase as climate change accelerates sea level rise and amplifies extreme weather events. Targeted mitigation actions and adaptation strategies will be critical to preserving safe, functional, and resilient harbor operations.

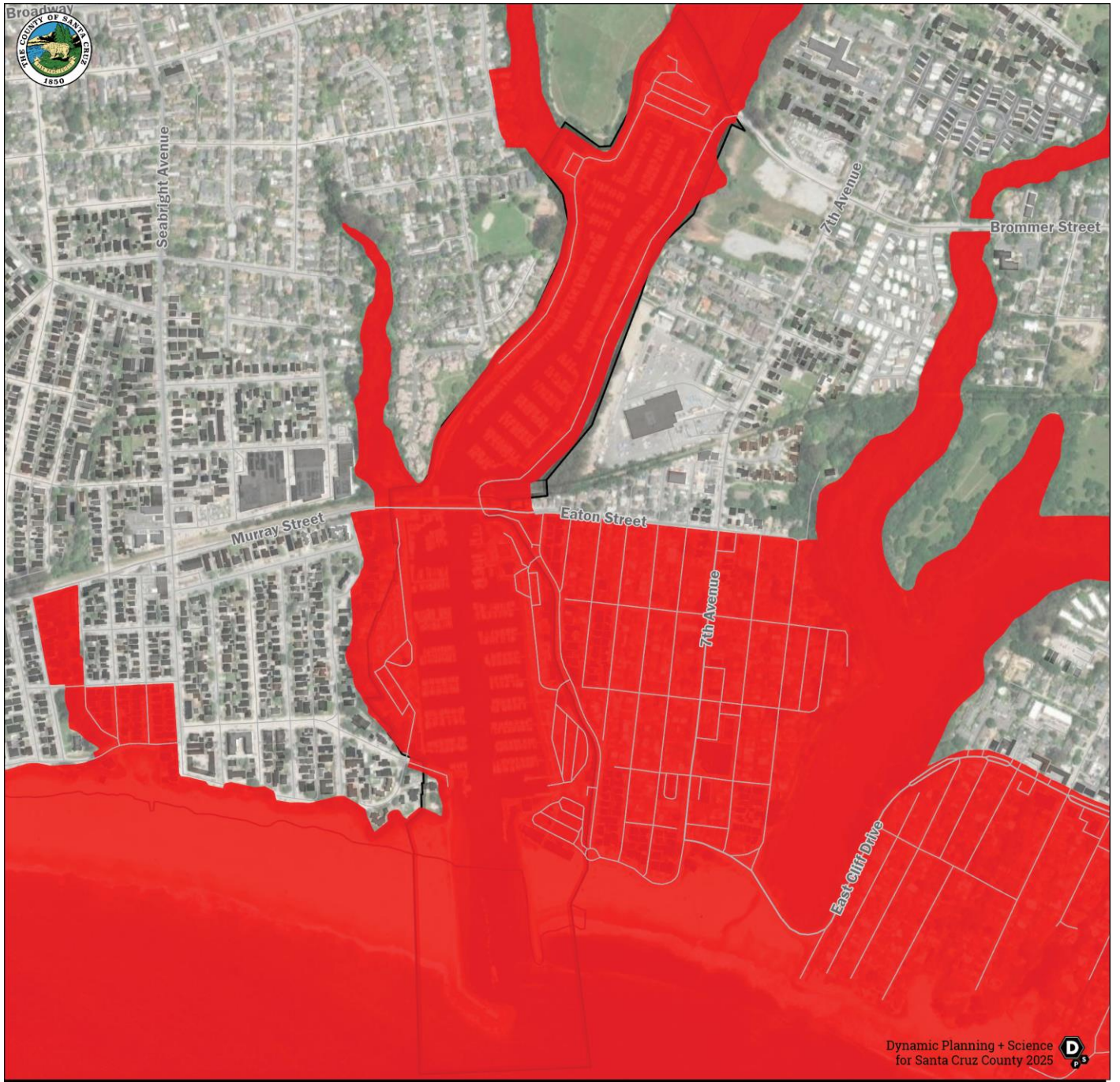


Landslide Risk Exposure Santa Cruz Port District

*Data sources: CGS, DPS.



Figure 8-11: SCPD Slope Failure Susceptibility Map



Tsunami Runup Area Exposure Santa Cruz Port District

*Data sources: County.

Tsunami Run-up

Figure 8-12: SCPD Tsunami Run-Up Areas Map



8.5.2.4 Drought Hazard

The National Drought Monitor provides drought data and maps nationally and on a localized, watershed scale. The National Drought Monitor is the product of 11 agencies, including the NDMC, NOAA and USDA, and is available at <http://droughtmonitor.unl.edu/>. The National Drought Monitor categorizes the level of drought from D0 through D4, with D4 being the highest “exceptional drought.” Table 8-4 depicts drought classifications and impacts from the level of drought occurrence in California, while Figure 8-13 shows a time series of the level of drought in Santa Cruz County from 2000 to 2025 according to the National Drought Monitor.

Drought is an increasing concern for SCPD due to its impacts on harbor operations, marine ecosystems, and the economic stability of fishing-dependent businesses. As regional droughts become more frequent and severe, they present both environmental and economic challenges to the harbor community.

Fishing workers and small commercial operators are among the most directly affected. Drought-driven ecosystem stress can reduce fish populations and limit commercial catch, resulting in income loss or economic displacement for those who rely on marine resources. These disruptions ripple through the harbor economy, especially in a port that supports commercial and recreational fishing activity.

Reduced freshwater outflows during prolonged drought degrade water quality within the harbor and alter the balance of salinity and nutrients needed to sustain healthy ecosystems. This can affect key species and habitats, further reducing the viability of fisheries. In some cases, fishery closures or the decline of specific species may force the suspension of commercial and recreational fishing activities.

Looking ahead, the risk to marine-dependent operations is expected to increase. Ongoing climate projections suggest that drought conditions along the central coast will intensify over time. These shifts may alter marine habitat structure, ecosystem function, and long-term access to viable fish stocks. With drought now considered a recurring hazard rather than a rare event, the port and its users will need to prepare for long-term hydrologic stress and its economic consequences.

Addressing drought in the SCPD context will require both ecological monitoring and coordination with state agencies on fisheries management. It will also be important to support affected harbor workers through resilience planning and economic recovery initiatives.



Table 8-4: Drought Classifications and Impacts

Category	Description	Possible Impacts
D0	Abnormally Dry	<ul style="list-style-type: none"> Soil is dry; irrigation delivery begins early Dryland crop germination is stunted Active fire season begins Winter resort visitation is low; snowpack is minimal
D1	Moderate Drought	<ul style="list-style-type: none"> Dryland pasture growth is stunted; producers give supplemental feed to cattle Landscaping and gardens need irrigation earlier; wildlife patterns begin to change Stock ponds and creeks are lower than usual
D2	Severe Drought	<ul style="list-style-type: none"> Producers increase water efficiency methods and drought-resistant crops Grazing land inadequate Fire season is longer, with high burn intensity, dry fuels, and large fire spatial extent; more fire crews on staff Lake- and river-based tourism declines; boat ramps close Trees are stressed; plants increase reproductive mechanisms; wildlife diseases increase Water temperatures increase; programs to divert water to protect fish begin River flows decrease; reservoir levels are low and banks are exposed
D3	Extreme Drought	<ul style="list-style-type: none"> Federal water not adequate to meet irrigation contracts; extracting supplemental groundwater is expensive Fire season lasts year-round; fires occur in typically wet parts of the state; burn bans are implemented Ski and rafting business is low; mountain communities suffer Low water levels impede fish migration and cause lower survival rates Wildlife encroach on developed areas; little native food and water is available for bears, which hibernate less Water sanitation is a concern; reservoir levels drop significantly; surface water is nearly dry, flows are very low; water theft occurs Livestock need supplemental feed, cattle and horses are sold; little pasture remains Well and aquifer levels decrease; homeowners drill new wells



Category	Description	Possible Impacts
D4	Exceptional Drought	<ul style="list-style-type: none"> Fire season is very costly; number of fires and areas burned are extensive Many recreational activities are affected Fields are left fallow; orchards are removed; vegetable yields are low; honey harvest is small; agricultural unemployment is high, food aid is needed Fish rescue and relocation begins; pine beetle infestation occurs; forest mortality is high; wetlands dry up; wildlife death is widespread; algae blooms appear Poor air quality affects health; greenhouse gas emissions increase as hydropower production decreases; West Nile outbreaks rise Water shortages are widespread; surface water is depleted; federal irrigation water deliveries are curtailed; water prices are extremely high; wells are dry, more and deeper wells are drilled; water quality is poor

Source: Adapted from U.S. Drought Monitor Drought Classifications and Impacts

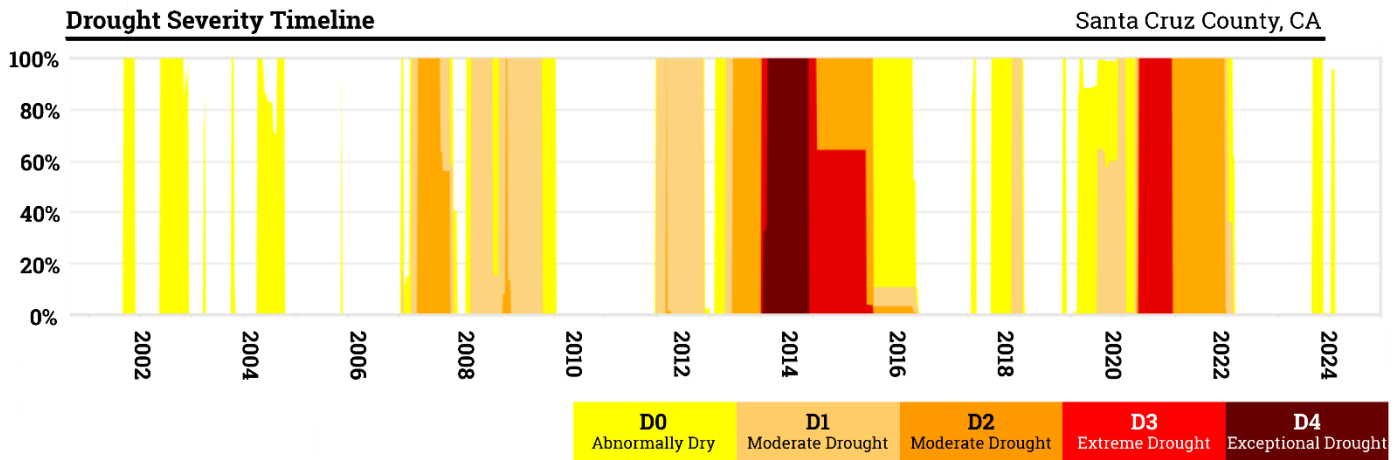


Figure 8-13: Drought Severity Timeline 2000-2024



8.5.2.5 Climate Change Hazard

Average annual temperatures across most of California have already increased by more than 1°F, with some areas experiencing rises of over 2°F when comparing the 1901–1960 average to that of 1986–2016. Daily maximum temperatures—a key indicator of extreme heat—are projected to increase by 4.4°F to 5.8°F by 2050 and by 5.6°F to 8.8°F by 2100. Heat waves that impact public health, known as heat-health events, are also expected to intensify across the state. By 2050, these events are projected to last up to two weeks longer in the Central Valley and occur four to ten times more often in the Northern Sierra region (California Natural Resources Agency, 2022).

California is already experiencing significant impacts from climate change, including prolonged drought, a lengthened wildfire season, increased coastal flooding and erosion, and widespread tree mortality. The state has observed rising average temperatures, more extreme heat days, fewer cold nights, a longer growing season, and shifts in the water cycle, with less winter precipitation falling as snow. In addition, summertime fog has declined by approximately 33%, and both snowmelt and rainwater runoff are occurring earlier in the year (Cal OES, 2018).

Long-term trends indicate a 12% to 20% decline in fog across California from 1900 through projections to 2070. Climate experts suggest that warming temperatures reduce the ability of air masses to cool enough to produce fog, which plays a critical role in supporting California's ecosystems (Grantham, Theodore; University of California, Berkeley, 2018).

Climate change is already influencing operations and hazard exposure within the Santa Cruz Port District. The Port is directly affected by changes in coastal conditions, including rising sea levels, stronger storm surge, accelerated erosion, and increased frequency of high tide flooding. These trends pose risks to dock infrastructure, access roads, shoreline revetments, and public safety operations within the harbor.

The Port is particularly vulnerable to compounding climate impacts such as back-to-back atmospheric river events and higher storm-driven wave action, which can increase sedimentation at the harbor entrance, limit safe navigation, and threaten the structural integrity of coastal defenses. Additionally, changing fog patterns, warmer ocean temperatures, and ecological shifts may affect marine operations, fisheries, and harbor-dependent businesses over time.

To address these challenges, this MJHMP integrates climate change as a cross-cutting consideration for each identified hazard. Each hazard chapter includes a discussion of projected climate influences, highlighting how increased variability, intensity, and exposure may alter the severity or frequency of future impacts on Port infrastructure, harbor operations, and coastal users.

Sea Level Rise

Sea level rise presents a growing hazard to SCPD, with chronic and long-term effects on harbor infrastructure, operations, and coastal resilience. As shown in the Sea Level Rise Exposure Map (Figure 8-14), large portions of the harbor are vulnerable to inundation. This includes low-lying areas around the entrance

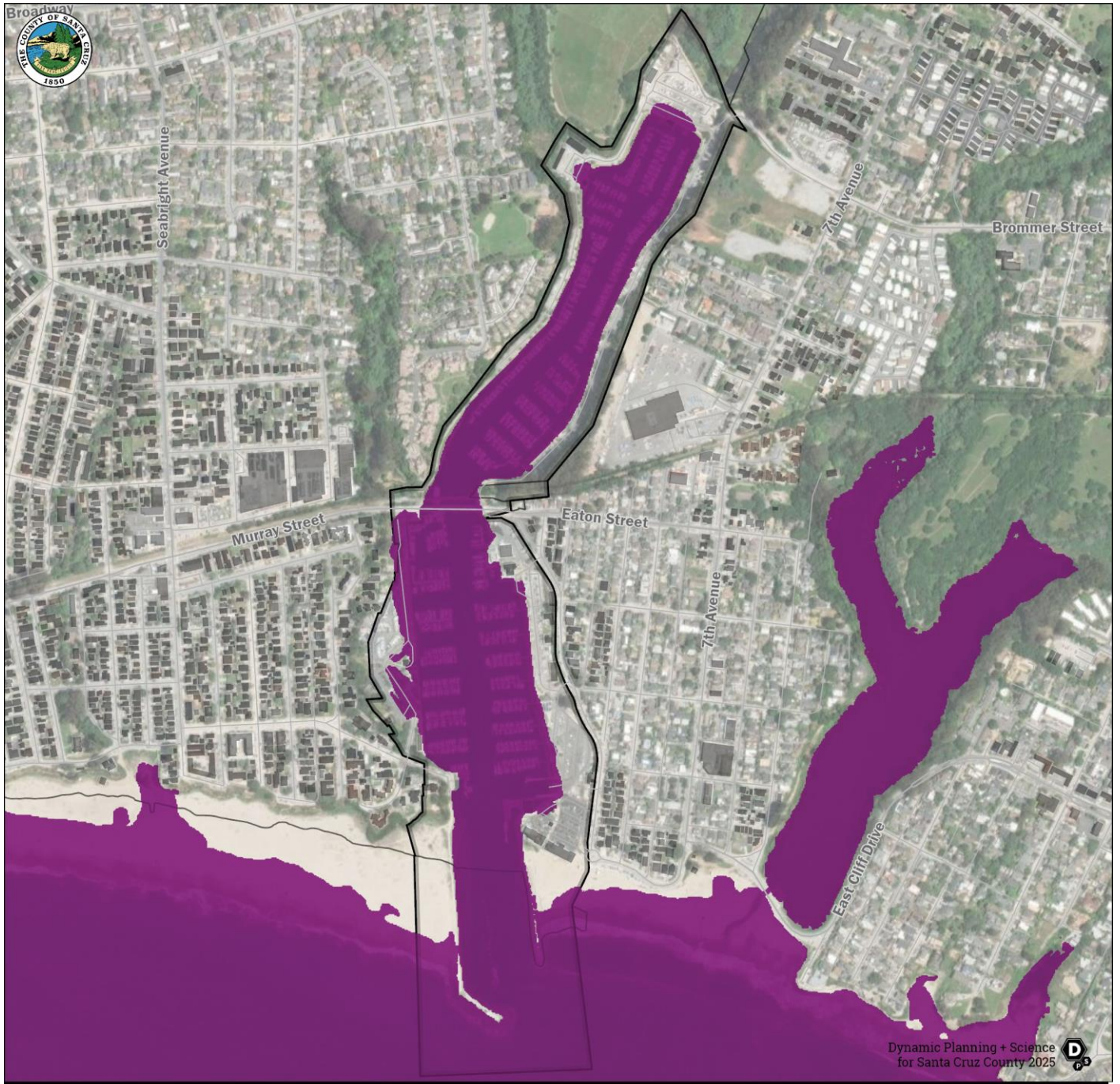


channel, docks, and nearby floodplains. These areas now experience more frequent flooding during high tides and minor storm surges.

Ongoing exposure to elevated water levels is already damaging port infrastructure. Dock structures and electrical systems are affected the most. These systems were not designed to withstand regular saltwater contact. As a result, infrastructure is degrading more quickly, which lowers reliability and increases maintenance demands.

Sea level rise also increases the impact of other hazards. By raising the baseline water level, even modest storms and high tides can trigger wave run-up and surge that reaches farther inland. This makes storm impacts stronger and causes more erosion along the edges of the harbor. Areas shown on the Landslide Risk Exposure Map with moderate to high slope risk may become less stable as water levels rise.

As protective barriers and revetments face more stress, damage to port infrastructure is likely to increase. The West Jetty and nearby slopes are especially exposed. Sea level rise is not only a direct hazard but also a factor that makes other coastal threats worse. Planning and reinforcing infrastructure will be necessary to protect harbor operations and nearby communities.



Sea Level Rise Exposure Santa Cruz Port District

*Data sources: COSMOS v3.1.

Sea Level Rise

Figure 8-14 SCPD Sea Level Rise Inundation Areas Map



8.5.3 Planning for Hazards & Growth

SCPD incorporates hazard awareness into long-term planning and infrastructure decisions to support resilience and sustainability. The district's planning documents provide a foundation for addressing future climate risks, emergency response, and resource management. These efforts focus on maintaining reliable operations under changing conditions.

Although SCPD does not manage water systems like utility districts, it takes a proactive approach to maintaining infrastructure that is essential to public safety and harbor operations. Capital improvement projects focus on upgrading aging facilities, strengthening critical systems, and reducing vulnerabilities. These upgrades improve performance during both daily operations and emergencies such as earthquakes, storms, and coastal flooding.

Future development in and around the port will continue to rely on hazard-informed strategies. As climate impacts increase, it will be important to align growth, infrastructure, and public safety planning with known risks. SCPD's investments in asset maintenance, coastal protection, and emergency readiness will help protect the harbor community and ensure long-term service continuity.

8.5.3.1 Development-Related Hazard Considerations

Development and redevelopment within the Santa Cruz Port District must address the full range of hazards present in this coastal setting. This includes risks from flooding, coastal erosion, tsunami run-up, and seismic activity. The harbor's location in the coastal zone also means that all development must comply with the California Coastal Act and obtain approval from the California Coastal Commission (CCC), which plays a central role in evaluating hazard exposure and resilience.

The CCC requires that projects in the coastal zone avoid or minimize exposure to known hazards, especially in areas with high risk from sea level rise or erosion. Proposals must consider long-term site safety, public access, and environmental protection. This means that any new construction or upgrades near the shoreline must be supported by hazard assessments and engineered solutions that reduce risk. The CCC also emphasizes the use of nature-based strategies where feasible, such as dune restoration or managed retreat.

Most port infrastructure, including docks, roadways, parking, and utilities, is located within mapped hazard areas. These include tsunami inundation zones, flood-prone lands, and steep slopes with moderate to high landslide risk. As shown in district hazard maps, many of these areas are already under stress from changing sea conditions. Development in these zones could intensify exposure unless proper site design and mitigation measures are used.

Changes in land use upstream also affect port conditions. Increased runoff from impervious surfaces can worsen tributary flooding, alter sediment loads, and reduce water quality. These effects place added stress on port facilities and increase maintenance costs. Sea level rise compounds the issue by pushing high tides further inland and increasing the extent of both flooding and erosion.



SCPD must continue integrating hazard data into site planning, design reviews, and permitting. Development proposals in sensitive areas should include flood protection, emergency access, and infrastructure resilience features. Coordination with the CCC, County of Santa Cruz, and other regulatory agencies is essential to ensure that projects align with both state coastal policy and local hazard mitigation goals.

8.5.4 Hazard Problem Statements

As part of the mitigation action identification process, the internal planning group for each jurisdiction identified areas of concern (aka problem statements) for their respective facilities based on the risk assessment and vulnerability analysis. Problem statements focused on the impact, victim, and the threat that the hazard could create in the jurisdiction, as described in Table 8-5. Identifying common issues and weaknesses through these problem statements assisted the planning group in understanding the realm of resources needed for mitigation.

The goal is to have at least one mitigation action for every problem statement. Projects or actions have been developed to mitigate each problem identified. See Table 8-7 for a full list of mitigation actions and corresponding problem statements that they address. Each problem statement is coded with a problem number for cross-referencing between Table 8-5 and Table 8-7.



