

Safe on 17

Highway 17 Safety Corridor

2025 Annual Report

January 1, 2025, to December 31, 2025



METROPOLITAN
TRANSPORTATION
COMMISSION



Prepared by the Santa Cruz County Regional Transportation Commission

INTRODUCTION

High collision rates on Highway 17 precipitated the formation of the Safe on 17 Task Force in 1999. The task force was convened to identify conditions and behaviors contributing to collisions on the corridor and to recommend and implement solutions. The task force drew from a broad set of disciplines to assemble strategies that would reduce the high collision rate. Strategies included enhanced enforcement, engineering (capital improvements), signing and striping, public education and awareness.

The present goal of the Safe on 17 Program is to maintain the reduced collision rate average achieved during the 36-month period funded by an Office of Traffic Safety (OTS) grant (1999-2002) using a combination of the original recommendations made by the task force. Engineering improvements, enhanced CHP enforcement tactics, public outreach about motorist safety, and a traffic operations system all contribute to improving safety on Highway 17. The task force collects data to measure the outcome of these efforts, benchmark progress and monitor where additional improvements may be needed.

Funding for extra CHP enforcement has been provided by the Santa Cruz County Regional Transportation Commission Service Authority for Freeway Emergencies (RTC SAFE) and the Metropolitan Transportation Commission Service Authority for Freeways and Expressways (MTC SAFE) in the combined amount of \$100,000 per year since 2002. In May 2019, the RTC SAFE approved \$50,000 annually in Measure D funds to augment \$50,000 in annual SAFE funds for additional CHP enforcement on Highway 17 in Santa Cruz County and to cover inflationary cost increases in hourly rates.

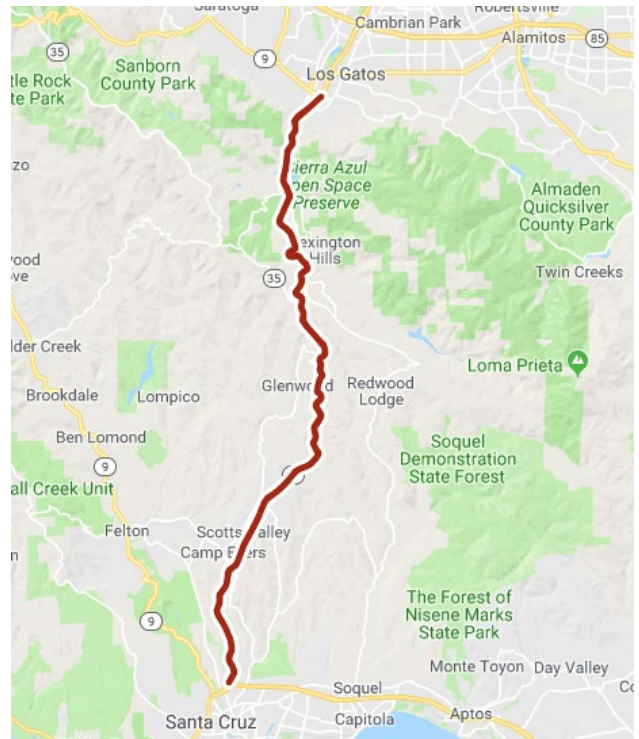


Figure 1 - Map of Highway 17 Corridor

2025 Highway 17 Summary of Facts

- There were 606 total collisions on Highway 17.
- There were 5 fatal collisions and 222 injury collisions.
- Injury collisions occurred most frequently in March.
- CHP issued 1,200 overtime citations and logged 935 overtime hours.