Table 8-5: SCPD Problem Statements

Hazard	Sub-Hazard	Area of Concern	Problem IS	Description	Related Mitigation Actions
Climate Change		Threat	ps-CC-SPD-01	Swell and surge conditions are increasing in frequency and magnitude due to climate change and sea level rise, which is accelerating erosion of harbor embankments and contributing to the formation of sinkholes along the shoreline.	ma-CC-RCD-01
Coastal Hazards	Coastal Erosion	Victim	ps-CE-SPD-01	Long-term erosion may increase risks for harbor users and staff by exposing degraded shorelines and aging infrastructure.	ma-CE-SPD-01
Coastal Hazards	Coastal Erosion	Impact	ps-CE-SPD-02	Shoreline retreat and scouring threaten the structural integrity of seawalls, roadways, gangways and other marine infrastructure.	ma-CE-SPD-01
Coastal Hazards	Coastal Erosion	Impact	ps-CE-SPD-03	Maintenance costs for sediment management, revetment repair, and access stabilization are increasing due to erosion effects.	ma-AH-RCD-01
Coastal Hazards	Coastal Erosion	Threat	ps-CE-SPD-04	Wave energy and sediment dynamics are accelerating erosion along harbor embankments.	ma-CE-SPD-01
Coastal Hazards		Threat	ps-CH-SPD-01	Sea level rise and storm-driven wave activity are reducing the effectiveness of existing protective structures.	ma-CH-SCC-01
Coastal Hazards	Coastal Storm	Victim	ps-CS-SPD-01	Liveaboard residents, commercial operators, tenants, and Port District staff face heightened risk during sudden wave overtopping events or dock failures associated with major winter storms.	ma-AH-RCD-01
Coastal Hazards	Coastal Storm	Threat	ps-CS-SPD-02	Atmospheric river events and coastal storms are increasing in frequency and magnitude, intensifying wave energy impacts on harbor infrastructure and operations.	ma-AH-CPT-01
Drought		Victim	ps-DR-SPD-01	Fishing-dependent workers and small commercial operators may face reduced income or economic displacement due to reduced catch linked to drought-driven ecosystem stress and fishery closures.	ma-DR-SPD-01
Drought		Impact	ps-DR-SPD-02	Drought-related fishery closures or species decline may disrupt commercial and recreational harbor-based activities.	ma-DR-SPD-01



Hazard	Sub-Hazard	Area of Concern	Problem IS	Description	Related Mitigation Actions
Drought		Threat	ps-DR-SPD-03	Increasing frequency and duration of regional droughts are affecting aquatic systems and the economic viability of marine-dependent operations.	ma-DR-WTS-01
Drought		Threat	ps-DR-SPD-04	Climate projections show worsening hydrologic stress, altering marine habitat conditions along the central coast.	ma-DR-SPD-01
Earthquake		Victim	ps-EQ-SPD-01	Port District staff, tenants, and users may face injury risks from structural failures, falling debris, or dock collapse during seismic events.	ma-EQ-SPD-01
Earthquake		Victim	ps-EQ-SPD-02	Liveaboard residents and commercial operators may become stranded or injured due to dock separation or utility failure following an earthquake.	ma-EQ-SCW-03
Earthquake		Impact	ps-EQ-SPD-03	Critical port infrastructure?such as docks, pilings, and seawalls?is vulnerable to damage or collapse from strong ground shaking and liquefaction.	ma-EQ-SPD-01
Earthquake		Impact	ps-EQ-SPD-04	Electrical and communication systems may fail during seismic events, impairing response coordination and emergency operations.	ma-EQ-SPD-01
Earthquake		Threat	ps-EQ-SPD-05	The Port District is located in a region with known seismic faults and moderate to high liquefaction susceptibility.	ma-EQ-SPD-01
Earthquake		Threat	ps-EQ-SPD-06	Much of the harbor?s infrastructure is built on fill or sediment-prone areas that could amplify seismic shaking or settle unevenly.	ma-EQ-SPD-02
Flood		Impact	ps-FL-SPD-01	Sediment and debris from upstream flooding and the San Lorenzo River may shoal the harbor entrance, reducing navigability and requiring more extensive dredging efforts.	ma-FL-SPD-01
Flood		Threat	ps-FL-SPD-02	Major watershed events may overwhelm drainage systems and backwater into harbor infrastructure, particularly during concurrent coastal storms.	ma-FL-SPD-01
Flood		Victim	ps-FL-SPD-03	Crab fishing, sailing charter, and other commercial operators in the harbor can be economically impacted during the winter months due to shoaled conditions at the harbor entrance resulting from upstream flooding.	ma-FL-SPD-01



Hazard	Sub-Hazard	Area of Concern	Problem IS	Description	Related Mitigation Actions
Sea Level Rise		Impact	ps-SLR-SPD-01	Overtopping of seawalls and recurring inundation of docks and adjacent electrical systems from sea level rise may impact Port District assets and operations.	ma-SLR-SPD-01, ma-SLR-SPD-02
Sea Level Rise		Threat	ps-SLR-SPD-02	Long-term sea level rise is elevating baseline water levels, increasing exposure to even modest high tide and storm events.	ma-SLR-SCW-01, ma-SLR-SCW-02, ma-SLR-SPD-02
Coastal Hazards	Tsunami	Victim	ps-TS-SPD-01	Liveaboard residents, commercial operators, tenants, Port District staff, and users may be unable to evacuate the area in a timely manner due to limited awareness of evacuation routes, mobility constraints, and/or vehicular congestion of one-way access routes.	ma-TS-SPD-01, ma-TS-SPD-02
Coastal Hazards	Tsunami	Victim	ps-TS-SPD-02	Harbor users may not receive timely alerts or understand evacuation procedures due to limited awareness and desensitization to existing tsunami signage.	ma-TS-SPD-01
Coastal Hazards	Tsunami	Impact	ps-TS-SPD-03	A tsunami may cause severe damage to docks, gangways, and marine infrastructure, disrupting harbor operations and access.	ma-TS-SPD-02
Coastal Hazards	Tsunami	Impact	ps-TS-SPD-04	Harbor businesses and utility systems could be rendered inoperable for extended periods following tsunami inundation and debris damage.	ma-TS-SCC-01
Coastal Hazards	Tsunami	Threat	ps-TS-SPD-05	The Port District lies within the tsunami inundation zone and is exposed to both near-field and far-field tsunami events.	ma-TS-SPD-02
Coastal Hazards	Tsunami	Threat	ps-TS-SPD-06	Limited vertical evacuation options and the proximity to open ocean create elevated long-term exposure to tsunami risk.	ma-TS-SPD-01
Coastal Hazards	Wave Run-Up & Surge	Impact	ps-WV-SPD-01	High-energy wave run-up can damage docks, vessels, and gangways, causing hazardous conditions and service disruption.	ma-WV-SPD-02, ma-WV-SPD-01



8.5.4.1 Climate Change Impacts & Vulnerable Populations

The impacts of climate change in Santa Cruz County disproportionately burdens vulnerable populations, exacerbating challenges in water access, housing resilience, and emergency preparedness. Rising temperatures and extended droughts strain water supplies, with limited recharge mechanisms and insufficient mapping compounding the risks. These issues are particularly acute for low-income households, which often lack the resources to address water well failures, waterline repairs, or contingency planning. Many of these residents face financial barriers to implementing proactive mitigation measures or recovering from water shortages.

Disproportionately impacted communities within the Santa Cruz Port District are primarily concentrated among the harbor's liveaboard residents and the local maritime workforce. Unlike other jurisdictions with larger residential populations, the Port District serves a small but highly vulnerable group of individuals who live and work near coastal hazards. These include older adults, individuals with disabilities, and workers in harbor-dependent jobs who may face barriers during emergency events.

Port staff report that more than half of the liveaboard population is over the age of sixty-five, with approximately twenty percent experiencing mobility or functional limitations. Some liveaboards also face economic hardship, mental health challenges, or housing insecurity. Many rely on fixed incomes, do not own vehicles, and may not be easily reached through traditional emergency communications. Living on vessels within the marina increases their exposure to coastal storms, high surf, and potential tsunami impacts, especially when evacuation time is limited or access routes are compromised.

The Port's workforce includes individuals who perform critical operations such as vessel maintenance, yard services, fuel delivery, and support for commercial fishing and boating. These workers may not have secure employment protections or consistent income. Hazard events that damage docks, disrupt harbor access, or affect navigation can cause immediate income loss and job insecurity. Many workers rely on daily wages and may not have resources to withstand extended closures.

Although there is no formal data indicating the prevalence of language barriers among harbor users, equitable communication remains an important priority. All emergency information, including storm advisories and evacuation procedures, should be delivered clearly, understandable, and accessible to every member of the harbor community.

By acknowledging the unique risks faced by the Port District's liveaboard and working populations, the district can prioritize hazard mitigation strategies that address these vulnerabilities. These strategies support safety, resilience, and equitable recovery for all individuals who rely on the harbor for shelter, employment, and access to essential services.

The SCPD manages the Santa Cruz Harbor, which serves as a hub for commercial fishing, recreation, tourism, and marine operations. While the District's mission is focused on safe and efficient harbor operations rather than direct emergency response, its infrastructure and users are increasingly vulnerable to climate change-driven hazards. Harbor-based populations—including liveaboard residents, small commercial operators, and fishing-dependent workers—face heightened risk due to their reliance on



marine-dependent infrastructure, limited evacuation options, and economic sensitivity to disruption of harbor operations.

Coastal Erosion and Coastal Hazards: Shoreline retreat and erosion are accelerating due to stronger wave energy, storm activity, and sea level rise. These processes threaten seawalls, gangways, revetments, and harbor roadways, increasing maintenance costs for sediment management and structural repair. Harbor staff and users are at greater risk as degraded shorelines and aging infrastructure are exposed.

Sea Level Rise: Rising baseline water levels and more frequent high tide flooding are creating recurring inundation risks for docks, gangways, and adjacent electrical systems. Long-term sea level rise will reduce the effectiveness of existing seawalls and protective structures, compounding exposure to storm events and contributing to sinkhole formation along embankments.

Flooding and Watershed Events: Major storm events and upstream flooding from the San Lorenzo River contribute to shoaling at the harbor entrance, restricting navigability for commercial and recreational vessels. Sediment and debris accumulation require costly dredging and create economic impacts for fishing fleets, sailing charters, and harbor businesses. Drainage backwater during concurrent storm and tidal events further threatens harbor infrastructure.

Tsunamis: The Port District lies entirely within the tsunami inundation zone and faces exposure to both near-field and far-field tsunami events. Vulnerable populations include liveaboard residents, harbor staff, and tenants who may have limited awareness of evacuation routes, face mobility barriers, or encounter congestion along constrained access corridors. Tsunami inundation could severely damage docks, gangways, and utilities, rendering harbor operations and local businesses inoperable for extended periods.

Earthquakes and Liquefaction: Much of the harbor's infrastructure is built on fill and sediment-prone areas that could amplify seismic shaking or settle unevenly. Although not impacted by climate change, critical assets—including docks, seawalls, and utilities—are highly vulnerable to earthquake damage, with risks of dock collapse, utility disruption, and loss of access for liveaboard residents and harbor users.

Coastal Storms and Wave Run-Up: Atmospheric river events and winter storms increasingly subject the harbor to wave overtopping and high-energy run-up, damaging vessels, docks, and gangways. Liveaboard residents, commercial operators, and staff face direct safety risks during these events, particularly when storms cause dock failures or sudden flooding.

Drought and Marine Ecosystem Stress: Drought conditions indirectly affect the Port District by altering marine habitat conditions and triggering fishery closures. Fishing-dependent workers and small commercial operators may face reduced income or economic displacement when species decline or catch limits are imposed, compounding economic vulnerability in the working waterfront.

The Santa Cruz Port District's exposure to climate-driven hazards highlights the intersection of infrastructure resilience, marine-dependent livelihoods, and public safety. Addressing long-term risks from erosion, sea level rise, flooding, and seismic activity will require coordinated adaptation planning, infrastructure investments, and education and outreach to harbor users—particularly liveaboard residents and small operators—who are most vulnerable to disruptions.



8.6 Mitigation Strategy

The mitigation strategy is the guidebook to future hazard mitigation administration, capturing the key outcomes of the hazard mitigation planning process. The mitigation strategy is intended to reduce vulnerabilities outlined in the risk assessment (i.e., the problem statements) with a prescription of policies and physical projects. These mitigation actions should be compatible with existing planning mechanisms and should outline specific roles and resources for implementation success.

8.6.1 Aligning the Action Plan

This section connects the SCPD's mitigation actions with its existing capabilities and areas for growth. Capability assessments are a required element of hazard mitigation planning under the Disaster Mitigation Act of 2000 and FEMA's 2023 guidance, ensuring that actions are realistic, achievable, and aligned with available resources.

The section begins with a summary of the SCPD's capabilities across four areas: planning and regulatory, administrative and technical, fiscal, and education and outreach. This overview highlights the tools and strengths that the district already uses to reduce hazard risk. The section then provides a detailed analysis of each capability area, identifying both current practices and opportunities to expand resilience.

8.6.1.1 Capabilities & Opportunities Assessment

To develop a realistic and actionable mitigation strategy, it must account for existing jurisdictional capabilities and what future opportunities there are to enhance those capabilities for purposes of hazard mitigation. This section provides an assessment of SCPD's existing capabilities and future opportunities, including planning and regulatory, administrative and technical, fiscal, and public outreach and education capabilities. This assessment also identifies opportunities to integrate this MJHMP into future planning, policies, or programs to weave mitigation efforts into daily operations and address hazard problems holistically. Capabilities are categorized into four groups and include various mechanisms.

- **Planning and Regulatory Capabilities:** Existing long-range plans, emergency response plans, hazard-specific plans, land use policies, and building and development standards.
- **Administrative and Technical Capabilities:** Available expertise in emergency services, engineering, grant management, and community planning.
- **Fiscal Capabilities:** Budgetary capacity, taxing authority, grants, and other funding mechanisms that can support mitigation projects.
- **Outreach and Education Capabilities:** Existing programs for providing technical assistance, community education, public warnings, and stakeholder engagement.

The SCPD possesses foundational capabilities to support hazard mitigation, emergency preparedness, and infrastructure resilience. While some systems are mature and actively supporting operations, others remain



under development or would benefit from strategic investment and coordination. A full description of the process used to develop the capabilities assessment is provided in Volume 1, Section 2.3.3.

This capabilities and opportunities assessment for SCDP lists the various types of capabilities along with how they have been, currently are, or will in the future be integrated into hazard mitigation planning efforts. The three “HMP Integration” columns that identify the capability’s status and usage are color-coded with green, yellow, or orange shading to communicate the following:

- **Status:** If the capability is present at all and what level of use it has generally.
- **Current Mitigation Use:** If the capability is currently being used in mitigation efforts, specifically, and at what level.
- **Future Opportunity:** If there is a future opportunity to integrate the capability into mitigation efforts and at what level.

Planning & Regulatory Capabilities

As a special district with limited authority and not a municipality, SCPD does not maintain traditional planning or regulatory tools, such as hazard-specific ordinances or development standards. That said, the SCPD complies with all development standards and environmental review requirements for the State of California, including the California Environmental Quality Act (CEQA), and within the county and City of Santa Cruz where its facilities are located. These local regulatory environments are described in Volume 1 for Santa Cruz County and in the [City of Santa Cruz Municipal Code](#).

SCPD’s Capital Improvement Program (CIP) remains the district’s most robust tool for hazard mitigation and infrastructure resilience. The CIP funds essential upgrades such as dock replacements, seawall reinforcement, and maintenance of critical access areas. These projects directly reduce exposure to coastal hazards and improve safety for harbor users.

However, SCPD lacks other key hazard planning tools. Seismic safety programs, floodplain response plans, and stormwater management strategies are not formally established, leaving gaps in preparedness. While some emergency and resilience functions are supported through partnerships with City and County agencies, the Port remains vulnerable in areas outside its direct authority.

Regional planning efforts, such as the Arana Gulch Master Plan, provide a framework for sustainable land use and environmental management adjacent to the Port. Although this plan primarily guides habitat conservation and public access in the Arana Gulch corridor, its implementation reinforces broader goals of watershed health, coastal resilience, and multi-jurisdictional coordination. SCPD can benefit from aligning its own planning priorities with these regional strategies, especially where development or runoff influences tributary flooding, erosion, or sediment transport into the harbor.

Although SCPD does not manage water supply, climate-related issues like sea level rise, flooding, and drought all affect harbor infrastructure and operations. A formal Floodplain Response Plan is needed to address chronic transformer damage and dock inundation. Similarly, drought impacts on fisheries and marine businesses suggest a need for adaptation planning. Climate action planning remains in its early stages but is increasingly critical to sustaining long-term harbor operations.



Finally, SCPD has growing potential to expand hazard-related outreach. Current communication channels, including social media, newsletters, and signage, can be leveraged to share preparedness information and emergency updates with both residents and transient harbor users. These efforts support both public safety and community resilience.

Future integration of the MJHMP will occur through various processes and mechanisms outlined across multiple mitigation actions (Table 8-7). Key opportunities for future hazard mitigation integration with SCPD's existing planning mechanisms are to incorporate NOAA tidal benchmarks, Sea Level Rise Explorer, and Santa Cruz County coastal assessments into the district's monitoring program to inform adaptive triggers (ma-SLR-SPD-02) and to incorporate wave run-up, surge, and SLR scenario thresholds from the CAAP and SLRVA into SCPD's CIP design standards (ma-WV-SPD-02).

Administrative & Technical Capacity

The Port District maintains essential technical capabilities through in-house operational experience. While the District does not have in-house engineering staff, it relies on external engineering consultants to oversee capital projects and infrastructure maintenance. Daily operational needs are managed by Port staff with extensive experience in harbor systems and facility upkeep.

Emergency coordination is handled in partnership with the Santa Cruz County Office of Emergency Services (OR3), ensuring the Port remains connected to regional planning and response systems. The district has successfully pursued grant funding—particularly for infrastructure projects such as seawall replacement—and may benefit from expanding grant-writing capacity to support future resilience initiatives.

Geographic Information System (GIS) services are currently managed through outside partnerships, though building internal capacity may improve project planning and hazard analysis. Outreach and communications responsibilities are integrated into existing roles without dedicated personnel, presenting an opportunity for enhancement as the Port expands its public engagement and emergency preparedness efforts.

Warning Systems & Services

Emergency communications systems at the Port are basic but functional. There is a critical need to enhance coordination with the OR3 to improve alert and warning capabilities for both flood, tsunami and wave run up hazards. These threats pose direct risks to harbor infrastructure and the safety of liveaboard residents, visitors, and staff. Currently, no dedicated alerting systems exist for threats from tsunami despite known presence. Closer integration with OR3 would improve emergency notification protocols and help protect vulnerable populations and infrastructure.



Fiscal Capabilities

SCPD has a stable fiscal foundation with several revenue streams that support capital improvements and routine operations. Utilities fees collected from slip holders are a core funding mechanism. The CIP remains the primary tool for funding resilience projects. Other financial instruments—such as general obligation bonds, development fees, or voter-approved levies—are not fully implemented but could provide future support for mitigation if pursued.

Special tax bonds and withheld spending in hazard-prone areas are additional tools that remain untapped. Their development would require policy support and public engagement.

Education & Outreach Capabilities

Public education and communication channels are in place, though hazard-specific outreach is still evolving. The Port’s social media presence is active and well-used, offering a strong foundation for future emergency communications.

There is also room to strengthen coordination with the City and County on hazard information, public safety events, and resource partnerships. Existing platforms such as newsletters and stakeholder meetings offer an opportunity to integrate preparedness messages. Additionally, collaboration with the Resource Conservation District could help SCPD explore nature-based solutions for erosion control and shoreline resilience.

The capabilities assessment is easily digestible and based on color coding to indicate which policies and plans are adequate, need improvement, or in which the hazard mitigation plan could be integrated. Included in the table is a legend that explains how the three questions are answered according to the color indicated: green, yellow, or orange. See Table 8-6 on the following pages.

CAPABILITY ASSESSMENT LEGEND HMP Integration

Status	Current Mitigation Use	Future Opportunity
Currently in use or present.	Used widely for mitigation.	Opportunity to expand and integrate.
(Sort of) Seldomly used or limited presence.	Limited use in mitigation planning.	Limited opportunity to expand and integrate.
(No) Not present or available.	Not used in mitigation planning.	No opportunity to expand or integrate.



Table 8-6: SCPD Capabilities Assessment

Resource	HMP Integration			Notes / Additional Detail
	Status	Current Mitigation Use	Future Opportunity	
Planning and Regulatory Capabilities				
Hazard Reduction Programs (Annually Conducted)				
Capital Improvements Program (CIP) or Plan				CIP includes infrastructure repair and maintenance, including seawall replacement, dock upgrades, etc.
Annual Fire Prevention Plan				No formal plan. Potential to coordinate with City fire services.
Seismic Safety Program (Non-structural)				No formal program.
Earthquake Modernization Plan (Building Safety)				No form plan. Structural safety guided by City/County codes.
Stormwater Management Program (Annual Inspections)				No current Stormwater Management Program (not under Port District's jurisdiction). A Stormwater Pollution Prevention Plan (SWPPP) is in place, with designated discharge points throughout the harbor, subject to applicable regulatory permits.
Hazard Plans and Programs				
Floodplain Response Plan				No formal plan. Assessment needed due to recurring flooding / overtopping associated with sea level rise, king tides, and similar events.
Community Wildfire Protection Plan (CWPP)	N/A	N/A	N/A	Not applicable to Port District.
Ground Water Management Planning / Plans	N/A	N/A	N/A	Not applicable to Port District.
Climate Action Plan				No formal plan (acknowledges climate impacts in strategy discussions).
Drought Mgmt/Contingency Plan				No formal plan (acknowledges that drought impacts seasonal fisheries).
FireWise Communities within District	N/A	N/A	N/A	Not applicable to Port District.
Hazard-Related Public Outreach Program				Existing communications in place, with opportunity to expand to include hazard-related content.
Administrative and Technical				
Staff Capacity				
Emergency Manager				No dedicated full-time equivalent is assigned to serve in this role. Port Director and Harbormaster act as EM, in coordination with County OR3.
Civil Engineer				No dedicated full-time equivalent is assigned to serve in this role.



HMP Integration

Resource	HMP Integration			Notes / Additional Detail
	Status	Current Mitigation Use	Future Opportunity	
Dedicated Public Outreach Personnel	Orange	Orange	Yellow	No dedicated full-time equivalent is assigned to serve in this role. Port Director coordinates public outreach.
GIS Specialist and Capability	Orange	Orange	Yellow	No dedicated full-time equivalent is assigned to serve in this role. Consultants and County GIS are utilized.
Grant Manager, Writer, or Specialist	Yellow	Yellow	Green	No dedicated full-time equivalent is assigned to serve in this role. Port District staff have applied for and obtained smaller grants. Consultants are needed for larger opportunities.
Other	Green	Green	Green	Port District staff manage daily operations and emergency maintenance.

Warning Systems/Services

General	Yellow	Yellow	Green	Basic communication systems exist. Potential to coordinate and improve emergency alerting.
Flood	Orange	Orange	Green	Basic communication systems exist. Potential to coordinate and improve emergency alerting.
Wildfire	N/A	N/A	N/A	Not applicable to Port District.
Geological Hazards	Orange	Orange	Yellow	Basic communication systems exist. Potential to coordinate and improve emergency alerting.

Fiscal Capabilities

Financial Resources for Hazard Mitigation

Levy for Specific Purposes with Voter Approval	Orange	Orange	Yellow	Port District has authority to levy taxes with voter approval, though utilization of this option is unlikely.
Utilities Fees	Green	Green	Green	Port Commission approves fee schedule for all service fees, including utility fees (currently being collected).
System Development Fee	N/A	N/A	N/A	Not under Port District purview.
General Obligation Bonds to Incur Debt	Yellow	Yellow	Green	Potential to utilize for hazard funding.
Special Tax Bonds to Incur Debt	Orange	Orange	Yellow	Port District has authority to levy taxes with voter approval, though utilization of this option is unlikely.
Withheld Spending in Hazard-Prone Areas	Orange	Orange	Yellow	Not formalized; potential policy development.
Stormwater Service Fees	N/A	N/A	N/A	Not under Port District purview.
Capital Improvement Project Funding	Green	Green	Green	Primary funding mechanism for resilience projects.

Education / Outreach Capabilities

Education/Outreach Resources

Website Dedicated to Hazard Topics	Orange	Orange	Yellow	Website exists. Potential to improve mitigation and hazard-specific content.
Dedicated Social Media	Green	Green	Green	Social media exists. Effective platform for public safety communications.



HMP Integration

Resource	HMP Integration			Notes / Additional Detail
	Status	Current Mitigation Use	Future Opportunity	
Hazard Info. Avail. at Library/ Planning Desk				Opportunity to collaborate with City/County.
Annual Public Safety Events				No planned events. Potential to coordinate with stakeholder support.
Ability to Field Public Tech. Assistance Requests				Port District responds to and manages infrastructure concerns effectively.
Public Safety Newsletters or Printed Outreach				Newsletter exists. Potential to integrate hazard preparedness content.
Fire Safe Councils	N/A	N/A	N/A	Not applicable to Port District.
Resource Conservation Districts				Possible collaboration for erosion control and nature-based solutions.
Other				Port District staff manage daily operations and emergency maintenance.

8.6.2 Santa Cruz Port District Mitigation Action Plan

Mitigation actions were developed based upon the jurisdiction’s priorities, risk assessment results, and mitigation alternatives. The mitigation action prioritization method used by all participating jurisdictions is described in Section 4 of Volume 1. Table 8-7 lists each priority mitigation action, responsible party, time frame, potential funding source, implementation steps, and resources need to implement based upon consensus among the SCPD’s assessment team. All mitigation actions across jurisdictions are accessible through MAST (Mitigation Action Support Tool), providing comprehensive details including the mitigation goal, responsible party, timeline, potential funding sources, implementation steps, and required resources. As a dynamic document, hazard problem statements and mitigation activities will be regularly updated through MAST to reflect evolving needs and circumstances.

As a first-time participant in a hazard mitigation plan, SCPD did not have any existing mitigation actions from a prior plan to evaluate. Therefore, all mitigation actions identified

in this planning cycle are newly developed based on the district’s updated risk assessment, local capabilities, and areas of concern identified during stakeholder engagement and interagency collaboration. These new actions were crafted to address the district’s highest priority hazards, align with FEMA’s hazard mitigation guidance, and reflect local infrastructure vulnerabilities and water resource challenges. The development of these mitigation strategies marks an important step in integrating resilience into the district’s operations and long-term planning. All mitigation actions are documented in Volume 2, Table 8-7.

SCPD developed unique mitigation actions, tailored to their own unique priorities, vulnerabilities, and capabilities. Each action contains a level of detail that meets the regulatory requirements of FEMA and DMA 2000, including identifying the responsible party, time frame, potential funding source, implementation steps, and resources needed to implement. It is important to note that the SCPD is a small agency with a mostly horizontal structure. Therefore, there are no specific departments or divisions responsible for overseeing these mitigation actions; instead, responsibilities for actions will be shared across all positions in the district.

All actions are assigned a unique identification number, as illustrated in MAST and in Figure 8-15, using alphanumeric characters that denote specific attributes of the action, including the type of hazard being mitigated, facilitating easy reference and management. Table 8-7 lists each mitigation action for the district.

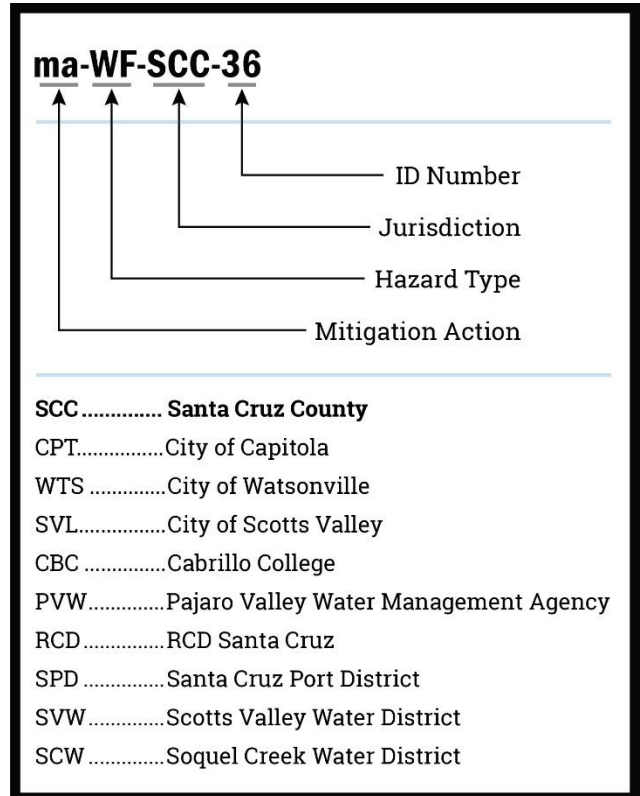


Figure 8-15: Mitigation Action Number Key

Table 8-7: SCPD Mitigation Action Plan

Hazard	Action ID	Action Title	Description	FEMA Mitigation Alternative	Timeline	Responsibility	Cost	Benefit	Internal Funding Source	External Funding Source	Priority (Based on Criteria)	Problems Addressed
Coastal Hazards (Coastal Erosion)	ma-CE-SPD-01	Shoreline Hardening Plan	Identify and strengthen at-risk segments of seawalls and other shoreline infrastructure within the Harbor using materials and methods resilient to long-term erosion and wave run-up.	SP, PRV	Long 5-10 Years	Port District	High	High	Agency Budget	HMGP, Prop 4, Measure Q	High	ps-CE-SPD-01, ps-CE-SPD-02, ps-CE-SPD-03, ps-CE-SPD-04, ps-CC-SPD-01, ps-CH-SPD-01, ps-CS-SPD-02
Coastal Hazards (All)	ma-CH-SPD-01	Coastal Hazard Event Response Protocols	For storm surge, erosion, and other coastal hazards, expand safety protocols, signage, and coordination to include liveaboards, tourists, and event visitors—integrating NWS Coastal Flood and TsunamiReady alerts.	ES, PE&A	Medium 3-5 Years	Port District + County, CalOES	Low	High	Agency Budget	HMGP, Prop 4, Measure Q	High	ps-CH-SCC-01, ps-CH-SPD-01, ps-CS-SPD-01
Drought	ma-DR-SPD-01	Internal Water Use & Infrastructure Audit	Evaluate Port facilities (e.g., wash stations, irrigation, utilities) for water use efficiency and identify infrastructure vulnerabilities under long-term drought and water rate increases.	SP, PRV	Long 5-10 Years	Port District	Low	Medium	Agency Budget	DWR, Measure Q	Medium	ps-DR-SCW-04, ps-DR-CBC-04, ps-DR-SPD-01, ps-DR-SPD-02, ps-DR-SPD-04, ps-DR-SPD-03
Earthquake	ma-EQ-SPD-02	Emergency Power Backup for Port Facilities	Install backup power generators and secure fuel supplies for essential operations including harbor patrol and communications.	SP, PPRO, ES	Medium 3-5 Years	Port District + consultants	High	High	Agency Budget	HMGP BRIC	Medium	ps-EQ-SPD-06, ps-EQ-SPD-03, ps-EQ-SPD-04, ps-EQ-SPD-05
Earthquake	ma-EQ-SPD-01	Phased Seismic Assessment & Retrofit of Critical Port Infrastructure	Implement a phased program beginning with a seismic and liquefaction vulnerability assessment of Port assets, followed by design and construction of retrofits for priority structures based on assessed risk.	SP, PPRO	Long 5-10 Years	Port District + engineering consultants	High	High	Agency Budget	HMGP BRIC	Medium	ps-EQ-SPD-03, ps-EQ-SPD-05, ps-EQ-SPD-01, ps-EQ-SPD-04, ps-EQ-SPD-02, ps-EQ-SPD-06
Flood	ma-FL-SPD-01	Watershed Coordination & Debris Management Planning	Collaborate with upstream watershed agencies and local jurisdictions to develop a debris management strategy that reduces sedimentation at the harbor entrance and north harbor culvert during major storm events.	PRV, NRP	Long 5-10 Years	Port District + interagency working groups, RCD	Low	High	Agency Budget	Measure Q DWR USACE	High	ps-FL-SPD-01, ps-FL-SPD-02, ps-FL-SPD-03, ps-CE-SPD-03
Sea Level Rise	ma-SLR-SPD-01	Adaptation Plan & Infrastructure Floodproofing	Develop and implement a phased adaptation plan to elevate or floodproof docks, electrical systems, and access pathways based on Port asset inventories and SLR projections (e.g., J Dock, FF Area).	SP, PRV	Medium 3-5 Years	Port District + consultants	High	High	Agency Budget	HMGP, Prop 4, Measure Q	Medium	ps-SLR-SPD-01, ps-SLR-SPD-02, ps-CC-SPD-01, ps-CE-SPD-02, ps-CE-SPD-04
Sea Level Rise	ma-SLR-SPD-02	Coastal Data & Vulnerability Monitoring Integration	Integrate NOAA tidal benchmarks, Sea Level Rise Explorer, and County coastal assessments into a Port monitoring program to inform adaptive triggers.	PRV, PE&A	Medium 3-5 Years	Port District	Low	Medium	Agency Budget	HMGP, Prop 4, Measure Q	High	ps-SLR-SPD-01, ps-SLR-SPD-02, ps-CC-SPD-01, ps-CE-SPD-01, ps-CE-SPD-02, ps-CE-SPD-04, ps-CH-SPD-01
Coastal Hazards (Tsunami)	ma-TS-SPD-01	Harbor-Wide Tsunami Evacuation & Signage Enhancement	Design and install standardized, multi-lingual tsunami evacuation signage across all public and operational areas of the Port. Include wayfinding to upland zones and dock-specific evacuation routes.	ES, PE&A	Medium 3-5 Years	Port District + County OR3/OES	Medium	High	Agency Budget	City / County Collaboration	Medium	ps-TS-SPD-01, ps-TS-SPD-02, ps-TS-SPD-03, ps-TS-SCC-02, ps-TS-SPD-06, ps-TS-SPD-04, ps-TS-SPD-05
Coastal Hazards (Tsunami)	ma-TS-SPD-02	Tsunami Notification & Harbor Training Program	Establish a local tsunami alert system (non-siren audible and digital) and conduct annual harbor-wide training drills for tenants, liveaboards, and Port staff.	ES, PE&A	Medium 3-5 Years	Port District + County OR3/OES	Low	High	Agency Budget	N/A	Medium	ps-TS-SPD-01, ps-TS-SPD-02, ps-TS-SPD-05, ps-TS-SPD-03, ps-TS-SPD-04, ps-TS-SPD-06
Coastal Hazards (Wave Run-Up & Surge)	ma-WV-SPD-01	Surge Resilient Dock & Gangway Retrofit	Retrofit docks and gangways with surge-resistant pilings and materials, timed to align with the FY26–FY30 CIP and designed using forthcoming SLRVA elevation data.	SP	Medium 3-5 Years	Port District	High	High	Agency Budget	HMGP, Prop 4, Measure Q	High	ps-WV-SPD-01, ps-CE-SPD-01, ps-CE-SPD-02, ps-CE-SPD-04, ps-CH-SPD-01, ps-CS-SPD-01, ps-CS-SPD-02



Hazard	Action ID	Action Title	Description	FEMA Mitigation Alternative	Timeline	Responsibility	Cost	Benefit	Internal Funding Source	External Funding Source	Priority (Based on Criteria)	Problems Addressed
Coastal Hazards (Wave Run-Up & Surge)	ma-WV-SPD-02	Surge & SLR Design Guidelines for CIP	Incorporate wave run-up, surge, and SLR scenario thresholds from the CAAP and SLRVA into Port's CIP design standards.	PRV	Medium 3-5 Years	Port District + consultants	Low	High	Agency Budget	HMGP, Prop 4, Measure Q	High	ps-WV-SPD-01, ps-WV-CPT-01, ps-CC-SPD-01, ps-CE-SPD-01, ps-CE-SPD-02, ps-CE-SPD-04, ps-CH-SPD-01, ps-CS-SPD-01, ps-CS-SPD-02

Santa Cruz Port District
Accounts Payable Check Register
 March 2026

Date	No.	Vendor	Description	Amount	
3/2/2026	62881	AAA Workspace	Office Supplies	\$ 86.96	
3/2/2026	62882	Ace Portable Services	Portable Toilet Rental	\$ 839.87	
3/2/2026	62883	Allied Universal	Security Patrol (January)	\$ 5,767.20	
3/2/2026	62884	Amazon Capital Services	Office Supplies, Gate Opener Remote, Maintenance Vehicle Phone Mount & License Plate Bracket, Batteries	\$ 150.81	
3/2/2026	62885	AmeriDyn	Dynamics Support	\$ 87.50	
3/2/2026	62886	A Sign ASAP!	Dredge Pipe Signage	\$ 480.11	
3/2/2026	62887	A Tool Shed Rentals	Wood Chipper Rental	\$ 242.65	
3/2/2026	62888	Batteries + Bulbs	Parking Meter Batteries	\$ 69.54	
3/2/2026	62889	Bay Building Janitorial, Inc.	Janitorial Services, Refuse Collection	\$ 12,918.66	
3/2/2026	62890	Bayside Oil II, Inc.	Waste Oil Disposal	\$ 234.00	
3/2/2026	62891	Big Creek	Concrete Mix, Socket Adapters, Lumber, Saw Blades, Wall Trim, Sealant	\$ 432.60	
3/2/2026	62892	Bow Wow Pet Waste Products	Pet Waste Station Bags	\$ 220.63	
3/2/2026	62893	Brass Key Locksmith, Inc.	Padlock & Keys	\$ 96.60	
3/2/2026	62894	Central Coast Systems	425 Brommer Street Alarm Repair Call, 2222 East Cliff Drive Alarm Monitoring, Fire Alarm Telecommunication Installation & Monitoring	\$ 3,547.15	
3/2/2026	62895	ClearPath Technologies LLC	Annual Sonicwall Network Security Support Renewal	\$ 235.90	
3/2/2026	62896	Comcast	Business Internet	\$ 211.38	
3/2/2026	62897	County of Santa Cruz DPW	Hazmat Disposal	\$ 140.00	
3/2/2026	62898	Crystal Springs Water Co.	Boatyard Drinking Water	\$ 95.05	
3/2/2026	62899	Ewing Irrigation Products, Inc.	Light Pole Caps, Hose Bibs	\$ 52.88	
3/2/2026	62900	FedEx	Shipping	\$ 210.55	
3/2/2026	62901	Grainger	Masking Tape, Cut Resistant Gloves, Disposable Gloves, <i>Twin Lakes</i> Utility Pump, Reciprocating Saw, <i>Twin Lakes</i> Cotter Pins, Dock Gate Screws	\$ 1,284.42	
3/2/2026	62902	Bret Gripenstraw	Credit Balance Refund	\$ 50.00	
3/2/2026	62903	HD Supply Facilities Maintenance, Ltd.	Janitorial Supplies	\$ 2,317.81	
3/2/2026	62904	Hose Shop	Fire Water Hoses	\$ 1,605.80	
3/2/2026	62905	VOID			
3/2/2026	62906	Kraemer Elevator Load Testing	2222 East Cliff Drive Elevator Emergency Phone Line Implementation	\$ 1,206.95	
3/2/2026	62907	Lastition, Chris	Credit Balance Refund	\$ 155.44	
3/2/2026	62908	Lawson	Hydraulic Hose	\$ 4,417.58	
3/2/2026	62909	Lighthouse Welding	<i>Twin Lakes</i> Snorkel Elbow Manufacturing	\$ 5,892.00	

Santa Cruz Port District
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Date	No.	Vendor	Description	Amount
3/2/2026	62910	Linde Gas & Equipment, Inc.	Welding Supplies	\$ 312.50
3/2/2026	62911	Lloyd's Tire & Auto Care	Maintenance Vehicle Tire Sensor Replacement	\$ 149.08
3/2/2026	62912	MBS Business Systems	Copier Usage Charges	\$ 886.80
3/2/2026	62913	Libby McCord	Security Deposit Refund	\$ 416.95
3/2/2026	62914	McDermott, Dick	497 Lake Avenue Installment Payment	\$ 4,535.45
3/2/2026	62915	McMaster-Carr Supply Company	Fleet Number Decals	\$ 162.66
3/2/2026	62916	Mid County Auto Supply	Oil & Filter, Wiper Blades	\$ 127.11
3/2/2026	62917	Mission Uniform Service	First Aid Supply, Linens, Uniform Service, Uniform Pant Replacement	\$ 688.56
3/2/2026	62918	MKB Company LLC	Dredge & Maintenance Yard Stormwater Filters	\$ 701.39
3/2/2026	62919	Mutual of Omaha	Life/LTD/AD&D Insurance	\$ 2,071.32
3/2/2026	62920	Maxwell Nunes	Security Deposit Refund	\$ 394.40
3/2/2026	62921	Outdoor Supply Hardware	Fasteners, Tie Wires, Signage Hardware, Paint Pails, Saw Blades, Sealant, Furniture Glides	\$ 215.91
3/2/2026	62922	Pacific Gas & Electric Company	Utilities	\$ 47,814.55
3/2/2026	62923	Peterson	Dozer Paint	\$ 103.45
3/2/2026	62924	Riverside Lighting & Electric	Electrical Supplies	\$ 309.17
3/2/2026	62925	Scheidt & Bachmann	Monthly Service	\$ 2,861.64
3/2/2026	62926	Santa Cruz Municipal Utilities	Utilities	\$ 19,894.13
3/2/2026	62927	Dale Tracy	Security Deposit Refund	\$ 156.25
3/2/2026	62928	Triton Construction	Designated Operator Services	\$ 300.00
3/2/2026	62929	Luke Tweddle	Security Deposit Refund	\$ 454.08
3/2/2026	62930	Uline	Cones & Delineators	\$ 1,453.44
3/2/2026	62931	US Relay	Webcam Service	\$ 484.00
3/2/2026	62932	West Marine Pro	Water Hose, Dock Line	\$ 195.12
3/2/2026	62933	West Marine Pro	Boatyard Retail Items	\$ 1,834.08
3/2/2026	62934	Wex Bank	Fleet Fuel	\$ 2,465.21
3/6/2026	62935	Santa Cruz County Clerk	Notary Oath & Bond Filing Fee	\$ 38.00
3/6/2026	62936	Santa Cruz County Clerk	Notary Bond Recording Fee	\$ 17.00
3/10/2026	62937	Campground Consulting Group	Consulting Services: 7th Avenue & Brommer Street Southwest Parcels	\$ 7,800.00
3/13/2026	62938	AAA Workspace	Office Supplies	\$ 250.77
3/13/2026	62939	Ace Portable Services	Portable Toilet Rental	\$ 236.71
3/13/2026	62940	Allied Administrators	Dental Insurance	\$ 3,295.05

Santa Cruz Port District
Accounts Payable Check Register
 March 2026

Date	No.	Vendor	Description	Amount
3/13/2026	62941	Amazon Capital Services	Office Supplies, Hydraulic Level Gauge	\$ 476.35
3/13/2026	62942	American Textile & Supply, Inc.	Oil Absorbent Pads	\$ 2,245.15
3/13/2026	62943	AmeriDyn	Dynamics GP Software Upgrade	\$ 1,610.00
3/13/2026	62944	Bay Plumbing Supply, Inc.	Fish Table Drain Repair, RV Park Plumbing Fittings	\$ 843.50
3/13/2026	62945	Bayside Oil II, Inc.	Waste Oil Disposal	\$ 468.00
3/13/2026	62946	Big Creek	Impact Bits, RV Park Signage Paint, Wood Stakes	\$ 167.68
3/13/2026	62947	Bow Wow Pet Waste Products	Pet Waste Station Bags	\$ 220.63
3/13/2026	62948	Brass Key Locksmith, Inc.	Dredge Vehicle Keys, Padlocks	\$ 606.11
3/13/2026	62949	Brink's Incorporated	Deposit Courier Service	\$ 462.96
3/13/2026	62950	Andrew Carman	Security Deposit Refund	\$ 449.11
3/13/2026	62951	Central Coast Systems	425 Brommer Street Alarm Module Replacement	\$ 582.03
3/13/2026	62952	Citi Cards	Breakroom Supplies, Office Supplies	\$ 1,196.88
3/13/2026	62953	ClearPath Technologies LLC	Annual Microsoft Office 365 Subscription Renewal, Monthly IT & Cyber Security Services, Monthly Managed Detection & Response Services (\$4,125 SLCGP Grant Reimbursable)	\$ 9,369.00
3/13/2026	62954	Comcast	Business Television	\$ 19.29
3/13/2026	62955	Complete Mailing Service	Rate Increase Letter Printing, Mailing & Postage, Statement Mailing & Postage	\$ 1,832.90
3/13/2026	62956	County of Santa Cruz Auditor	Citation Tax (January)	\$ 1,837.00
3/13/2026	62957	County of Santa Cruz DPW	Annual Sanitation Charges (\$602.76 Tenant Reimbursable)	\$ 602.76
3/13/2026	62958	County of Santa Cruz DPW	Annual Sanitation Charges (\$79,933.96 Tenant Reimbursable)	\$ 105,860.13
3/13/2026	62959	County of Santa Cruz DPW	Annual Sanitation Charges (\$11,602.83 Tenant Reimbursable)	\$ 15,453.30
3/13/2026	62960	Charles Crompton	Security Deposit Refund	\$ 505.45
3/13/2026	62961	Crow's Nest Restaurant	1/2 Concession Lot Garbage (Tenant Reimbursable)	\$ 2,457.18
3/13/2026	62962	Data Ticket, Inc.	Citation Processing (January)	\$ 501.87
3/13/2026	62963	Jason Drew	Security Deposit Refund	\$ 705.33
3/13/2026	62964	Flyers Energy, LLC	Ancillary Equipment Fuel	\$ 8,166.28
3/13/2026	62965	Foss, Marlene	Security Deposit Refund	\$ 199.30
3/13/2026	62966	Frog Environmental	Boatyard Filtration System Media Vessel	\$ 6,946.20
3/13/2026	62967	Raj Gollamudi	Security Deposit Refund	\$ 913.23
3/13/2026	62968	Grainger	Backflow Repair Kit, Respirator, Tape Measure	\$ 525.44
3/13/2026	62969	Granite Construction Company	Launch Ramp Sinkhole Repair Project Progress Payment	\$ 390,668.50

Santa Cruz Port District
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Date	No.	Vendor	Description	Amount
3/13/2026	62970	Haro Kasunich & Associates, Inc.	Engineering Services: Launch Ramp Sinkhole Repair Project	\$ 1,855.00
3/13/2026	62971	HD Supply Facilities Maintenance, Ltd.	Janitorial Supplies	\$ 2,228.44
3/13/2026	62972	Home Depot Credit Services	Irrigation Fittings, Pest Control, Lifting Straps, Extension Cord, Furniture Dolly, Gate Hinge & Hardware, Light Bulbs, Utility Knives, Cable Ties, Water Hose, Sand Bags, Pressure Washer, Drywall, Drywall Mud & Tools, Corner Bead	\$ 1,779.05
3/13/2026	62973	Hose Shop	I-Dock Fire Hose Valve, <i>Twin Lakes</i> Hoses	\$ 198.66
3/13/2026	62974	Johnson, Michael	Annual Launch Permit Refund	\$ 370.00
3/13/2026	62975	Don Judson	Credit Balance Refund	\$ 125.00
3/13/2026	62976	Kraemer Elevator Load Testing	Monthly Elevator Service	\$ 395.00
3/13/2026	62977	Lighthouse Welding	<i>Twin Lakes</i> Snorkel Elbow Hard Facing	\$ 15,620.00
3/13/2026	62978	Linde Gas & Equipment, Inc.	Welding Gas & Rod	\$ 1,145.97
3/13/2026	62979	West Series of Lockton Companies, LLC	Auto Insurance Premium, FY27 Directors & Officers Insurance Premium	\$ 20,603.44
3/13/2026	62980	Marina Ware	RV Park Network Switch & Access Point	\$ 1,028.75
3/13/2026	62981	McMaster-Carr Supply Company	<i>Squirt</i> Hardware	\$ 496.66
3/13/2026	62982	Mesiti-Miller Engineering, Inc.	Engineering Services: Launch Ramp Sinkhole Repair Project	\$ 2,722.10
3/13/2026	62983	Eric Meuse	Security Deposit Refund	\$ 363.00
3/13/2026	62984	Mid County Auto Supply	Antifreeze, Generator Battery	\$ 173.29
3/13/2026	62985	Mission Uniform Service	First Aid Supply, Linens, Uniform Service, Uniform Shirt & Pant Replacement	\$ 1,008.17
3/13/2026	62986	Operating Engineers Local Union No. 3	Union Dues (Payroll Deduction)	\$ 360.00
3/13/2026	62987	Outdoor Supply Hardware	Tape Measure & Screws	\$ 63.22
3/13/2026	62988	Pacific Gas & Electric Company	Utilities	\$ 401.63
3/13/2026	62989	Peace Officers Research Association of California	Association Dues (Payroll Deduction)	\$ 256.00
3/13/2026	62990	RDO Equipment Co.	Generator Supplies	\$ 289.72
3/13/2026	62991	Red Wing Shoe Store	Dredge Staff Work Boots	\$ 329.76
3/13/2026	62992	Riverside Lighting & Electric	Light Fixtures	\$ 1,757.66
3/13/2026	62993	Isacc Rudas	Credit Balance Refund	\$ 370.00
3/13/2026	62994	Santa Cruz Fire Equipment Company	Annual Fire Extinguisher Recertification (Docks)	\$ 1,507.04
3/13/2026	62995	Santa Cruz Municipal Utilities	Utilities	\$ 3,615.47
3/13/2026	62996	Seals, Robert	Security Deposit Refund	\$ 25.72
3/13/2026	62997	Brian Sears	Credit Balance Refund	\$ 394.00

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Accounts Payable Check Register
 March 2026