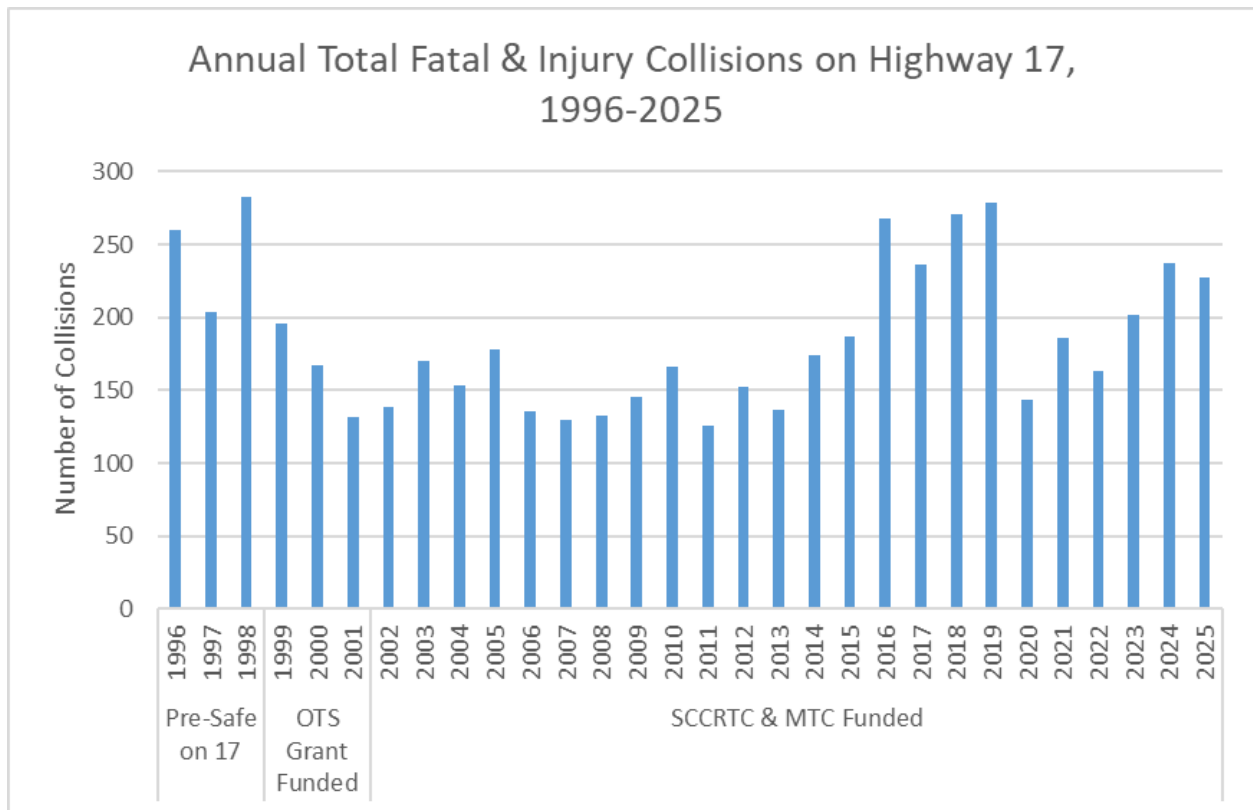
HIGHWAY 17 SAFETY OVERVIEW

Collision Data and Trends

There were 606 total collisions reported on Highway 17 in 2025, representing a 12% decrease compared to 2024. Of the total collisions reported, 222 involved injuries and 5 involved fatalities. Property damage only (PDO) collisions accounted for approximately 63% of all reported collisions along the corridor. Injury collisions decreased approximately 6% compared to 2024, while fatal collisions increased from zero reported fatalities in 2024 to five fatal collisions in 2025.