Date	No.	Vendor	Description	Amount
3/13/2026	62998	Southern Counties Lubricants	<i>Twin Lakes</i> Oil	\$ 2,038.41
3/13/2026	62999	Staples Business Advantage	Office Supplies	\$ 578.83
3/13/2026	63000	Stuart, Jon	Security Deposit Refund	\$ 134.04
3/13/2026	63001	Roger Sullivan	Credit Balance Refund	\$ 48.00
3/13/2026	63002	U.S. Bank Equipment Finance	Copier Leases	\$ 305.55
3/13/2026	63003	Verizon Wireless	Cell Phone & Tablet Service	\$ 267.08
3/13/2026	63004	West Marine Pro	Foul Weather Gear, Power Receptacle	\$ 309.10
3/13/2026	63005	West Marine Pro	Boatyard Retail Items	\$ 1,741.02
3/18/2026	63006	James Hudson	Employee Training Expense Reimbursement	\$ 364.73
3/23/2026	63007	Campground Consulting Group	Consulting Services: 7th Avenue & Brommer Street Southwest Parcels	\$ 1,436.50
3/27/2026	63008	AAA Workspace	Office Supplies	\$ 47.14
3/27/2026	63009	AA Safe & Security Co.	Key Copies	\$ 7.62
3/27/2026	63010	Ace Portable Services	Portable Toilet Rental	\$ 612.80
3/27/2026	63011	Phil Allegri Electric, Inc.	Launch Ramp Sinkhole Repair Project Wiring & Parking Lot Lighting	\$ 760.74
3/27/2026	63012	Amazon Capital Services	VHF Radio Batteries	\$ 26.05
3/27/2026	63013	AmeriDyn	Accounts Payable Automation System Installation	\$ 542.50
3/27/2026	63014	A Sign ASAP!	Fleet Decals	\$ 296.33
3/27/2026	63015	Bay Building Janitorial, Inc.	Janitorial Services, Refuse Collection	\$ 12,918.66
3/27/2026	63016	Bay Plumbing Supply, Inc.	Pipe Glue, Thread Cutting Oil	\$ 111.53
3/27/2026	63017	Big Creek	Bench & Table Repair Lumber, Storage Shed Hardware & Lumber, Signage Lumber, Impact Bits, Fasteners, 413 Lake Avenue Paint	\$ 831.06
3/27/2026	63018	Cale America, Inc.	Monthly Service	\$ 1,399.32
3/27/2026	63019	Citi Cards	Breakroom Supplies, Moss Landing Harbor District Permit Application Fee	\$ 855.14
3/27/2026	63020	Comcast	Business Internet	\$ 698.37
3/27/2026	63021	County of Santa Cruz Auditor	Citation Tax (January)	\$ 0.50
3/27/2026	63022	Crow's Nest Restaurant	1/2 Concession Lot Garbage (December & February - Tenant Reimbursable)	\$ 5,151.30
3/27/2026	63023	Crystal Springs Water Co.	Boatyard Drinking Water	\$ 65.20
3/27/2026	63024	Dunn-Edwards Corporation	Striping Paint	\$ 211.11
3/27/2026	63025	FedEx	Shipping	\$ 379.67
3/27/2026	63026	Ferguson Enterprises, LLC	PVC Fittings, Pipe, Cement	\$ 177.03

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Date	No.	Vendor	Description	Amount
3/27/2026	63027	Flyers Energy, LLC	Ancillary Equipment Fuel	\$ 3,114.41
3/27/2026	63028	GP Crane & Hoist	Quarterly Hoist Inspection (\$352.79 Tenant Reimbursable)	\$ 529.19
3/27/2026	63029	Grainger	Batteries, Disposable Gloves, Lever Hoist, Oil Absorbent Granules	\$ 1,329.81
3/27/2026	63030	Granite Construction Company	Launch Ramp Sinkhole Repair Project Final Payment	\$ 60,097.00
3/27/2026	63031	Hose Shop	G-Dock Water Line Couplings	\$ 183.93
3/27/2026	63032	Irigaray, Chris	Credit Balance Refund	\$ 382.38
3/27/2026	63033	Josh Wagoner	Claim Settlement - Personal Items	\$ 495.00
3/27/2026	63034	K2 Refrigeration	Ice Machine Repair - 493 Lake Avenue, Suite A (Tenant Reimbursable)	\$ 12,582.79
3/27/2026	63035	Kraemer Elevator Load Testing	Monthly Service	\$ 395.00
3/27/2026	63036	Lighthouse Welding	<i>Twin Lakes</i> Snorkel Hard Facing	\$ 6,347.50
3/27/2026	63037	Linde Gas & Equipment, Inc.	Welding Rod	\$ 730.80
3/27/2026	63038	West Series of Lockton Companies, LLC	Auto Insurance Premium	\$ 144.44
3/27/2026	63039	Marina Ware	Key Fobs for Resale, Quarterly Software & Key Access System Support	\$ 5,288.83
3/27/2026	63040	McMaster-Carr Supply Company	Padlocks, Turnbuckles	\$ 553.87
3/27/2026	63041	Mid County Auto Supply	Engine Oil, Maintenance Vehicle Battery Replacement	\$ 223.42
3/27/2026	63042	Mission Uniform Service	First Aid Supply, Linens, Uniform Service, Uniform Pant Replacement	\$ 592.56
3/27/2026	63043	Monterey Bay Analytical Services	Stormwater Testing	\$ 824.00
3/27/2026	63044	MPress Digital Inc.	Slip License Agreement Forms, Visitor Berthing Forms	\$ 1,511.51
3/27/2026	63045	Outdoor Supply Hardware	Cutting Wheels, Spray Paint, Table & Bench Hardware	\$ 116.25
3/27/2026	63046	Pacific Gas & Electric Company	Utilities	\$ 42,126.11
3/27/2026	63047	Pickles, Jeff	Security Deposit Refund	\$ 127.90
3/27/2026	63048	Peace Officers Research Association of California Legal Defense Fund	Association Dues (Payroll Deduction)	\$ 336.00
3/27/2026	63049	Quadient, Inc.	Postage	\$ 500.00
3/27/2026	63050	Quadient Leasing USA, Inc.	Postage Meter Lease	\$ 227.74
3/27/2026	63051	Riverside Lighting & Electric	L-Dock Breaker, Voltage Tester	\$ 739.66
3/27/2026	63052	San Lorenzo	Bench & Table Lumber, RV Park Hardware	\$ 431.97
3/27/2026	63053	Santa Cruz Fire Equipment Company	Hazmat Containment Unit Semi-Annual Service	\$ 255.30
3/27/2026	63054	SC Fuels	Fuel Dock Gas & Diesel	\$ 33,583.47
3/27/2026	63055	Scheidt & Bachmann	Monthly Service	\$ 2,861.64

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Date	No.	Vendor	Description	Amount
3/27/2026	63056	Santa Cruz Municipal Utilities	Utilities	\$ 22,446.34
3/27/2026	63057	Employee #1962	7/1/25-7/15/25 Payroll Reprint	\$ 71.68
3/27/2026	63058	Soquel Nursery Growers, Inc.	RV Park Landscaping	\$ 256.75
3/27/2026	63059	Employee #1946	1/15/26-1/31/26 Payroll Reprint	\$ 392.97
3/27/2026	63060	SSB Construction	Metal Roof Coating Project - 333 Lake Avenue, Redecking East Side Public Pier Project	\$ 199,553.00
3/27/2026	63061	Uline	Hazmat Storage Cabinet	\$ 2,470.98
3/27/2026	63062	US Relay	Webcam Service	\$ 484.00
3/27/2026	63063	West Marine Pro	Battery, Depth Finder, VHF Battery	\$ 984.12
3/27/2026	63064	West Marine Pro	Boatyard Retail Items	\$ 504.08
3/27/2026	63065	Wex Bank	Fleet Fuel	\$ 2,571.87
3/27/2026	63066	Santa Cruz Municipal Utilities	Boat Disposal (SAVE Grant Reimbursable)	\$ 7,368.01
3/5/2026	Various	Various Employees	2/16/26-2/28/26 Payroll	\$ 7,559.71
3/20/2026	Various	Various Employees	3/1/26-3/15/26 Payroll	\$ 7,687.36
3/1/2026	EFT	American Express	Fuel Dock Credit Card Fees	\$ 6.67
3/1/2026	EFT	ElectronicPayments	Fuel Dock Credit Card Fees	\$ 17.50
3/1/2026	EFT	Fiserv	RV Park Credit Card Fees	\$ 1,226.51
3/1/2026	EFT	Gravity Payments	Front Desk Credit Card Fees	\$ 2,906.50
3/1/2026	EFT	Merchant Services	Fuel Dock Credit Card Fees	\$ 190.48
3/1/2026	EFT	Merchant Services	Online Billpay Credit Card Fees	\$ 297.26
3/1/2026	EFT	Merchant Services	Boatyard Credit Card Fees	\$ 525.01
3/1/2026	EFT	Merchant Services	CALE Credit Card Fees	\$ 557.35
3/1/2026	EFT	Transaction Express	Online Billpay ACH Fees	\$ 803.72
3/1/2026	EFT	Windcave, Inc.	Concession Lot Credit Card Fees	\$ 1,721.07
3/2/2026	EFT	Windcave, Inc.	Concession Lot Credit Card Device Charges	\$ 519.00
3/4/2026	EFT	Fiserv	RV Park ACH Fees	\$ 10.00
3/5/2026	EFT	PAYCHEX	2/16/26-2/28/26 Payroll Direct Deposit	\$ 80,698.03
3/5/2026	EFT	PAYCHEX	2/16/26-2/28/26 Payroll Taxes	\$ 39,412.75
3/5/2026	EFT	PAYCHEX	Payroll Service Fees	\$ 773.50
3/5/2026	EFT	California State Disbursement Unit	Wage Garnishment	\$ 125.00
3/5/2026	EFT	California State Disbursement Unit	Wage Garnishment	\$ 290.63
3/5/2026	EFT	CalPERS	Health Insurance	\$ 61,031.72
3/5/2026	EFT	CalPERS	Arrears Contributions (Employer)	\$ 1,524.88

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Date	No.	Vendor	Description	Amount
3/5/2026	EFT	CalPERS	Retirement Contributions (Employee & Employer)	\$ 1,906.79
3/5/2026	EFT	CalPERS	Retirement Contributions (Employee & Employer)	\$ 8,509.07
3/5/2026	EFT	CalPERS	Retirement Contributions (Employee & Employer)	\$ 11,692.99
3/5/2026	EFT	CalPERS	457 Contributions (Payroll Deduction)	\$ 5,757.22
3/5/2026	EFT	Empower Retirement	457 Loan Repayments (Payroll Deduction)	\$ 257.31
3/6/2026	EFT	Comerica Commercial Card Services	Gate Opener Remotes, Harbor Patrol Storage Shed, Business Internet, Annual Microsoft 365 License Renewal, Fan, Mailbox, Restroom Signage, Domain Registration Renewal, Lightbulbs, Lift Station Pump, Sandpaper, Office Supplies, Maintenance Vehicle Sales Tax, Smog Check & Seat Covers, Dredge Trailer Lug Nuts, Harboropoly Prizes (Keychains, Mugs, Bags, Sweatshirts & Gift Cards), Office Space Advertising, Zoom Subscription, 2222 East Cliff Drive Exterior Signage (\$2,569.13 Tenant Reimbursable), California Special Districts Association Conference Registration	\$ 15,840.13
3/10/2026	EFT	Campspot	RV Park Reservation System	\$ 1,024.60
3/10/2026	EFT	Comerica Bank	Service Charges	\$ 939.82
3/10/2026	EFT	Gravity Payments	Front Desk Credit Card Gateway Fee	\$ 24.30
3/12/2026	EFT	Deluxe For Business	Accounts Payable Checks	\$ 383.53
3/16/2026	EFT	GoTo Communications, Inc.	IP Telephone System	\$ 505.07
3/20/2026	EFT	PAYCHEX	3/1/26-3/15/26 Payroll Direct Deposit	\$ 80,908.42
3/20/2026	EFT	PAYCHEX	3/1/26-3/15/26 Payroll Taxes	\$ 39,668.53
3/17/2026	EFT	PAYCHEX	Payroll Service Fees	\$ 807.10
3/20/2026	EFT	PAYCHEX	Time & Attendance Fees	\$ 120.45
3/23/2026	EFT	California State Disbursement Unit	Wage Garnishment	\$ 125.00
3/23/2026	EFT	California State Disbursement Unit	Wage Garnishment	\$ 288.28
3/24/2026	EFT	CalPERS	Retirement Contributions (Employee & Employer)	\$ 1,906.79
3/24/2026	EFT	CalPERS	Retirement Contributions (Employee & Employer)	\$ 8,549.08
3/24/2026	EFT	CalPERS	Retirement Contributions (Employee & Employer)	\$ 11,708.97
3/24/2026	EFT	CalPERS	457 Contributions (Payroll Deduction)	\$ 5,749.05
3/20/2026	EFT	Empower Retirement	457 Loan Repayments (Payroll Deduction)	\$ 257.31
3/30/2026	EFT	Windcave, Inc.	Concession Lot Credit Card Device Charges	\$ 504.90
3/31/2026	EFT	Deluxe For Business	Accounts Payable Check Envelopes	\$ 314.78
Total March 2026 Disbursements				\$ 1,610,734.88



TO: Port Commission
FROM: Holland MacLaurie, Port Director
DATE: April 21, 2026
SUBJECT: Port Director's Report – April 28, 2026

Appropriations Update – Dredge Reimbursement

The Port District has received confirmation that dredge reimbursement funding for FY26 has been included in the U.S. Army Corps of Engineers' Work Plan. While this is welcome news, staff is now shifting focus toward securing FY27 funding. Notably, nearly all annually funded dredging projects in California were excluded from the President's FY27 Budget, including Channel Islands, Morro Bay, Oceanside, Santa Barbara, Ventura, and Santa Cruz. Staff will continue to work with our federal partners to secure funding. As part of that effort, written testimony requesting FY27 funding for the Port District's project has been submitted to the Energy and Water Subcommittee as they review FY27 appropriation requests.

Insurance Renewal Update

All insurance policies have been bound for the term April 1, 2026, to March 31, 2027, with premium costs totaling approximately \$1,441,318 (\$124,000 under budget). With the cost savings, Lockton is currently evaluating options to increase the District's excess liability coverage back to previously held limits. A future agenda item will be brought forward for Commission consideration regarding potential adjustments to excess liability coverage.

Regional General Permit (RGP) – Waterboard

Staff has successfully secured a five-year extension to the District's Regional General Permit from the Waterboard, extending permit coverage through September 2031. As part of this approval, the District also received a one-time allowance to repair or replace up to 160 piles during the 2026 regulatory work window to facilitate the G & X Docks Project.

CalOES Site Visit

Prior to commencement of the G & X Dock Project, representatives from CalOES conducted a pre-project site inspection on April 20, 2026. The visit included a review of the project scope, continued photo documentation of existing site conditions, and an overall assessment of project status to date.

FY26 Audit Preparation

FY26 came to a close on March 31, 2026. Staff has executed an engagement letter with Nigro & Nigro to perform the FY26 audit in the amount of \$20,500. Audit preparation is currently underway, and based on initial review, financial performance appears to be in a stable position despite several impacts experienced over the course of the fiscal year (i.e., Murray Street Bridge Project impacts, sinkhole repair, garbage compactor purchase, etc.).

UCSC Lease Negotiations

The lease agreement with University of California, Santa Cruz is set to expire on June 30, 2026. Staff has initiated preliminary discussions with UCSC representatives, which indicate that no substantive changes to the existing lease terms are anticipated. As such, staff will be presenting an Eighth Amendment to the Commission to extend the lease term under the current framework at a future meeting.



TO: Port Commission
FROM: Blake Anderson, Harbormaster
DATE: April 17, 2026
SUBJECT: Harbormaster's Report – April 28, 2026

2026 Salmon Season

The recreational salmon season started April 11, 2026, below Pigeon Point. The stormy opening weekend produced very few fish but the bite has been slowly improving, although not nearly as successful as last year's short season. The season is subject to in-season management, meaning it will stay open until 21,800 fish are harvested based on the California Department of Fish and Wildlife's determination.

The first commercial salmon season since 2022 has been finalized. The harvest limit will be 83,000 fish statewide with a 160 fish limit per boat per open period. The scheduled dates are as follows, although the season will end when the statewide quota is met:

- May 1-6, 9-13, 16-20, 23-29 (Monterey and San Francisco management zone)
- June 3-8, 12-16, 26-30 (Monterey management zone only)
- July 6-10, 2024 (Monterey management zone only)
- August 1-7, 13-16, 25-27 (Monterey and San Francisco management zone)

ParkMobile

Staff has been working with representatives from ParkMobile to implement the harbor's new parking system. ParkMobile is an app-based parking payment platform that will replace the existing analog meters, which are obsolete and no longer programmable. The back-end and software configuration is nearly complete, and ParkMobile signage has been received. The new system will go live once all signs are installed and analog meters have been removed. ParkMobile will cover all harbor parking areas except the concession lot. Visitors will continue to have the option to pay by cash or credit card at the Cale parking stations located throughout the harbor.

Coastal Incident Response Plan Update

Harbor Patrol staff is part of a working group tasked with updating the County's Coastal Incident Response Plan (CIRP). CIRP is a guiding document that aims to ensure the effective management of local resources during coastal and maritime emergencies. The review is long overdue, as significant changes to coastal resources in the county have occurred since the plan was last updated in 2005.

Water Taxi

The water taxi is currently hauled-out at the boatyard for its annual service and inspection. Once complete, staff will conduct training for operators and crew before beginning weekend service on May 2, 2026, which is earlier than typical (City will fund the early start). Hours of operation are yet to be determined but will be posted on the District's website in advance of the May 2, 2026, start.

Harboropoly Tours

Harbor Patrol staff has been providing patrol vessel ride-alongs and tours of the Walton Lighthouse for grand prize winners of the Harboropoly holiday marketing campaign, which concluded on December 31, 2025. The campaign was developed to attract visitors to harbor and Seabright businesses during the Murray Street Bridge Seismic Retrofit & Barrier Replacement Project.

Fishery Update

The Dungeness crab fishery closed to conventional traps on March 27, 2026. The recreational fishery is still open to anglers using hoop nets and snares. The commercial fishery is still open to vessels utilizing experimental “pop-up” gear through June 30, 2026

Rockfish season opened to all depths on April 1, 2026. Halibut are starting to move shoreward with the warmer water, and there have been some bonito caught throughout the bay as well.

Fisheries Report

The fisheries report consists of data from two sources: the Department of Fish and Wildlife (DFW) and H&H Fresh Fish (resident fish buyer). The data from DFW is partially redacted in accordance with federal fisheries laws. Data is considered confidential when less than three separate vessels land species at any one port. For species landed by three or more separate vessels, the full data is made public and includes weight and value. For other data, the species landed is shown with no weight data.

March 2026 – Total Port Landings:

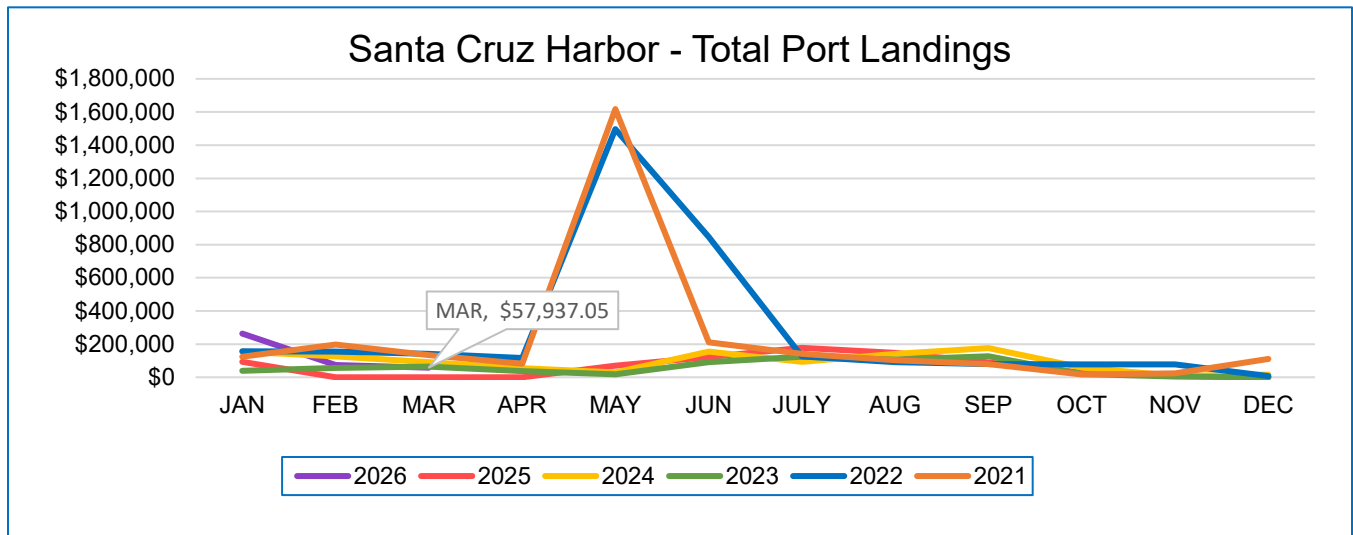
Species	Weight (lbs.)	Ex-Vessel (\$ per lbs.)	Approx. Value
Dungeness Crab	8,323.77	\$6.96	\$57,937.05
Total	8,323.77		\$57,937.05

Species also landed - Bluefin Tuna, Rockfish (various), Pacific Sardine, Jack Mackerel, Smelt, Lingcod, Petrale Sole, Halibut, Grenadier, Sanddab, Rock Crab*

**Weight and value data redacted by Fish and Wildlife pursuant to Fish and Game Code, Section 8022.*

March 2026 – Resident Buyer Landings:

Species	Weight (lbs.)	Ex-Vessel (\$ per lbs.)	Approx. Value
Rockfish (various)	8,873.00	\$3.00	\$29,919.00
Dungeness Crab	6,570.00	\$7.00	\$45,990.00
Rock Crab	1,344.00	\$3.00	\$4,032.00
Lingcod	99.35	\$3.00	\$298.05
Sanddabs	30.00	\$2.00	\$60.00
Soles	8.00	\$2.00	\$16.00
Total	56,145.40		\$80,315.05



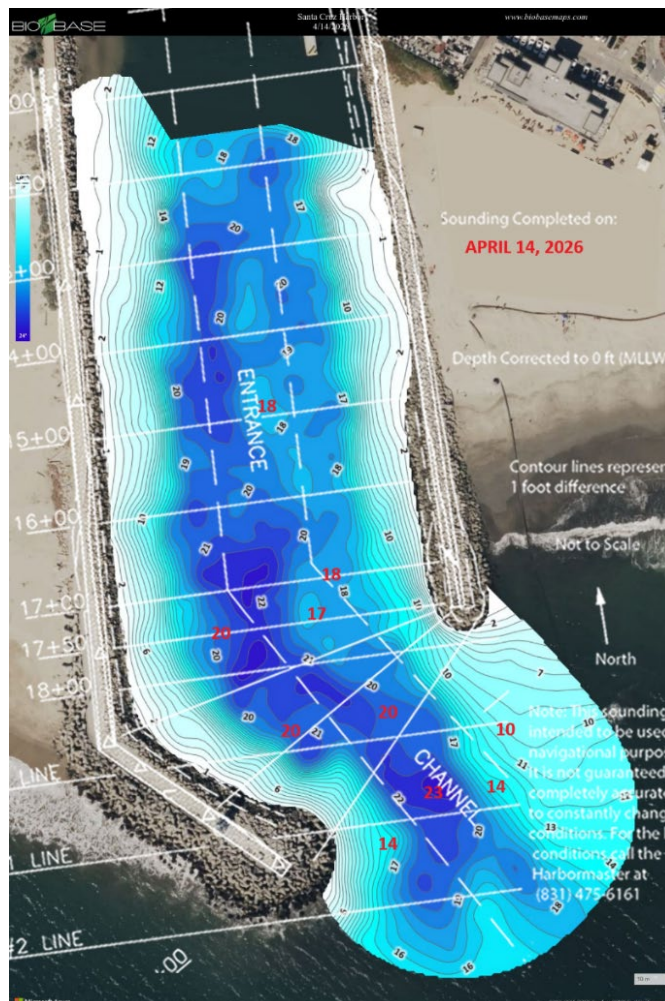


TO: Port Commission
FROM: Carl Wulf, Facilities Maintenance & Engineering Manager
DATE: April 13, 2026
SUBJECT: Facilities Maintenance & Engineering Manager's Report – April 28, 2026

Dredging Operations:

Twin Lakes

The dredge crew continues to deepen the entrance channel. Significant volumes of sand have been removed from both the sides and center of the channel and progress remains on track to conclude dredging on April 30, 2026. The crew will commence demobilization of the beach and floating dredge pipe on Monday, May 4, 2026, beginning with the offshore pipes. The crew will relocate *Twin Lakes* back under the bridge to the north harbor during the second week of May, and will begin work to remove the walkways, snorkel, and Christmas tree. Following this work, staff anticipate moving *Twin Lakes* to the launch ramp in preparation for its haul out.



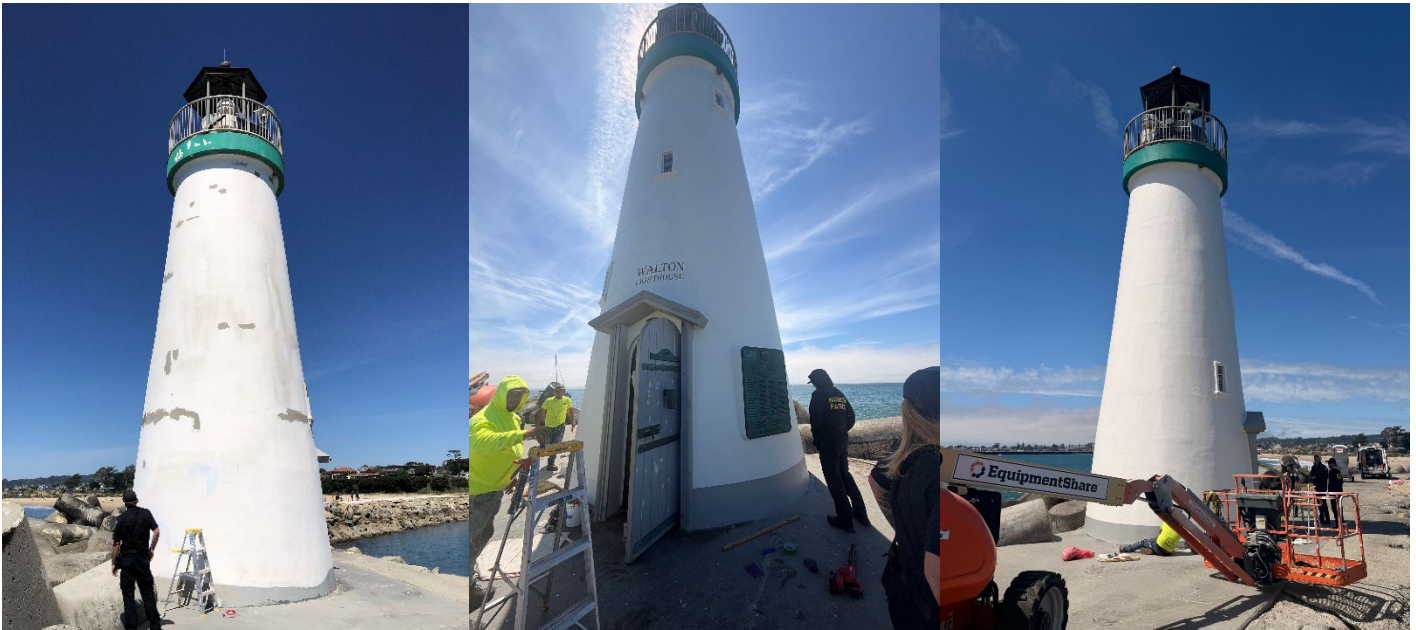
Squirt

Squirt was moved from the south harbor to T-Dock, where it will be moored until the 2026-27 dredge season this fall.

Maintenance:

Walton Lighthouse Painting Project

SSB Construction has completed painting the Walton Lighthouse. The interior and exterior of the lighthouse has been pressure-washed, loose plaster and cracks have been repaired, and the exterior of the lighthouse walls, trim, and door have been painted with a high-performance exterior paint.



345 Lake Avenue Painting Project

SSB Construction began work on Monday, April 13, 2026, to pressure wash, prepare, and paint the exterior of the multi-tenant building at 345 Lake Avenue. Deteriorated sections of the wood railing will also be replaced, and the safety rail will be reinforced as needed.



2222 East Cliff Drive Interior Painting & Carpet Replacement Project

Staff has executed a contract with SSB Construction for the interior painting and carpet replacement of the recently vacated office space, Suite 208, and adjacent shared hallway and entry space in the multi-tenant building at 2222 East Cliff Drive. Work will commence on Thursday, April 23, 2026, and is anticipated to be completed on Friday, May 1, 2026.



TO: Port Commission

FROM: Holland MacLaurie, Port Director

DATE: April 14, 2026

SUBJECT: Murray Street Bridge Seismic Retrofit & Barrier Replacement Project Update

The City's work on the Murray Street Bridge Seismic Retrofit and Barrier Replacement Project continues to move forward. Over the next three weeks, the City's contractor, Shimmick Construction, will continue work on the north bridge deck extension and Abutment 10, including installation of tie rods and associated concrete work. Utility work remains ongoing, with crews advancing installation of the sanitary sewer force main, including casing installation, welding, testing, and carrier pipe placement. Select night work will continue as needed to accommodate sewer-related activities.

The east harbor access road has been temporarily reopened, but is expected to experience additional closures throughout the summer months. Looking ahead, the City is planning to implement another full bridge closure in mid-June to coincide with the start of the in-water work window.

Annual Review of Slip Vacancy / Waiting List Statistics - 2025

as of December 31, 2025

Slip Size/Rate Type	Available Spaces*														Total Spaces	% Vacant	# on Wait List	Approx. Years Wait	Slips Accepted - to 12/31/2025	Total Offers - to 12/31/2025	Average Offers per Accept					
	A	B	C	D	E	F	FF	L	M	N	O	P	Q	R								S	T			
SH 2x																	0	5	0%	15	5	300%	3	1	3.0	
SH1.7x																	0	5	0%	10	2	200%	0	0	0.0	
SH 60																	0	12	0%	10	13	83%	0	0	0.0	
SH 50																	0	32	0%	26	21	81%	3	2	1.5	
SH 40																	0	78	0%	80	23	103%	12	2	6.0	
SH 30										2						1	3	142	2%	88	19	62%	16	5	3.2	
SH 24										1							1	78	1%	42	6	54%	2	2	1.0	
MULTI																1	1	24	4%	13	3	54%	2	1	2.0	
SH Total	<i>*includes 3 slips on FF vacant due to MSB project</i>																5	376	1%	263	70%					
	G H I J U V W X																									
NH 45	3														9		12	28	43%	20	4	71%	0	0	0.0	
NH 40																	0	17	0%	25	6	147%	0	0	0.0	
NH 35															1		1	34	3%	51	6	150%	6	1	6.0	
NH 30					4										2		6	188	3%	60	2.5	32%	57	21	2.7	
NH 25	1														6		7	113	6%	33	3	29%	73	23	3.2	
NH 20																	0	72	0%	29	1	40%	36	20	1.8	
NH Total	<i>*includes 11 slips lost in surge event on 12/23/24</i>																26	452	6%	218	48%					
YCDS																	0	106	0%	15	4	14%				
Inside Ties																	1	41	2%	21	2	51%				
Dory Ties																	11	61	18%	30	1	49%				
AA-Dock Racks																	2	70	3%	43	2	61%				
U-Dock Racks																	6	30	20%	42	2	140%				
J-Dock Racks																	6	66	9%	30	0	45%				
Rowing Racks																	6	66	9%	66	4	100%				
7th & Brommer																	1	82	1%	79	2	96%				
NHDS																	1	101	1%	58	3	57%				
Standby																										
	<i>*dory ties on X/G being held for construction project</i>																									

Waitlist Totals	
263 SH	
218 NH	
630 Standby	
15 YCDS	
1126 TOTAL	



Pearls Sea Scouts
Ages 14 – 18+

Perlitas Sea Explorers
Ages 10 – 14

Santa Cruz Youth Maritime Foundation

Pearls Sea Scouts (Ship 669) • Perlitas Sea Explorers (Club 668)

Bi-Annual Report • September 2025 – February 2026

501(c)(3) Non-Profit • EIN 88-3275728
Board of Directors: Kevin Melrose • Erin Higgins • John Fisher



Dear Port Commissioners,

On behalf of the Santa Cruz Youth Maritime Foundation and its two programs — the **Pearls Sea Scouts** (Ship 669) and the **Perlitas Sea Explorers** (Club 668) — thank you for your continued partnership. The past six months have been a period of strong program growth, a carefully planned leadership transition, and deepened community engagement. The pages that follow summarize our activities from September 2025 through February 2026, our plans for the coming season, and two respectful requests we bring before the Commission.

Two Requests to the Commission — Summary

- 1. Slip Fee Reconsideration.** We respectfully ask the Commission to reconsider the annual escalation of slip fees as it applies to our 100% volunteer, budget-constrained youth program. *Details in Section 9.*
- 2. Land Space for a 20-ft Storage Container.** We respectfully request the allocation of harbor land space sufficient for a 20-ft storage container to safely consolidate Sea Scout gear — outboard engines, dinghies, safety equipment, maintenance tools, and spare parts — currently scattered across private garages and informal storage. *Details in Section 10.*

A note on who we serve: the **Perlitas Sea Explorers** (ages 10-14) are currently offered **pro bono** — no fees — as our deliberate investment in Santa Cruz's next generation of mariners. This is a program we fund ourselves, entirely from volunteer effort and modest fundraising, because we believe early exposure to the harbor, seamanship, and maritime safety creates better, safer boaters and a stronger harbor community for decades to come. The two requests above directly affect our ability to continue this work.

Programs at a Glance — Sept 2025 to Feb 2026

27 Active Pearls Sea Scouts (14-18+)	9 Active Perlitas Sea Explorers (10-14)
8 New Pearls Recruits	4 New Perlitas Recruits
1,000 Participant-Hours On the Water	1,500 Participant-Hours Seamanship Training

Combined Total Youth Impact: 2,500+ participant-hours of maritime education and adventure delivered entirely by volunteers.



1. Leadership Transition — January 2026

In January 2026, the Santa Cruz Youth Maritime Foundation completed a planned leadership transition across both programs:

- **Jeff Merlet** assumed the role of **Skipper** for both the Pearls Sea Scouts and the Perlitas Sea Explorers. Skipper Merlet is a **USCG Auxiliary Vessel Examiner and Officer**, and has taken a new role as the active bridge between the Coast Guard Auxiliary Flotilla Capitola and the Ship.
- **John Fisher**, who led the Ship to its 2025 National Flagship Award and built the program to its current strength, steps into the role of **Mate**. John remains fully engaged in day-to-day operations, mentorship, and adult leader training — ensuring continuity of institutional knowledge during and beyond the transition.
- **Bryant Grigsby** serves as **Mate** alongside John Fisher, bringing additional seamanship leadership to the Ship. Bryant is a **USCG Auxiliary Vessel Examiner and Officer**, further deepening the Foundation's operational ties to the Coast Guard Auxiliary.
- **Erin Higgins** continues her role as **Committee Chairwoman** and is also a **USCG Auxiliary Officer**.

This transition is a demonstration of a healthy volunteer organization: planned succession, a continued role for outgoing leadership, a strengthened Mate bench, and deepened ties to the Coast Guard Auxiliary across our senior leadership.

2. Pearls Sea Scouts — Program Highlights

Regional Regatta Competitions

Our scouts represented Santa Cruz at two regional Sea Scout Regatta events during this period:

- **Southwestern Rendezvous Regatta** — our largest competitive event of the fall season
- **Napa Mini Regatta** — preparation and practice event at the Napa training facility

These Regattas are multi-event skills competitions covering piloting, knots, rope-work, communications, rules of the road, and physical seamanship challenges. They are the culmination of months of dockside and on-water training.



Safety at Sea Training with the Coast Guard

Scouts attended the **Safety at Sea training event** hosted in partnership with the U.S. Coast Guard (event ref: scoutingevent.com/023-102455). Training modules included firefighting, survival suit deployment, flare handling, hull leak patching, towing, and vessel tours. These hands-on skills directly prepare our scouts for emergency response at sea and feed into the USCG Auxiliary vessel inspection work several of them participate in year-round.



Inter-Ship Sailing Weekend

Scouts joined other Bay Area Sea Scout Ships for a weekend of combined sailing activities — a valuable opportunity for inter-Ship friendship, skills exchange, and exposure to different vessels and crew styles.

Advancement Ranks Cruise

A dedicated multi-day cruise focused on evaluating scouts for rank advancement. Several scouts completed significant advancement milestones during this cruise, including navigation, watchstanding, and leadership evaluations.



3. New Crew Seamanship Skills Program

A major initiative launched this period is the **Crew Seamanship Skills Checklist** — a formalized, written curriculum every scout trains on and is tested against.

The checklist covers both powerboat and sailboat competencies across 14 sections, including:

- Powerboat and sailboat parts identification
- Marine terminology and points of sail
- Required knots (bowline, cleat hitch, clove hitch, alpine butterfly, and more)
- Safety equipment location and use (LifeSling, VHF, flares, fire extinguishers, thru-hull plugs, eVDS)
- Simulated MAYDAY, PAN-PAN, and SECURITY VHF calls
- Diesel engine systems and fuel shut-off procedures
- Line handling commands (docking and undocking)
- Powerboat and sailboat handling (figure-8, going aft, steady course)
- Navigation using both the Garmin chart-plotter and paper charts
- Rules of the Road (stand-on vs give-way, overtaking, crossing, head-on)

Training sessions have been run in three formats: **classroom sessions** at our weekly meetings, **dockside practical sessions** at the slip, and **on-water training** during cruises. The sign-off rule requires that skills be demonstrated without outside help, and never signed off on the same day they are trained — ensuring retention, not just exposure.

This program provides a clear, repeatable training path for new scouts and an objective standard for rank advancement.



4. Perlitas Sea Explorers — Program Highlights

The Perlitas Sea Explorers program for youth ages 10–14 continues to grow as the primary feeder into the Pearls Sea Scouts:

- **9 active explorers** with **4 new recruits** added this period
- **California Boater's Card training** — Skipper Merlet has been preparing the Perlitas to earn their state boater card, a foundational credential for independent on-water operation
- **Weekly on-water sessions** aboard the 30-ft Catalina *Thalassa*, covering knots, line handling, points of sail, and basic navigation
- Introductory seamanship skills that align with (and prepare them for) the Crew Seamanship Skills Checklist

Perlitas Program Fees — A note for the Commission: Perlitas Sea Explorers are not currently charged annual fees. We plan to introduce a modest **\$120/year fee in the coming program year**. Until then, we continue to operate the Perlitas Sea Explorers program **pro bono** as our outreach and recruitment investment in the next generation of Santa Cruz mariners.



5. Coast Guard Auxiliary Partnership — Deepened

Of the Foundation's four senior adult leaders (Skipper, two Mates, and Committee Chairwoman), three hold active USCG Auxiliary credentials — a remarkable concentration of Coast Guard-credentialed leadership for an all-volunteer youth program:

- **Skipper (Jeff Merlet)** — USCG Auxiliary Vessel Examiner and Officer
- **Mate (Bryant Grigsby)** — USCG Auxiliary Vessel Examiner and Officer
- **Committee Chairwoman (Erin Higgins)** — USCG Auxiliary Officer
- **3 scouts** are active USCG Auxiliary youth members

This partnership provides our scouts with real-world maritime safety experience (joint vessel inspections, training alongside Auxiliary crews) and also provides a direct public-safety benefit to the broader Santa Cruz boating community.

6. Community Service & Harbor Contributions

Lighted Boat Parade 2025

We are deeply grateful to the Santa Cruz Port District for allowing us to be the **only organization granted two food-and-drink booths** during the 2025 Lighted Boat Parade. Our cookie and food sales generated approximately **\$1,500 in profit** for the Foundation — a meaningful portion of our annual operating income. Our scouts worked both booths throughout the event, gaining hands-on experience in volunteer fundraising and community service.



Annual Fundraising Dinner — November 2025

Our November 2025 Benefit Dinner raised approximately **\$10,000**, our single largest annual fundraising event. This event is entirely organized and executed by adult volunteers and scouts.

Ongoing Service

- School garden workdays
- Joint vessel inspections with USCG Auxiliary (public safety service)
- Harbor and Seabright Beach Cleaning
- Scout-led service projects as part of rank advancement

7. Vessel Maintenance & Capital Needs

Both of our vessels — the 38-ft Trawler *Pearls* and the 30-ft Catalina *Thalassa* — are in active service. Vessel maintenance remains our largest single expense category, a reality of operating older boats with heavy youth training use.

Active fundraising priorities for the coming year:

- **Pearls windlass replacement** — essential for safe anchor handling, especially during multi-day cruises and in adverse conditions
- **Pearls stern thruster** — significantly improves docking safety and scout training quality in Santa Cruz Harbor's tight slip configuration

We expect to continue pursuing a combination of individual donations, corporate sponsorships, and targeted fundraising appeals to cover these capital items.

8. Upcoming — Spring / Summer 2026

- **Continued Seamanship Skills rollout** — full Ship-wide testing and sign-offs
- **Spring Regatta Season** — competition at regional Sea Scout Skills Regattas
- **Spring Break Cruise** — multi-day cruise to SF Bay / Angel Island
- **Skill Training Cruises** — overnight runs to Monterey for advanced seamanship
- **Summer Cruise** — multi-day cruise on the Sacramento Delta with other Bay Area Ships
- **Bridge of Honor** — rank advancement recognition ceremony
- **Perlitas Recruitment** — continued outreach to local middle schools
- **Perlitas California Boater's Card graduation** — first cohort of Sea Explorers expected to complete
- **USCG Auxiliary Collaboration** — continued joint vessel inspection participation

9. Request #1 — Slip Fee Reconsideration

A respectful request to the Port Commission

We are grateful for the Public Benefit Discount currently applied to our slip fees. We respectfully submit this section as a formal request for the Commission to reconsider the annual fee escalation schedule as it applies to the Santa Cruz Youth Maritime Foundation. We plan to bring this request — along with our companion request for storage container land space (Section 10) — to the attention of **Holland MacLaurie, Port Director**, in advance of the Commission's next meeting, to ensure there is time for constructive dialogue before any formal vote.

The Current Situation

Our April 2026 bill reflects the new monthly rate of **\$1,056.59**, minus the new **70% Public Benefit Discount** of \$739.61 — for a net rate of **\$392.98/month** (approximately **\$4,715.76/year**, plus utilities). In the previous fiscal year (April 2025 – March 2026), we paid \$205.15/month. The Public Benefit Discount decreases by 10% each year for five years, capping at 50%.

Period	Monthly Fee	Annual Fee	Discount
FY 2024–25 (prior year)	\$205.15	~\$2,462	90%
FY 2025–26 (current)	\$392.98	~\$4,716	70%
FY 2026–27 (projected)	~\$528	~\$6,340	60%
FY 2027–28 (projected — discount cap)	~\$528 to ~\$634	~\$7,608	50%

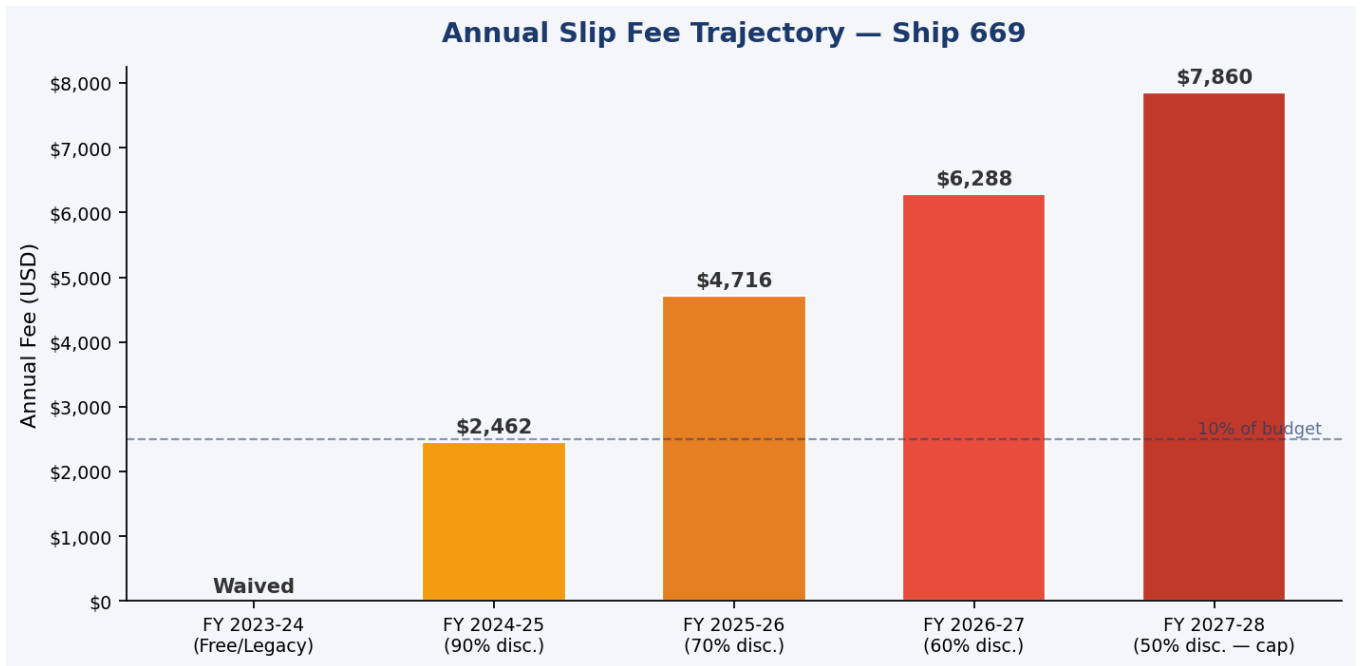


Figure 1 — Annual slip fees under the current 5-year escalation schedule. The dashed line marks 10% of our annual operating budget.

Why This Matters — A Comparison

We understand and respect the Port’s need for a consistent fee policy. However, we respectfully submit that the Santa Cruz Youth Maritime Foundation occupies a fundamentally different financial category than the other non-profit organizations covered by this fee schedule.

Organization	Annual Budget	Paid Staff	Institutional Support	Slip Fee as % of Budget
SC Youth Maritime Foundation (Pearls / Perlitias)	\$20,000-\$30,000	0 (100% volunteer)	None	~19%
O'Neill Sea Odyssey	\$1,200,000+	13 paid staff	O'Neill Foundation	< 0.5%
UCSC Sailing	Est. \$200,000-\$400,000	University staff	UC System / UCSC	< 2%

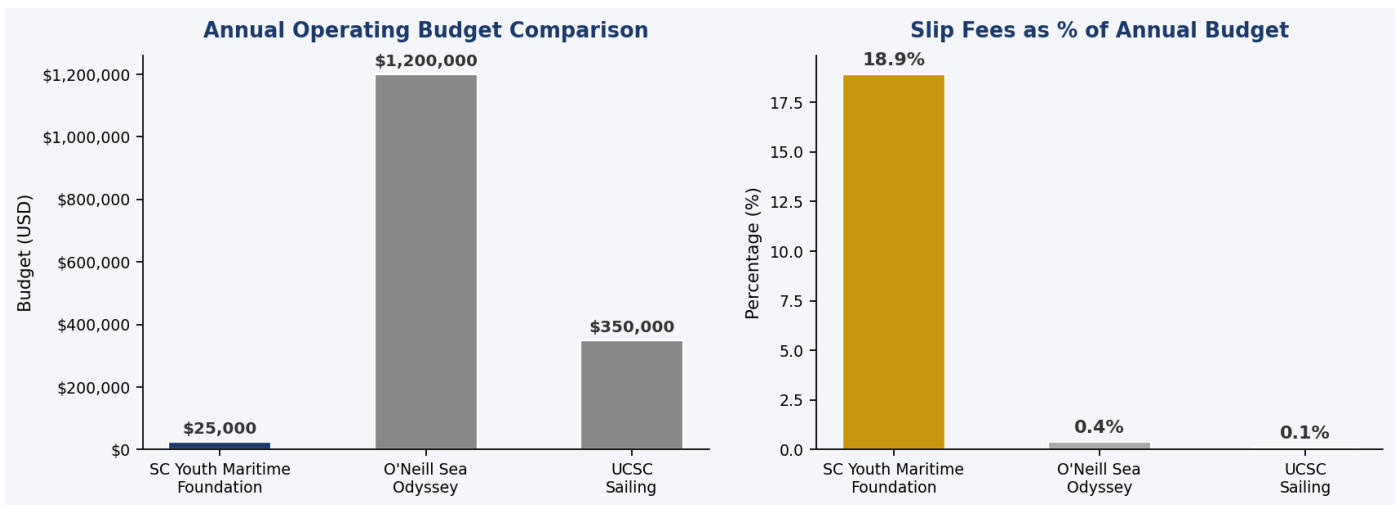


Figure 2 — Left: annual operating budgets of the three harbor youth non-profits. Right: slip fees as a percentage of each organization's budget. Source: O'Neill Sea Odyssey Guidestar filing (2024); UCSC Sailing figures estimated based on institutional university support.

Our Income — Where Every Dollar Comes From

Income Source	Approx. Amount
Pearls Sea Scouts Membership Fees (27 × \$300)	\$8,100
Perlitas Sea Explorers Program Fees (currently pro bono; planned \$120/year)	\$0 (current)
Annual Benefit Dinner (November 2025)	\$10,000
Lighted Boat Parade Booth Sales	\$1,500
Individual Donations & Grants (variable)	~\$1,000-\$5,000
Estimated Total Annual Income	~\$20,000-\$25,000

At the current FY 2025–26 rate, slip fees consume approximately **19% of our total annual budget** — before a single dollar is spent on vessel maintenance, fuel, insurance, training materials, regatta travel, or the ~\$2,000 per year we allocate to **scholarships for scouts who cannot afford program fees**. At the projected 50% discount cap, slip fees would consume **25–38% of our operating budget**, a level we do not believe the Foundation can sustain without compromising program quality or eliminating scholarships entirely.

Bay Area Precedent

Upon inquiry with other Sea Scout Ships throughout the Bay Area, **13 of 15 Ships pay \$1 or less per year** in slip fees. The remaining two pay between \$600 and \$1,200 annually. Santa Cruz Sea Scouts are a significant outlier in the region. Our program delivers the same youth development mission as these Ships, with the same all-volunteer structure — and was recognized in 2025 as the **National Flagship Sea Scout Ship**.

Our Request

We respectfully request that the Port Commission consider one of the following options:

- Return to the legacy in-kind arrangement** — waiving slip fees as a community contribution, consistent with the decades-long prior agreement and with the practice of 13 of 15 Bay Area Sea Scout Ships.
- Freeze the current discount at 70%** — preventing further annual escalation and holding fees at their current level while the Foundation works to grow its fundraising base.
- Create a separate fee category for 100% volunteer youth programs** — formally recognizing that all-volunteer non-profits with operating budgets under \$50,000 are fundamentally different from staffed non-profits with six- or seven-figure budgets.

The Santa Cruz Sea Scouts have served this community and this harbor for decades. Our scouts sail these waters, serve alongside the Coast Guard Auxiliary, represent Santa Cruz in national competition, and provide **2,500+ participant-hours of maritime education each six months** — delivered entirely by volunteers. We ask only that the Port continue to recognize the unique, volunteer-driven nature of our organization and the outsized community value we provide relative to our very modest means.

10. Request #2 — Land Space for a 20-ft Storage Container

The operational problem we are trying to solve

As an all-volunteer youth maritime program operating two vessels and running 2,500+ participant-hours of training each six months, we accumulate and actively use a significant amount of shared equipment that does not fit aboard our boats or at our slip. This gear currently lives scattered across volunteers' private garages, vehicles, and improvised storage — a solution that is inefficient, slows our operations, and creates both safety and accountability concerns.

What we would store

A dedicated 20-ft shipping-container-style storage unit would consolidate the following Sea Scout assets in one secure, harbor-adjacent location:

- **Outboard engines** (spare and seasonal units for dinghies and safety skiffs)
- **Dinghies and small craft** (inflatables, rowboats, and training tenders)
- **Safety equipment** — PFDs, throw bags, survival suits, flares and eVDS units, fire extinguishers, LifeSlings, first aid kits, rescue throw bags
- **Maintenance tools and parts** — engine spares, filters, belts, dock lines, fenders, cleaning and corrosion-control supplies
- **Training materials** — knot boards, signal flag sets, charts, classroom handouts, Seamanship Skills training rigs

Why harbor-adjacent land matters

Having this container at the harbor — rather than at a remote location — directly supports:

- **Safety response time** — rescue and safety equipment is accessible at the point of need, not 20 minutes away in a garage
- **Youth accountability** — scouts themselves manage gear check-out, inventory, and return, as part of their rank advancement responsibilities
- **Reduced volunteer burden** — fewer private vehicles shuttling equipment back and forth, fewer items misplaced or damaged
- **Program continuity** through leadership transitions — gear stays with the Foundation, not with individual volunteers

Our request

We respectfully ask the Port Commission to identify and allocate a parcel of harbor land — approximately 160 square feet (the footprint of a 20-ft ISO container) — for the Foundation's use. We are open to any reasonable location within or adjacent to the harbor property. We would assume full responsibility for:

- Procurement and placement of the container (funded through our own fundraising, not Port funds)
- Aesthetic treatment compatible with harbor standards (paint, screening, or siding as required)
- Insurance and liability coverage
- Ongoing maintenance and eventual removal if no longer needed

We believe this arrangement offers the Port a low-cost, high-value way to further support youth maritime development in Santa Cruz Harbor while imposing no financial burden on the Port District.

Respectfully submitted,

Jeff Merlet *Skipper*

John Fisher *Mate*

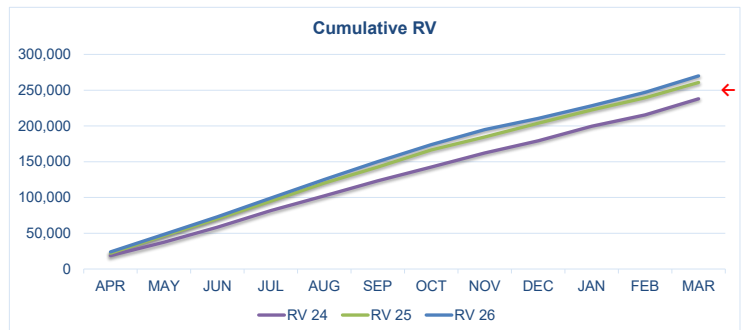
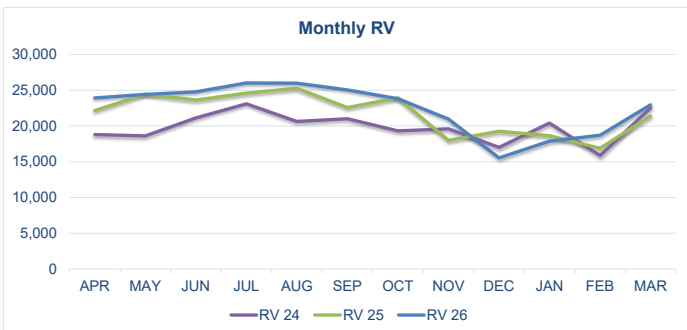
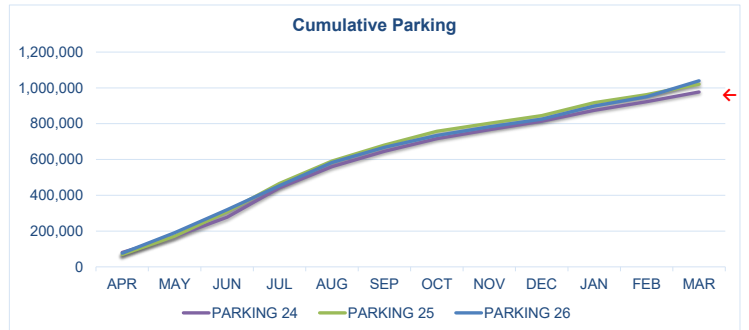
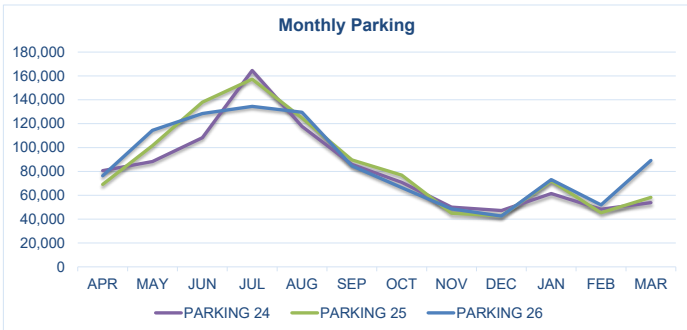
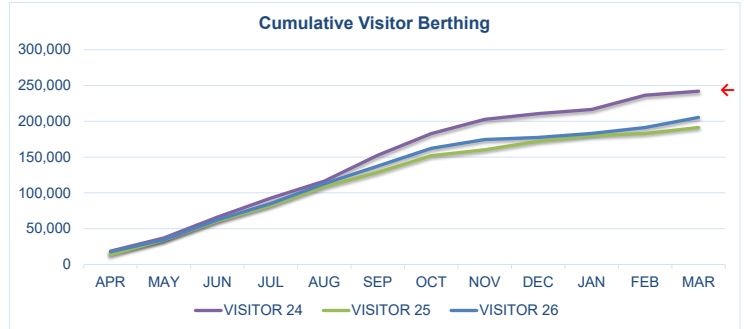
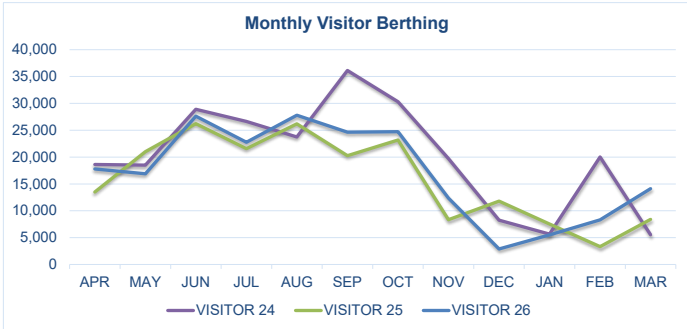
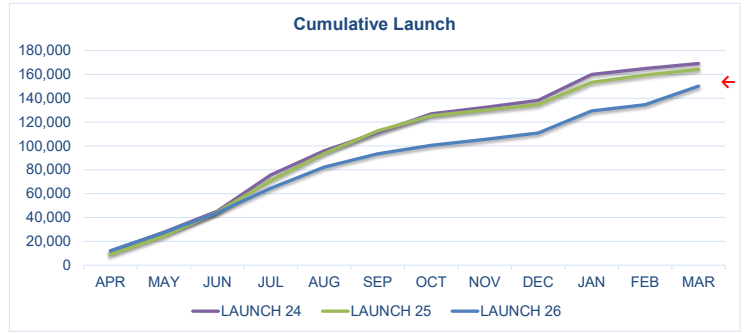
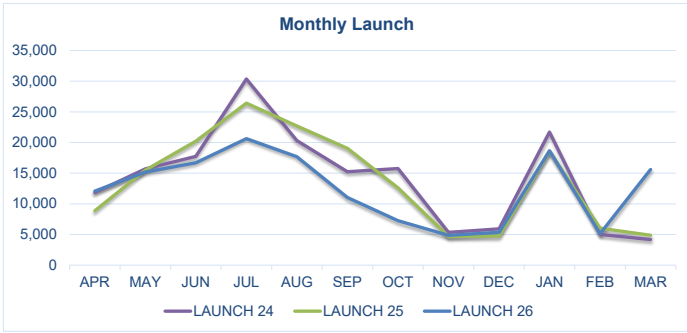
Bryant Grigsby *Mate*

Erin Higgins *Committee Chairwoman* — Santa Cruz Youth Maritime Foundation

Santa Cruz Youth Maritime Foundation
 501(c)(3) Non-Profit Organization • EIN 88-3275728
 Board of Directors: Kevin Melrose, Erin Higgins, John Fisher
 Santa Cruz Harbor, CA • santacruzseascouts.com

Santa Cruz Port District
SEASONAL INCOME
 For the Twelve Months Ending March 31, 2026

FY26 Budget ←



Santa Cruz Port District
Comparative Budget Report
For the Twelve Months Ending March 31, 2026

Account	Description	YTD	FY26 BUDGET	% BUDGET	FY25 YTD	Variance
OPERATING INCOME						
000-000-000-0000-4000	Slip Rent Permanent	\$5,268,418	\$5,392,800	98%	\$5,155,336	\$113,082
000-000-000-0000-4002	Slip Rent Visitors	\$205,455	\$248,750	83%	\$191,336	\$14,118
000-000-000-0000-4003	Annual Slip Rent Discount	(\$2,723)	(\$1,225)	222%	(\$2,687)	(\$36)
000-000-000-0000-4006	Tenant Concession Rent	\$2,111,992	\$2,123,000	99%	\$2,022,213	\$89,779
000-000-000-0000-4008	Misc. Tenant Rent (Sewer)	\$179,318	\$155,000	116%	\$184,291	(\$4,973)
000-000-000-0000-4010	Launch Fees	\$150,147	\$155,000	97%	\$164,241	(\$14,094)
000-000-000-0000-4012	Liveaboard	\$102,036	\$102,000	100%	\$107,968	(\$5,931)
000-000-000-0000-4014	Catamaran Storage	\$36,691	\$26,500	138%	\$31,666	\$5,025
000-000-000-0000-4016	North Harbor Dry Storage	\$224,351	\$206,000	109%	\$212,476	\$11,875
000-000-000-0000-4018	7th Ave Dry Storage	\$140,790	\$130,000	108%	\$131,863	\$8,927
000-000-000-0000-4020	Waiting List	\$153,050	\$138,000	111%	\$155,028	(\$1,978)
000-000-000-0000-4024	Slip Leave Option	\$6,101	\$4,000	153%	\$3,300	\$2,801
000-000-000-0000-4026	Partnership Fees	\$39,397	\$34,000	116%	\$39,397	\$0
000-000-000-0000-4028	Sublease Fees	\$41,672	\$35,000	119%	\$35,800	\$5,872
000-000-000-0000-4030	Variable/Utility Fees	\$240,604	\$242,000	99%	\$252,917	(\$12,314)
000-000-000-0000-4032	Late Fees	\$63,183	\$50,000	126%	\$53,817	\$9,366
000-000-000-0000-4036	Citations	\$145,671	\$115,000	127%	\$122,849	\$22,822
000-000-000-0000-4040	Credit Card Convenience Charges	\$34,984	\$30,000	117%	\$34,009	\$975
000-000-000-0000-4100	Parking - Concession Lot	\$644,930	\$925,000	107%	\$607,279	\$37,651
000-000-000-0000-4102	Parking - Launch Area	\$34,688			\$21,845	\$12,843
000-000-000-0000-4104	Parking - Southwest	\$145,232			\$168,350	(\$23,117)
000-000-000-0000-4106	Parking - North	\$39,028			\$34,839	\$4,189
000-000-000-0000-4108	Parking - Southeast	\$121,302			\$132,975	(\$11,673)
000-000-000-0000-4118	Meter Permits	\$8,214			\$7,512	\$702
000-000-000-0000-4120	Slip Renter Parking Permits	\$46,191	\$32,000	144%	\$47,890	(\$1,699)
000-000-000-0000-4122	RV Parking	\$269,960	\$250,000	108%	\$260,756	\$9,204
000-000-000-0000-4200	Fuel Sales Gasoline	\$326,180	\$285,000	114%	\$260,194	\$65,986
000-000-000-0000-4202	Fuel Sales Diesel	\$339,464	\$305,000	111%	\$287,122	\$52,343
000-000-000-0000-4210	Wash Rack	\$8,065	\$6,500	124%	\$8,188	(\$122)
000-000-000-0000-4220	Boatyard Retail	\$38,520	\$16,500	233%	\$27,309	\$11,211
000-000-000-0000-4225	Boatyard Labor	\$2,112	\$750	282%	\$1,510	\$602
000-000-000-0000-4230	Boatyard Rental	\$4,474	\$2,000	224%	\$2,690	\$1,784
000-000-000-0000-4235	Boatyard Misc.	\$38,043	\$30,000	127%	\$38,364	(\$321)
000-000-000-0000-4240	Lay Days/Storage	\$143,658	\$125,000	115%	\$100,993	\$42,665
000-000-000-0000-4245	Vessel Haulout	\$152,223	\$128,000	119%	\$141,505	\$10,718
000-000-000-0000-4250	Vessel Berthing	\$33,572	\$30,000	112%	\$26,139	\$7,433
	OPERATING INCOME	\$11,536,993	\$11,321,575	102%	\$11,071,279	\$465,714

Santa Cruz Port District
Comparative Budget Report
For the Twelve Months Ending March 31, 2026

Account	Description	YTD	FY26 BUDGET	% BUDGET	FY25 YTD	Variance
EXPENSE SUMMARY BY PROGRAM						
	Administrative Services (110)	\$1,145,917	\$967,272	118%	\$2,448,869	(\$1,302,952)
	Finance & Purchasing (120)	\$348,149	\$259,374	134%	\$235,988	\$112,161
	Property Management (130)	\$1,005,833	\$1,070,096	94%	\$1,121,469	(\$115,636)
	Environmental & Permitting (140)	\$151,542	\$180,654	84%	\$83,284	\$68,258
	Port Commission Support (190)	\$62,750	\$80,231	78%	\$60,667	\$2,083
	Harbor Patrol (210)	\$902,764	\$931,668	97%	\$844,388	\$58,376
	Marina Management (220)	\$687,501	\$670,083	103%	\$683,660	\$3,841
	Rescue Services (230)	\$119,367	\$158,775	75%	\$124,831	(\$5,464)
	Parking Services (240)	\$432,557	\$416,209	104%	\$425,578	\$6,979
	Events (250)	\$29,287	\$30,938	95%	\$21,363	\$7,923
	Fuel Services (280)	\$581,314	\$511,340	114%	\$454,865	\$126,449
	Docks, Piers, Marine Structures (310)	\$1,687,264	\$934,069	181%	\$873,103	\$814,161
	Utilities (320)	\$168,054	\$106,004	159%	\$117,521	\$50,533
	Buildings (330)	\$512,910	\$513,206	100%	\$491,137	\$21,773
	Grounds (340)	\$1,227,944	\$887,693	138%	\$1,170,537	\$57,407
	Aeration (350)	\$48,969	\$82,732	59%	\$111,685	(\$62,716)
	Fishery Support (360)	\$4,214	\$16,665	25%	\$6,845	(\$2,632)
	Capital Projects (390)	\$259,244	\$267,248	97%	\$296,422	(\$37,178)
	Dredging Operations (400)	\$1,798,020	\$1,767,206	102%	\$1,683,372	\$114,648
	Boatyard Operations (500)	\$437,362	\$445,777	98%	\$395,745	\$41,617
	OPERATING EXPENSES	\$11,610,963	\$10,297,239	113%	\$11,651,330	(\$40,367)
	OPERATING PROFIT	(\$73,970)	\$1,024,336	(7%)	(\$580,051)	\$506,081
NON OPERATING INCOME/(EXPENSE)						
000-000-000-0000-4300	Harbor Services Charge	\$14,548	\$8,500	171%	\$4,325	\$10,223
000-000-000-0000-4308	Interest Income	\$734,360	\$715,000	103%	\$951,333	(\$216,974)
000-000-000-0000-4309	Interest Income - Leases				\$456,563	(\$456,563)
000-000-000-0000-4310	Other Income	\$108,298	\$100,000	108%	\$72,294	\$36,003
000-000-000-0000-4375	USACE Reimbursement	\$472,500	\$525,000	90%	\$525,000	(\$52,500)
000-000-000-0000-4400	Grants - State	\$1,492,492	\$64,500	2314%	\$20,287	\$1,472,205
000-000-000-0000-4402	Grants - Federal				\$610,383	(\$610,383)
000-000-000-0000-4405	Grants - DBAW	\$33,215	\$12,000	277%		\$33,215
000-000-000-0000-4406	County Rescue Contribution	\$50,000	\$50,000	100%	\$50,000	\$0
000-000-000-0000-4408	Waste Oil Grant	\$7,459	\$12,000	62%	\$15,085	(\$7,627)
000-000-000-0000-4450	Local Capital Contribution				\$266,140	(\$266,140)
000-000-000-0000-4500	Gain/(Loss) on Asset Disposal				\$0	\$0
000-000-000-0000-4600	Cash Over/Under	(\$204)			(\$156)	(\$48)
000-000-000-0000-4900	Election Expense				(\$11,473)	\$11,473
	Principal Debt Payments	(\$1,273,550)	(\$1,273,550)	100%	\$0	(\$1,273,550)
	Capital Improvement Program	(\$4,881,547)	(\$1,000,000)	488%	\$0	(\$4,881,547)
	Capitalized Expenses	(\$131,813)	(\$152,000)	87%	\$0	(\$131,813)
	Net Pension Liability Expense				(\$419,307)	\$419,307
	Net OPEB Liability Expense				(\$59,122)	\$59,122
	Depreciation	(\$2,120,051)	\$0		(\$2,100,035)	(\$20,015)
	NET INCOME/(LOSS)	(\$5,568,263)	\$85,786	(6491%)	(\$198,733)	(\$5,369,530)

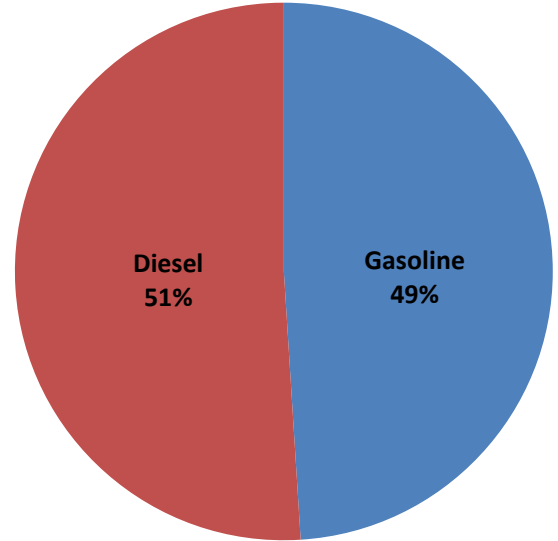
Santa Cruz Port District
Quarterly Employee Count
As of March 31, 2026

Department	Employee Name	FTE %	Unrepresented	Position
ADMIN	Crews, Hilary	100%		Administrative Assistant I
ADMIN	Eldridge, Mark	100%		Finance Officer
ADMIN	Ghisletta, Renee	100%		Administrative Services Officer
ADMIN	MacLaurie, Holland	100%		Port Director
ADMIN	Allred, Jeff		var	Dredge Monitor
ADMIN	DeVincenzo, Caden		var	Dredge Monitor
FACILITIES	Acevedo, Arturo	100%		Harbor Maintenance Worker III
FACILITIES	Campbell, Branden	100%		Harbor Maintenance Worker II
FACILITIES	Castro, Nathan	100%		Harbor Dredge Worker III
FACILITIES	Forbes, Alden	100%		Harbor Dredge Worker II
FACILITIES	Friccero, Eric	100%		Harbor Dredge Worker II
FACILITIES	Gullo, Nicholas	100%		Supervising Harbor Maintenance Worker
FACILITIES	Lopez, Jorge	100%		Harbor Maintenance Worker III
FACILITIES	Marty, Randy	100%		Harbor Maintenance Worker III
FACILITIES	Ramos, Brenda	100%		Facilities Coordinator
FACILITIES	Simoni, Daniel	100%		Harbor Dredge Worker III
FACILITIES	Tandoi, Steven	100%		Harbor Dredge Worker III
FACILITIES	Vera, Jose	100%		Harbor Maintenance Worker III
FACILITIES	Wagoner, Joshua	100%		Supervising Harbor Dredge Worker
FACILITIES	Wulf, Carl	100%		Facilities Maintenance & Engineering Manager
FACILITIES	Herbst, Tanner		var	Harbor Dredge Worker I
OPERATIONS	Anderson, Blake	100%		Harbormaster
OPERATIONS	Gottlieb, Landon	100%		Deputy Harbormaster
OPERATIONS	Haynes, John	100%		Senior Deputy Harbormaster
OPERATIONS	Henning, Nicholas	100%		Boatyard Supervisor
OPERATIONS	Hill, David	100%		Deputy Harbormaster
OPERATIONS	Hudson, James	100%		Deputy Harbormaster
OPERATIONS	Kingdom, Kyle	100%		Deputy Harbormaster
OPERATIONS	McFarland, Jenna	100%		Customer Service Representative
OPERATIONS	Melrose, Richard	100%		Parking Coordinator
OPERATIONS	Repogle, Peter	100%		Boatyard Crew
OPERATIONS	Rothwell, Niki	100%		Deputy Harbormaster
OPERATIONS	Rothwell, Sean	100%		Assistant Harbormaster
OPERATIONS	Ash, Jaylene		var	Water Taxi Operator
OPERATIONS	Aspromonte, Matteo		var	Parking Control
OPERATIONS	Drake, Bryson		var	Marina Management Specialist
OPERATIONS	Garcia, Ocean		var	Dredge Monitor / Parking Control
OPERATIONS	Hann, Alfred		var	Operations Assistant
OPERATIONS	Kieft, Elisha		var	Parking Control
OPERATIONS	Lamasus, Ian		var	Parking Control
OPERATIONS	Long, John		var	Parking Control
OPERATIONS	Melrose, Kevin		var	Boatyard Worker
OPERATIONS	Mosier, Aaron		var	Parking Control
OPERATIONS	Nelson, Michael		var	Dredge Monitor / Water Taxi Crew
OPERATIONS	Nowak, Chris		var	Water Taxi Operator
OPERATIONS	Ostrowski, Nathan		var	Dredge Monitor / Parking Control
OPERATIONS	Palmer, Darrell		var	Boatyard Worker
OPERATIONS	Pasquali, Richard		var	Water Taxi Operator
OPERATIONS	Pinkerton, Noah		var	Parking Control
OPERATIONS	Prince, Oliver		var	Parking Control / Water Taxi Operator
OPERATIONS	Sorrentino, Griffin		var	Parking Control
Total FTE		30		

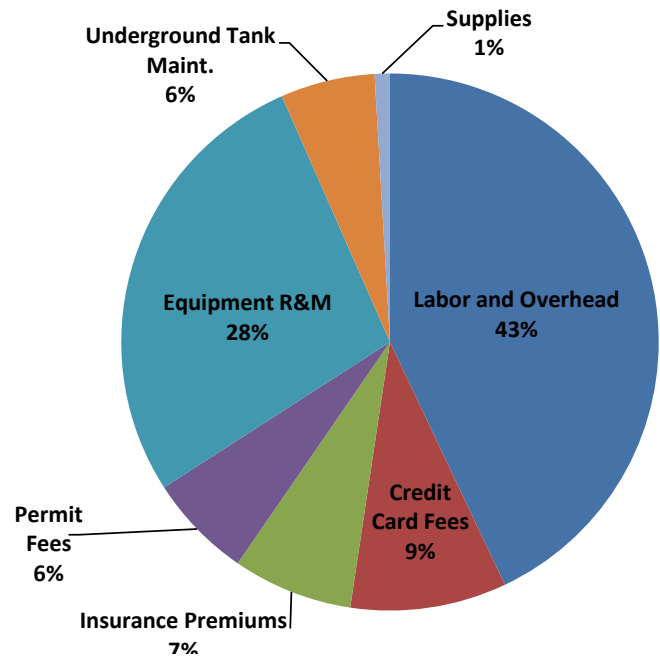
Santa Cruz Port District
Quarterly Fuel Dock Report
 For the Twelve Months Ended March 31, 2026

	QTD Jan - Mar	YTD Apr - Mar	% of Budget
Fuel Dock Revenue			
Gasoline	\$36,347	\$326,180	114%
Diesel	\$57,181	\$339,464	111%
Total Revenue	\$93,527	\$665,644	113%
Cost of Sales			
Gasoline	\$30,540	\$247,555	121%
Diesel	\$50,371	\$245,576	112%
Total Cost of Sales	\$80,911	\$493,131	116%
Gross Profit	\$12,616	\$172,512	
Gross Profit Margin	13%	26%	
Operating Expenses			
Labor and Overhead	\$9,020	\$37,889	74%
Credit Card Fees	\$855	\$8,289	87%
Insurance Premiums	\$1,774	\$6,370	\$1
Permit Fees	\$0	\$5,555	129%
Equipment R&M	\$0	\$24,267	971%
Underground Tank Maint.	\$2,332	\$5,005	59%
Supplies	\$526	\$808	51%
Total Operating Expenses	\$14,506	\$88,183	102%
Net Profit / (Loss)	(\$1,890)	\$84,329	
Profit Margin	-2%	13%	

Fuel Dock Revenue

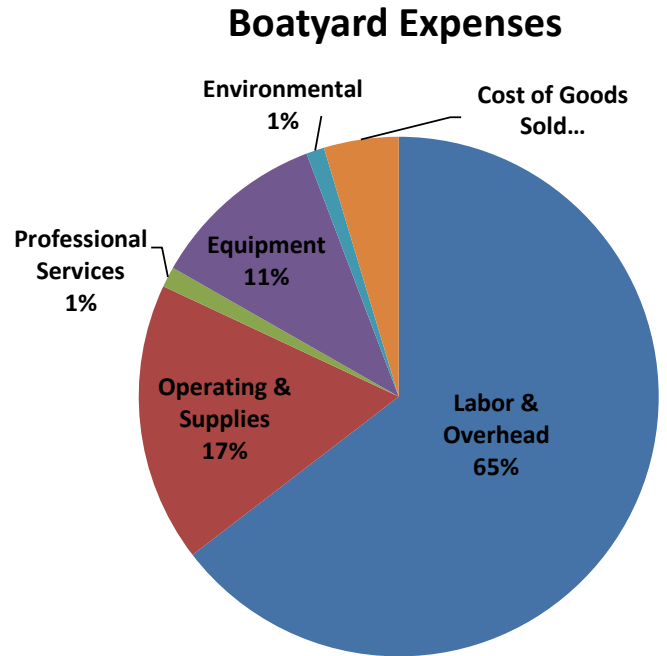
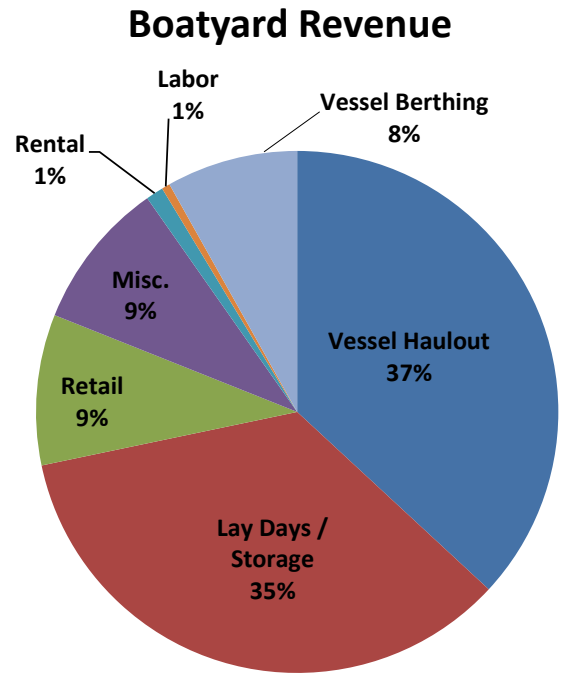


Fuel Dock Expenses



Santa Cruz Port District
Quarterly Boatyard Report
 For the Twelve Months Ended March 31, 2026

	QTD Jan - Mar	YTD Apr - Mar	% of Budget
Boatyard Revenue			
Vessel Haulout	\$38,055	\$152,223	119%
Lay Days / Storage	\$28,920	\$143,658	115%
Retail	\$14,159	\$38,520	233%
Misc.	\$12,095	\$38,043	127%
Rental	\$1,370	\$4,474	224%
Labor	\$0	\$2,112	282%
Vessel Berthing	\$7,965	\$33,572	112%
Total Revenue	\$102,563	\$412,601	124%
Boatyard Expenses			
Labor & Overhead	\$74,078	\$282,419	88%
Operating & Supplies	\$15,415	\$76,114	82%
Professional Services	\$3,242	\$5,577	119%
Equipment	\$0	\$48,027	457%
Environmental	\$4,595	\$4,899	82%
Cost of Goods Sold	\$4,264	\$20,326	203%
Total Operating Expenses	\$101,593	\$437,362	98%
Net Profit / (Loss)	\$970	(\$24,761)	



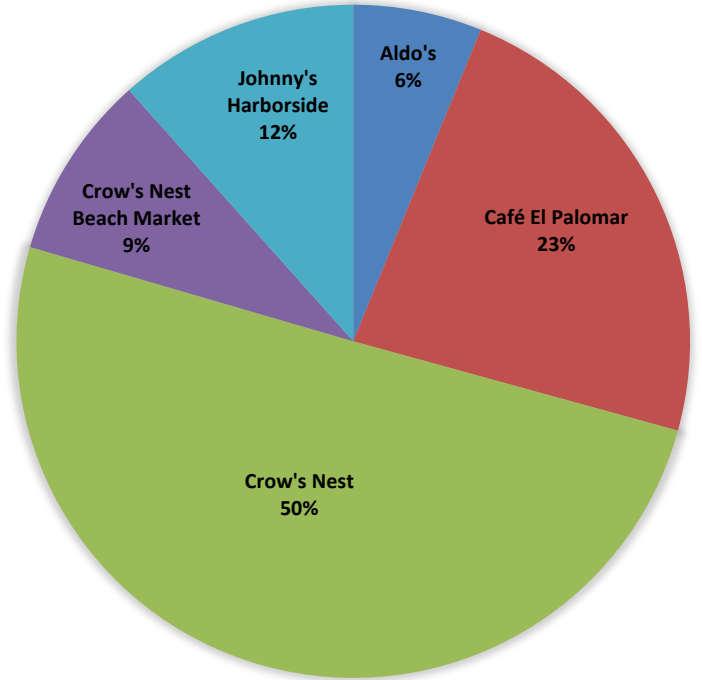
Santa Cruz Port District
Quarterly Concession Rent Report
 For the Twelve Months Ended March 31, 2026

	FY 2026	
	QTD Jan - Mar	YTD Apr - Mar
Base Rent		
Aldo's	6,586	26,345
Café El Palomar	48,279	193,116
Crow's Nest	-	-
Crow's Nest Beach Market	22,440	89,760
Johnny's Harborside	28,454	113,814
Total Base Rent	\$ 105,759	\$ 423,035

% Rent		
Aldo's	6,600	36,157
Café El Palomar	6,454	40,451
Crow's Nest	96,157	508,034
Crow's Nest Beach Market	-	100
Johnny's Harborside	2,229	3,438
Total % Rent	\$111,440	\$588,180

Total Rent		
Aldo's	13,186	62,501
Café El Palomar	54,733	233,567
Crow's Nest	96,157	508,034
Crow's Nest Beach Market	22,440	89,860
Johnny's Harborside	30,682	117,253
Total Rent	\$ 217,198	\$ 1,011,215

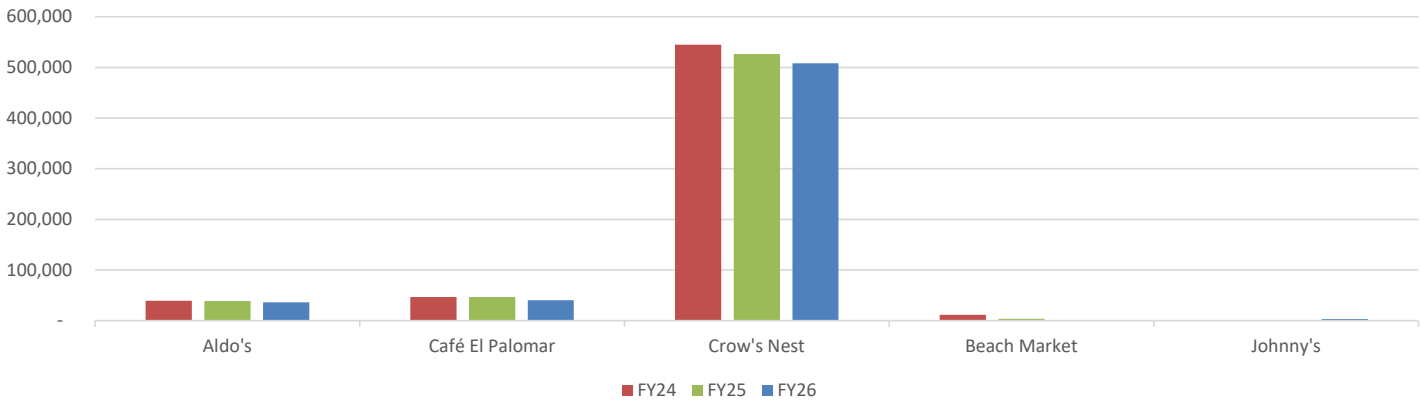
TOTAL CONCESSION RENT YTD



YTD 3-Year Concession % Rent

Tenant	FY24	FY25	FY26
Aldo's	39,171	38,648	36,157
Café El Palomar	46,693	46,797	40,451
Crow's Nest	544,729	526,772	508,034
Beach Market	11,739	3,642	100
Johnny's	1,320	625	3,438

PERCENTAGE RENT YTD



California State Treasurer
Fiona Ma, CPA



Local Agency Investment Fund
P.O. Box 942809
Sacramento, CA 94209-0001
(916) 653-3001

April 02, 2026

[LAIF Home](#)
[PMIA Average](#)
[Monthly Yields](#)

SANTA CRUZ PORT DISTRICT

PORT DIRECTOR
135 5TH AVENUE
SANTA CRUZ, CA 95062

[Tran Type Definitions](#)

Account Number:

March 2026 Statement

Account Summary

Total Deposit:	0.00	Beginning Balance:	318,979.60
Total Withdrawal:	0.00	Ending Balance:	318,979.60



Summary Statement

March 31, 2026

Page 1 of 3

Investor ID:

0000073-0000328 PDF 928179

Santa Cruz Port District
135 5th Avenue
Santa Cruz, CA 95062

California CLASS

California CLASS

Average Monthly Yield: 3.6955%

	Beginning Balance	Contributions	Withdrawals	Income Earned	Income Earned YTD	Average Daily Balance	Month End Balance
Port District Main	15,729,516.79	13,004,000.00	550,000.00	75,248.78	171,409.37	23,973,234.49	28,258,765.57
TOTAL	15,729,516.79	13,004,000.00	550,000.00	75,248.78	171,409.37	23,973,234.49	28,258,765.57



Account Number:

Port District Main

Account Summary

Average Monthly Yield: 3.6955%

	Beginning Balance	Contributions	Withdrawals	Income Earned	Income Earned YTD	Average Daily Balance	Month End Balance
California CLASS	15,729,516.79	13,004,000.00	550,000.00	75,248.78	171,409.37	23,973,234.49	28,258,765.57

Transaction Activity

Transaction Date	Transaction Description	Contributions	Withdrawals	Balance	Transaction Number
03/01/2026	Beginning Balance			15,729,516.79	
03/12/2026	Contribution	13,004,000.00			18024
03/16/2026	Withdrawal		250,000.00		18029
03/30/2026	Withdrawal		300,000.00		18146
03/31/2026	Income Dividend Reinvestment	75,248.78			
03/31/2026	Ending Balance			28,258,765.57	



California CLASS

California CLASS

Date	Dividend Rate	Daily Yield
03/01/2026	0.00000000	3.7375%
03/02/2026	0.000102280	3.7316%
03/03/2026	0.000102317	3.7346%
03/04/2026	0.000102112	3.7271%
03/05/2026	0.000101428	3.7021%
03/06/2026	0.000303507	3.6927%
03/07/2026	0.00000000	3.6927%
03/08/2026	0.00000000	3.6927%
03/09/2026	0.000101129	3.6912%
03/10/2026	0.000100901	3.6829%
03/11/2026	0.000100607	3.6722%
03/12/2026	0.000100650	3.6737%
03/13/2026	0.000301674	3.6704%
03/14/2026	0.00000000	3.6704%
03/15/2026	0.00000000	3.6704%
03/16/2026	0.000101241	3.6953%
03/17/2026	0.000101490	3.7044%
03/18/2026	0.000101180	3.6931%
03/19/2026	0.000100945	3.6845%
03/20/2026	0.000302712	3.6830%
03/21/2026	0.00000000	3.6830%
03/22/2026	0.00000000	3.6830%
03/23/2026	0.000100903	3.6830%
03/24/2026	0.000101005	3.6867%
03/25/2026	0.000101336	3.6988%
03/26/2026	0.000101467	3.7036%
03/27/2026	0.000304509	3.7049%
03/28/2026	0.00000000	3.7049%
03/29/2026	0.00000000	3.7049%
03/30/2026	0.000101308	3.6978%
03/31/2026	0.000101563	3.7071%

Performance results are shown net of all fees and expenses and reflect the reinvestment of dividends and other earnings. Many factors affect performance including changes in market conditions and interest rates and in response to other economic, political, or financial developments. Investment involves risk including the possible loss of principal. No assurance can be given that the performance objectives of a given strategy will be achieved. **Past performance is no guarantee of future results. Any financial and/or investment decision may incur losses.**



PMIA/LAIF Performance Report as of 04/15/26



Quarterly Performance Quarter Ended 03/31/26

LAIF Apportionment Rate ⁽²⁾ :	3.98
LAIF Earnings Ratio ⁽²⁾ :	0.00010906180047888
LAIF Administrative Cost ^{(1)*} :	TBD
LAIF Fair Value Factor ⁽¹⁾ :	0.999980831
PMIA Daily ⁽¹⁾ :	3.82
PMIA Quarter to Date ⁽¹⁾ :	3.92
PMIA Average Life ⁽¹⁾ :	261

PMIA Average Monthly Effective Yields⁽¹⁾

March	3.826
February	3.871
January	3.931
December	4.025
November	4.096
October	4.150

Pooled Money Investment Account Monthly Portfolio Composition ⁽¹⁾ 3/31/26 \$165.3 billion

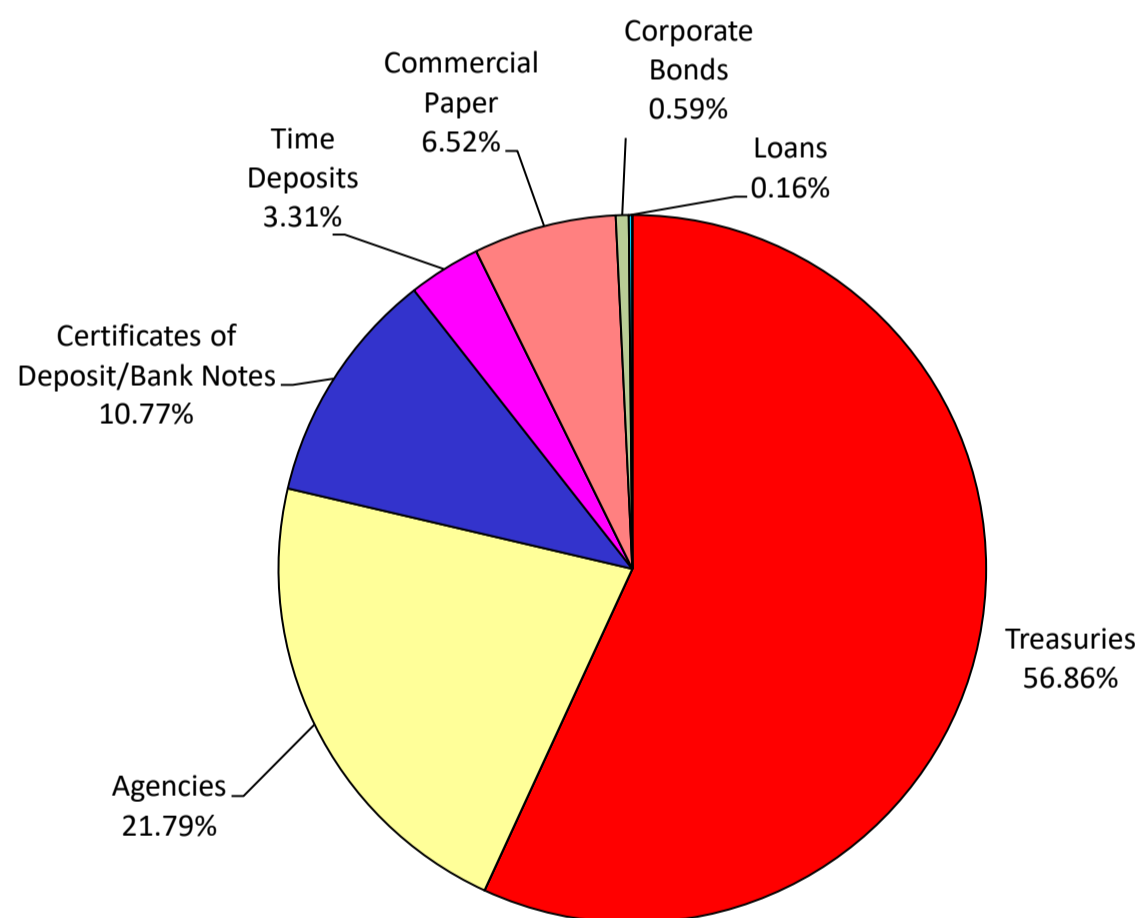


Chart does not include \$829,000.00 in mortgages, which equates to 0.001%. Percentages may not total 100% due to rounding.

Daily rates are now available here. [View PMIA Daily Rates](#)

Notes: The apportionment rate includes interest earned on the CalPERS Supplemental Pension Payment pursuant to Government Code 20825 (c)(1).

*The percentage of administrative cost equals the total administrative cost divided by the quarterly interest earnings. The law provides that administrative costs are not to exceed 5% of quarterly EARNINGS of the fund. However, if the 13-week Daily Treasury Bill Rate on the last day of the fiscal year is below 1%, then administrative costs shall not exceed 8% of quarterly EARNINGS of the fund for the subsequent fiscal year.

Source:

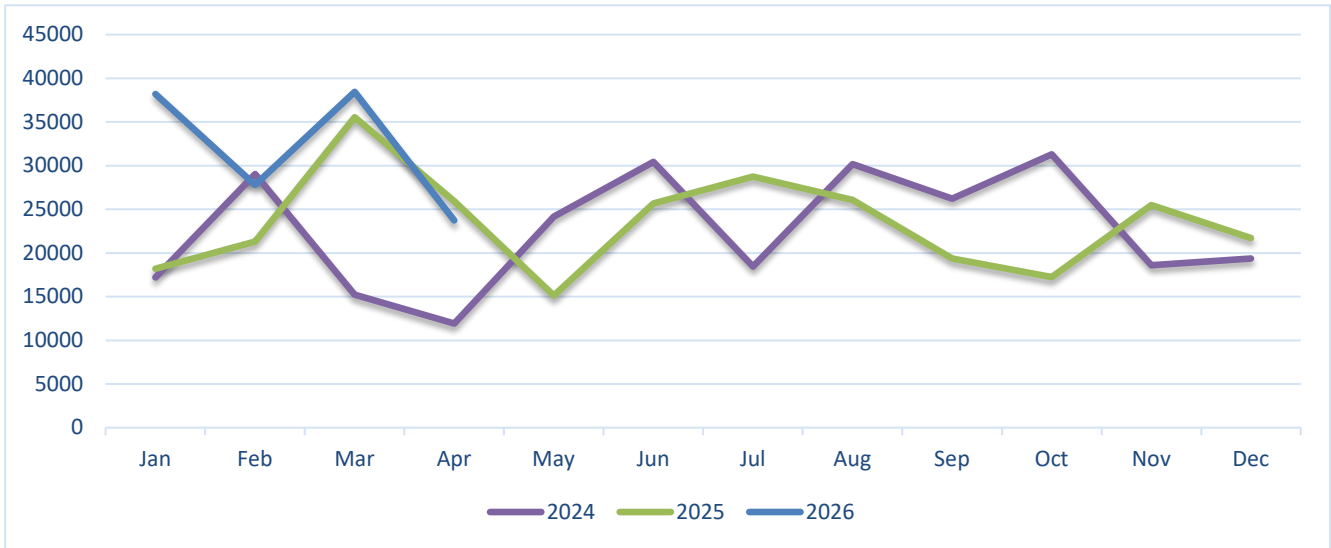
⁽¹⁾ State of California, Office of the Treasurer

⁽²⁾ State of California, Office of the Controller

Santa Cruz Port District
60 DAY DELINQUENT ACCOUNTS

The following accounts have balances 60 days delinquent as of April 14, 2026

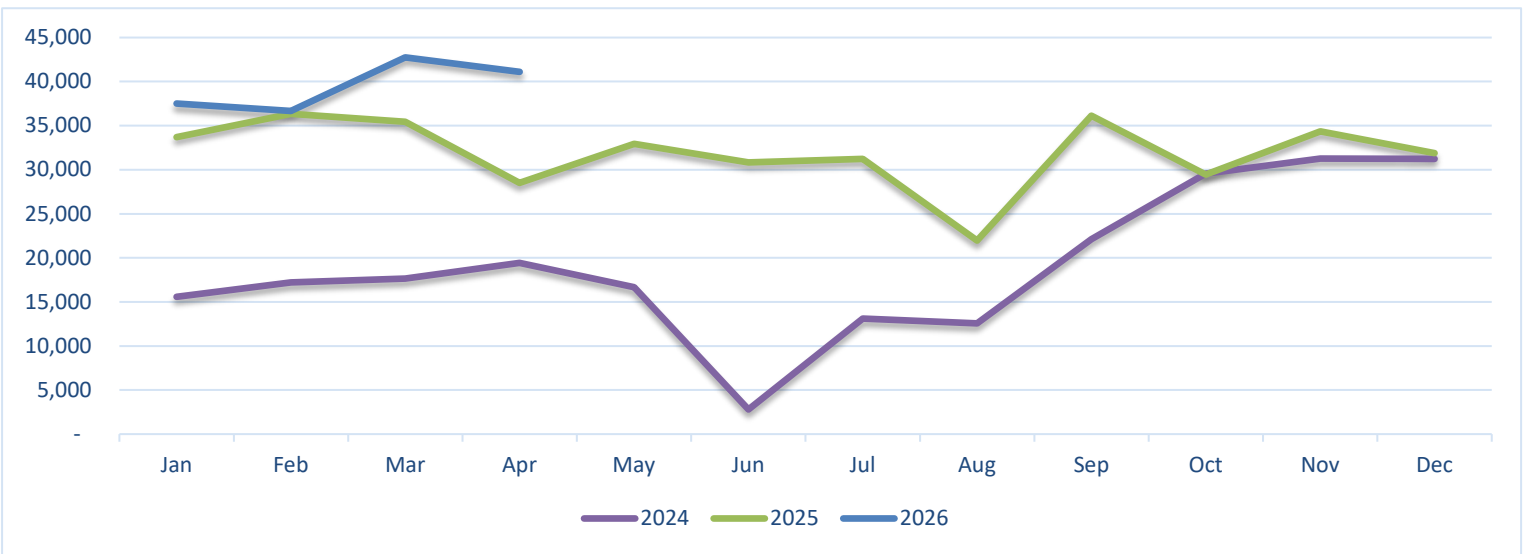
Account Number	Current Month	30 Day Balance	60 Day Balance	90 Day Balance	Total Balance
55834	1,250.62	1,263.76	1,200.49	0.00	3,714.87
55454	1,243.29	1,334.32	744.76	0.00	3,322.37
45891	672.77	650.21	535.80	0.00	1,858.78
2093	642.49	621.97	502.55	0.00	1,767.01
56970	584.79	630.79	498.43	0.00	1,714.01
47602	539.65	520.88	491.78	0.00	1,552.31
55439	531.57	514.03	483.70	0.00	1,529.30
48319	528.13	510.59	447.00	0.00	1,485.72
57928	612.86	606.52	144.26	0.00	1,363.64
48956	492.35	479.02	375.40	0.00	1,346.77
47207	351.75	414.30	416.26	0.00	1,182.31
59883	368.66	380.40	351.72	0.00	1,100.78
58564	350.50	338.67	311.08	0.00	1,000.25
58372	105.24	445.97	243.66	0.00	794.87
Total	\$ 8,274.67	\$ 8,711.43	\$ 6,746.89	\$ -	\$ 23,732.99



Santa Cruz Port District
90+ DAY DELINQUENT ACCOUNTS

The following accounts have balances 90 days delinquent or greater as of April 14, 2026

Account Number	Current Month	30 Day Balance	60 Day Balance	90+ Day Balance	Total Balance	Commercial Slip	Action
58618	830.97	925.98	922.46	2,076.18	4,755.59		Revoke
58883	902.14	648.40	955.49	2,220.23	4,726.26	X	Revoke
56212	883.66	856.13	849.39	1,851.09	4,440.27	X	Revoke
3094	482.97	468.90	487.39	1,574.71	3,013.97	X	Revoke
55885	674.33	654.15	646.51	842.00	2,816.99		Revoke
57057	881.42	851.33	849.82	180.59	2,763.16		Revoke
58825	583.84	682.27	566.82	545.76	2,378.69		Revoke
55068	483.61	468.26	463.63	495.49	1,910.99		Revoke
57834	669.10	648.64	472.40	12.22	1,802.36		Revoke
55818	569.95	587.80	548.76	86.25	1,792.76		Revoke
46325	308.21	485.55	481.77	453.00	1,728.53		Revoke
57912	188.14	518.08	514.04	485.00	1,705.26		Revoke
3642	323.27	312.51	310.16	282.80	1,228.74		Revoke
45314	31.61	32.28	32.08	1,073.68	1,169.65		Payment Plan
57958	220.59	240.47	238.74	446.47	1,146.27		Revoke
58302	103.04	100.26	99.65	703.25	1,006.20		Revoke
4076	30.37	34.71	33.66	724.84	823.58		Payment Plan
56971	178.25	172.70	171.49	145.28	667.72	X	Revoke
60460	187.97	182.02	189.59	27.83	587.41		Revoke
60045	97.04	94.42	93.85	68.28	353.59		Revoke
58702	100.21	94.77	98.59	9.35	302.92		Revoke
Total	\$ 8,730.69	\$ 9,059.63	\$ 9,026.29	\$ 14,304.30	\$ 41,120.91		





TO: Port Commission

FROM: Sean Rothwell, Assistant Harbormaster

DATE: April 1, 2026

SUBJECT: Harbor Patrol Incident Response Report – March 2026

Search and Rescue, Patrol Boat Response

- 3/7/26 Harbor Patrol responded to a report of a vessel fire in the area of Cowell Beach. Upon arrival, Harbor Patrol contacted the operator, who indicated that they were not in distress and that the smoke was coming from a barbecue onboard the vessel. Harbor Patrol returned to the harbor without incident.
- 3/11/26 Harbor Patrol responded to a report of a bodyboarder in distress in the area of Its Beach. Prior to arrival, the bodyboarder self-rescued. Harbor Patrol returned to the harbor without incident.
- 3/14/26 Harbor Patrol responded to a report of multiple swimmers in distress in the area of La Selva Beach. Prior to arrival, State Parks lifeguards assisted the swimmers safely to shore. Harbor Patrol returned to the harbor without incident.
- 3/15/26 Harbor Patrol responded to a report of a suicidal subject in the area of Shark Fin Cove. Prior to arrival, the subject was taken into custody by the Santa Cruz County Sheriff's Office.
- 3/19/26 Harbor Patrol responded to a report of a disabled vessel in the area of P-Dock. Upon arrival, Harbor Patrol contacted the operator and determined that the vessel had lost power. Harbor Patrol towed the vessel back to its slip.
- 3/21/26 Harbor Patrol responded to a report of a swimmer in distress in the area of Rio Del Mar State Beach. Upon arrival, Harbor Patrol, along with multiple responding agencies, conducted a search of the area, and no signs of distress were found. It was determined that the reported object was a buoy. Harbor Patrol returned to the harbor without incident.
- 3/21/26 Harbor Patrol responded to a report of a missing juvenile in the area of Cowell Beach. Prior to arrival, the juvenile was located safely on the shore. Harbor Patrol returned to the harbor without incident.
- 3/23/26 Harbor Patrol responded to a report of multiple swimmers in distress in the area of La Selva Beach. Prior to arrival, the swimmers self-rescued. Harbor Patrol returned to the harbor without incident.
- 3/29/26 Harbor Patrol responded to a report of a swimmer in distress in the area of the Capitola Wharf. Prior to arrival, Good Samaritans assisted the swimmer safely to shore. Harbor Patrol returned to the harbor without incident.

- 3/30/26 Harbor Patrol responded to a report of a capsized catamaran in the area of Twin Lakes State Beach. Upon arrival, State Parks personal watercraft operators assisted Harbor Patrol in righting the vessel. Harbor Patrol escorted the vessel operator as they navigated the catamaran back to the harbor.
- 3/30/26 Harbor Patrol responded to a report of a missing surfer in the area of Natural Bridges State Beach. Upon arrival, Harbor Patrol conducted a search of the area and located an abandoned surfboard in the water. No signs of distress were found. Harbor Patrol retrieved the surfboard and returned to the harbor without incident.

Crime Reports, Assist Outside Department, and Incident Reports

- 3/12/26 Harbor Patrol took an accident report after a vessel struck the cross-channel dredge pipe. Minor damage reported.
- 3/16/26 Harbor Patrol responded to a report of a medical emergency after a juvenile exhibited signs of a concussion onboard a vessel in the area of N-Dock. Upon arrival, Harbor Patrol facilitated dock access to responding officers from Central Fire. The victim was evaluated by paramedics and released into the care of their family.
- 3/29/26 Harbor Patrol took a vandalism report after a vehicle's tires were reported tampered with in the area of the launch ramp parking lot. A review of surveillance footage provided a possible suspect. Harbor Patrol advised the victim to file a report with the Santa Cruz Police Department and that the footage would be provided upon request.
- 3/29/26 Harbor Patrol responded to a report of a medical emergency after a subject exhibited signs of a seizure onboard a vessel in the main channel. Upon arrival, Harbor Patrol assisted the victim at the fuel dock until Central Fire paramedics arrived. The victim was transported to Dominican Hospital by ambulance for further evaluation. No injuries reported.

Parking Citations:

March 2026 Parking Citations: 228
 March 2025 Parking Citations: 203



**California Special
Districts Association**

Districts Stronger Together

DATE: February 9, 2026
TO: CSDA Voting Member Presidents and General Managers
FROM: CSDA Elections and Bylaws Committee
SUBJECT: **CSDA BOARD OF DIRECTORS CALL FOR NOMINATIONS
SEAT C**

The Elections and Bylaws Committee is looking for Independent Special District Board Members or their General Managers who are interested in leading the direction of the California Special Districts Association for the 2027 - 2029 term.

The leadership of CSDA is elected from its six geographical networks. Each of the six networks has three seats on the Board with staggered 3-year terms. Candidates must be affiliated with an independent special district that is a CSDA Regular Member in good standing and located within the geographic network that they seek to represent.
(See attached CSDA Network Map)

The CSDA Board of Directors is the governing body responsible for all policy decisions related to CSDA's member services, legislative advocacy, professional development, and other resources for members. The Board of Directors is crucial to the operation of the Association and to the representation of the common interests of all California's special districts before the Legislature and the State Administration. Serving on the Board requires one's interest in the issues confronting special districts statewide.

Commitment and Expectations:

- Attend all Board meetings, usually 4-5 meetings annually, at the CSDA office in Sacramento.
- Participate on at least one committee, meets 3-5 times a year at the CSDA office in Sacramento.
(CSDA reimburses Directors for their related expenses for Board and committee meetings as outlined in Board policy).
- Attend, at minimum, the following CSDA annual events: Special Districts Legislative Days - held in the spring, and the CSDA Annual Conference - held in the fall.
*(CSDA does **not** reimburse expenses for the two conferences even if a Board or committee meeting is held in conjunction with the event)*
- Complete all four modules of CSDA's Special District Leadership Academy within 2 years of being elected.
*(CSDA does **not** reimburse expenses for the Academy classes even if a Board or committee meeting is held in conjunction with the event).*

Nomination Procedures: Any Regular Member district in good standing is eligible to nominate one person, a board member or managerial employee (as defined by that district's Board of Directors), for election to the CSDA Board of Directors. **A copy of the member district's resolution or minute action and Candidate Information Sheet must accompany the nomination. The deadline for receiving nominations is April 10, 2026. Nominations and supporting documentation may be mailed or emailed.**

Mail: 1112 I Street, Suite 200, Sacramento, CA 95814
Fax: 916.442.7889
E-mail: amberp@csda.net

Once received, nominees will receive a candidate's letter. The letter will serve as confirmation that CSDA has received the nomination and will also include campaign guidelines.

CSDA will begin electronic voting on June 9, 2026. All votes must be received through the system no later than 5:00 p.m. July 24, 2026. The successful candidates will be notified no later than July 31, 2026. All selected Board Members will be introduced at the CSDA Annual Conference in Palm Desert, CA in August 2026.

Expiring Terms

(See enclosed map for Network breakdown)

Northern Network	Seat C – Fred Ryness, Director, Burney Water District*
Sierra Network	Seat C – Pete Kampa, General Manager, Groveland Community Services District*
Bay Area Network	Seat C – Antonio Martinez, Director, Contra Costa Water District*
Central Network	Seat C – Curtis Jorritsma, General Manager, Hilmar County Water District*
Coastal Network	Seat C – Vince Ferrante, Director, Moss Landing Harbor District*
Southern Network	Seat C – Nikki Winslow, District Director, Altadena Library District*

(* = Incumbent is running for re-election)

CSDA will be using a web-based online voting system allowing your district to cast your vote easily and securely. *Electronic Ballots will be emailed to the main contact in your district June 9, 2026. All votes must be received through the system no later than 5:00 p.m. July 24, 2026.*

*Districts can opt to cast a paper ballot instead; but you must contact Amber Phelen by e-mail amberp@csda.net **by April 24, 2026** in order to ensure that you will receive a paper ballot on time.*

CSDA will mail paper ballots on June 9, 2026 per district request only.

If you have any questions, please contact Amber Phelen at amberp@csda.net.



**California Special
Districts Association**
Districts Stronger Together

2027-2029 TERM BOARD OF DIRECTORS NOMINATION FORM

Name of Candidate: _____

Title/District: _____

Mailing Address: _____

Network: _____ (see map)

Telephone: _____

(PLEASE BE SURE THE PHONE NUMBER IS ONE WHERE WE CAN REACH THE CANDIDATE)

Fax: _____

E-mail: _____

**Return this form, a Board resolution/minute action supporting the candidate, and
Candidate Information Sheet by mail or email to:**

CSDA
Attn: Amber Phelen
1112 I Street, Suite 200
Sacramento, CA 95814
(877) 924-2732

amberp@csda.net

DEADLINE FOR RECEIVING NOMINATIONS:

April 10, 2026 at 5:00 p.m.



2027-2029 TERM - CSDA BOARD CANDIDATE INFORMATION SHEET

The following information **MUST** accompany your nomination form and Resolution/minute order:

Name: _____

District/Company: _____

Title: _____

Elected/Appointed/Staff: _____

Length of Service with District: _____

1. Do you have current involvement with CSDA (such as committees, events, workshops, conferences, Governance Academy, etc.):

2. What other state-wide associations have you been involved with? (such as CSAC, ACWA, League, etc.):

3. List your local government involvement (such as LAFCo, Association of Governments, etc.):

4. List your involvement in civic and/or non-profit organization:

****Candidate Statement – Although it is not required, each candidate is requested to submit a candidate statement of no more than 300 words in length. Any statements received in the CSDA office after the nomination deadlines will not be included with the ballot.**



California Special Districts Association

DISTRICT NETWORKS



2026 Board of Directors by Networks

Northern Network

Greg Orsini, *McKinleyville Community Service District*
 Fred Ryness, *Burney Water District*
 Kevin Phillips, *Paradise Irrigation District*

Sierra Network

Steve Palmer, *Donner Summit Public Utilities District*
 Pete Kampa, *Groveland Community Services District*
 Noelle Mattock, *El Dorado Hills Community Services District*

Bay Area Network

Kathryn Slater-Carter, *San Mateo County Harbor District*
 Ryan Clausnitzer, *Alameda County Mosquito Abatement District*
 Antonio Martinez, *Contra Costa Water District*

Central Network

Curtis Jorritsma, *Hilmar County Water District*
 Patrick Ostly, *North of River Sanitary District*
 Lorenzo Rios, *Clovis Veterans Memorial District*

Coastal Network

Scott Duffield, *Heritage Ranch Community Services District*
 Vincent Ferrante, *Moss Landing Harbor District*
 Elaine Magner, *Pleasant Valley Recreation & Park District*

Southern Network

Don Bartz, *Phelon Pinon Hills Community Services District*
 Jo MacKenzie, *Vista Irrigation District*
 Nikki Winslow, *Altadena Library District*

Last Updated December 2025



March 25, 2026

California Fish and Game Commission
P.O. Box 944209
Sacramento, CA 94244-2090

SUBJECT: Opposition to Marine Protected Area Regulation Change Petition 2023-33MPA

Commissioners:

The Santa Cruz Port District recognizes that properly designed and managed Marine Protected Areas (MPAs) play a critical role in protecting the natural diversity and abundance of marine life along the California Coast. Significant resources are required to manage California's extensive network of MPAs, and we appreciate the opportunity to comment on the proposed regulation change petitions which are currently being considered.

As you know, California's network of MPAs was developed by utilizing a science-based and highly collaborative stakeholder-driven planning process. This was done to ensure that California's MPAs had clearly defined objectives, were based on sound scientific guidelines, and accurately balanced both ecological and socioeconomic priorities by region.

Petition 2023-33MPA seeks, in part, to designate one new SMR off Pleasure Point and expand the boundary of one existing SMR off Natural Bridges for purposes of kelp forest preservation. The Santa Cruz Port District is writing to express its strong opposition to Petition 2023-33MPA and request that it be denied.

As proposed, Petition 2023-33MPA is extremely broad and would result in the wholesale elimination of commercial and recreational fishing opportunities in areas directly adjacent to Santa Cruz Harbor. The petition fails to provide regionally specific scientific substantiation to support its position, neglects to comprehensively evaluate the socioeconomic impacts associated with implementing and revising MPAs in locations directly adjacent to active fishing ports, and fails to work collaboratively with key regional stakeholders. If approved, Petition 2023-33MPA will significantly impact commercial and recreational fishing activities in the Monterey Bay, resulting in detrimental ramifications to the health and vitality of our coastal community.

The Santa Cruz Port District has been a longstanding collaborative partner with CDFW, performing extensive outreach and MPA education to the boating and fishing communities. We recognize that safeguarding the integrity of our region's ecosystem is critical, but oppose enacting regulation change petitions that seek wholesale elimination of fishing access, lack regionally specific scientific substantiation, and fail to garner input from key regional stakeholders. Accordingly, we request that action be taken to deny Petition 2023-33MPA.

Sincerely,

A handwritten signature in black ink that reads 'Reed Geisreiter'. The signature is written in a cursive, flowing style.

Reed Geisreiter
Santa Cruz Port Commission Chair

Santa Cruz Sailing Foundation

Providing Sailing Opportunities for Santa Cruz County Youth

Tuesday, March 30, 2026

Santa Cruz Port Commission
Santa Cruz Harbor
135 5th Avenue
Santa Cruz, CA 95062

Re: Appreciation for Public Benefit Discount Allocation of Slip F19

Dear Commissioners and Harbor District Staff,

On behalf of the Santa Cruz Yacht Club (SCYC) Junior Sailing Program and the Santa Cruz Sailing Foundation (SCSF), thank you for authorizing the allocation of Slip F19 and approving a 50% Public Benefit slip lease discount. Your decision meaningfully supports youth sailing in the Santa Cruz and Monterey Bay community and strengthens our shared commitment to maritime education and safety.

With this Public Benefit Discount, SCSF—a 501(c)(3) nonprofit organization—and the SCYC Junior Sailing Program will be able to:

- Operate with safer, more convenient launching and retrieval during program operations.
- Provide greater financial support to young sailors through scholarships, grants, and help offset equipment and repair costs.
- Expand maritime education programs that cultivate future Harbor users and responsible ocean stewards.
- Reduce vessel congestion near the public FF-Dock hand-launch area, the turning basin, and within pathways used by multiple charter vessels.
- Add small-boat storage that reduces roadway congestion and pedestrian-vehicle conflicts associated with transporting dinghies from junior storage to the launch ramp.

This action aligns with the Public Benefit Program's purpose of providing educational and community benefits, and it parallels the Commission's 2020 approval of a Public Benefit discount for the lease of Slip F20. It also accomplishes these outcomes with limited impact on Port District resources.

We are grateful for your continued partnership and for the Harbor's steadfast support of youth sailing. We look forward to working closely with staff to ensure safe operations, responsible stewardship of Harbor resources, and clear reporting on program outcomes.

With appreciation,

Barry Whittall
President, Santa Cruz Sailing Foundation (SCSF)
408-221-3034, barrywhittall@att.net

Andreas Kesting
Director, Santa Cruz Yacht Club (SCYC) Junior Sailing Program
831-295-3893, juniordirector@scyc.org

Cc: Santa Cruz Harbor Staff, SCYC Board of Directors, SCSF Board of Directors

Board of Directors

Barry Whittall
President

Linda Moore
Secretary

Vance Landis
Treasurer

Bret Gripenstraw

Phillip Vandenberg

Robert DeWitt

James Ritchey



April 6, 2026

Board of Commissioners
Moss Landing Harbor District
7881 Sandholdt Road
Moss Landing, CA 95039

Dear Commissioners:

On behalf of the Santa Cruz Port District, I would like to extend our sincere appreciation to you and staff of the Moss Landing Harbor District for your time, coordination, and thoughtful consideration of our proposed dredge haulout at your facility.

After careful consideration of project logistics, risk, and overall efficiency, the Port District has elected to proceed with performing the dredge haulout at our own launch ramp. While we will not be moving forward with the Moss Landing option at this time, we are appreciative of your partnership and the opportunity to explore this approach together.

We value the strong working relationship between our agencies and look forward to future opportunities to collaborate.

Thank you again for your support.

Sincerely,

A handwritten signature in black ink, appearing to read "Holland MacLaurie".

Holland MacLaurie
Port Director

Santa Cruz Port District Port Commission Review Calendar / Follow-Up Items 2026-27

2026

January-March

- ✓ Committee Assignments for 2026
- ✓ Port District Priorities 2026
- ✓ Annual Review of Vessel Use List - 2025
- ✓ FY27 Budget
- ✓ Review 5-year CIP
- ✓ Annual Review of Business Use of Slips - 2025
- Annual Review of Slip Vacancy / Waiting List Statistics – 2025 (*postponed to April*)
- Sea Scouts' Biannual Report (*postponed to April*)
- ✓ Form 700 Filing (due by 3/31 each year)

April-June

- Election Resolutions
- Biennial Update to Conflict-of-Interest Code
- UC Santa Cruz Lease Exp. 6/30/26
- Dredge Report 2025-26

July-September

- Annual O'Neill Sea Odyssey Report
- Sea Scouts' Biannual Report

October-December

- Mid-Fiscal Year Review of CIP
- Review of CalPERS Actuarial Valuation Report
- Ethics Training Update (due by year-end)
- Biennial Anti-Harassment/Anti-Discrimination Training
- Port Commission Officers for 2027

Committee Review Items

TBD

Key

- Pending
- In process
- ✓ Done

2027

January-March

- Committee Assignments for 2027
- Port District Priorities 2027
- Annual Review of Vessel Use List - 2026
- Annual Review of Business Use of Slips – 2026
- Annual Review of Slip Vacancy / Waiting List Statistics - 2026
- Bayside Marine Lease Exp. 1/31/27
2nd (3) year option to extend / rent review
- FY28 Budget
- Review 5-year CIP
- Sea Scouts' Biannual Report
- Form 700 Filing (due by 3/31 each year)

April-June

- Chardonnay Lease Exp. 5/31/27
- Dredge Report 2026-27

July-September

- Annual O'Neill Sea Odyssey Report
- Sea Scouts' Biannual Report

October-December

- Mid-Fiscal Year Review of CIP
- Review of CalPERS Actuarial Valuation Report
- Crow's Nest Restaurant Lease Exp. 12/31/27
1st (5) year option to extend / rent review
- Ethics Training Update (due by year-end)
- Port Commission Officers for 2028

Future Calendar

- 7th and Brommer Property Assessment
- ABC End-Tie Review after Murray Street Bridge Retrofit
- Pedestrian Traffic Safety Improvements Review

Updated 4/22/26