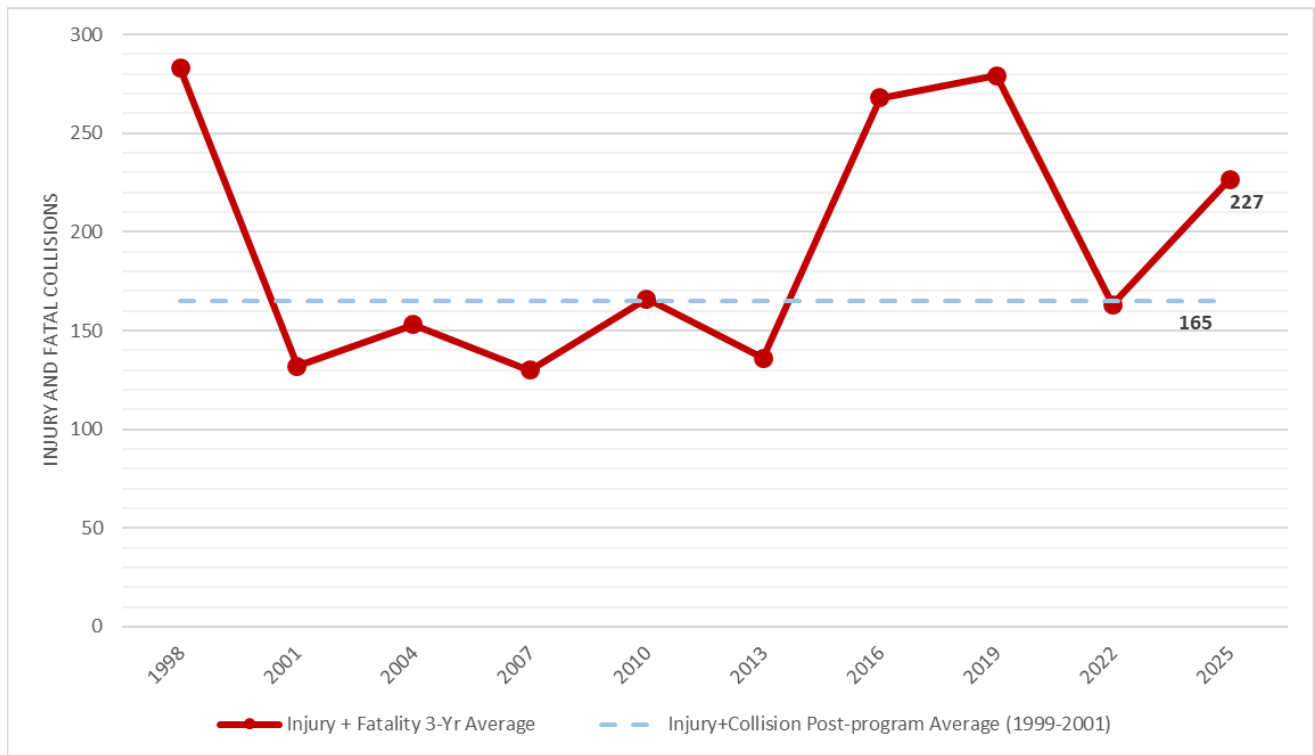
Figure 2 shows the annual injury and fatal collision data between 1996 and 2025. Injury and fatal collisions have decreased an average of 31% annually since 2019, when such collisions reached a program high of 279 collisions. There was a significant decrease in 2020, from 279 to 143, a near 50% decrease, due to the COVID-19 pandemic. Since 2020, annual injury and fatal collisions have been on a steady increase towards the program high in 2019.

Figure 2: Annual Injury & Fatal Collisions (1996 – 2025)



The Task Force has a goal to maintain the reduced three-year collision rate average achieved during the OTS grant period of 165 injury and fatal collisions. The latest 3-year average (2023-2025) for fatal and injury collisions is 227, which exceeds the Task Force goal by 35%. Figure 3 shows the 3-year injury and fatal collision average between 1998 and 2025.

Figure 3: 3 Year Average Injury + Fatal Collisions (1996 – 2024)



Highway 17 Collision Summary (2025)			
Collision Type	Santa Cruz County	Santa Clara County	Total Corridor
Property Damage Only	122	257	379
Injury Collisions	79	143	222
Fatal Collisions	3	2	5
Total Collisions	204	402	606

Collision activity on the Santa Cruz County side was highest during the second and fourth quarters of 2025, with injury collisions peaking between April and June. Approximately two-thirds of all Highway 17 collisions occurred on the Santa Clara County side of the corridor. Collision activity was highest during the first and fourth quarters of the year.

Partner agencies continue monitoring collision trends, roadway conditions, and operational data to identify opportunities for targeted enforcement, roadway safety improvements, traveler information enhancements, and coordinated emergency response efforts aimed at reducing fatal and serious injury collisions on Highway 17.

Rainfall and Weather Impacts

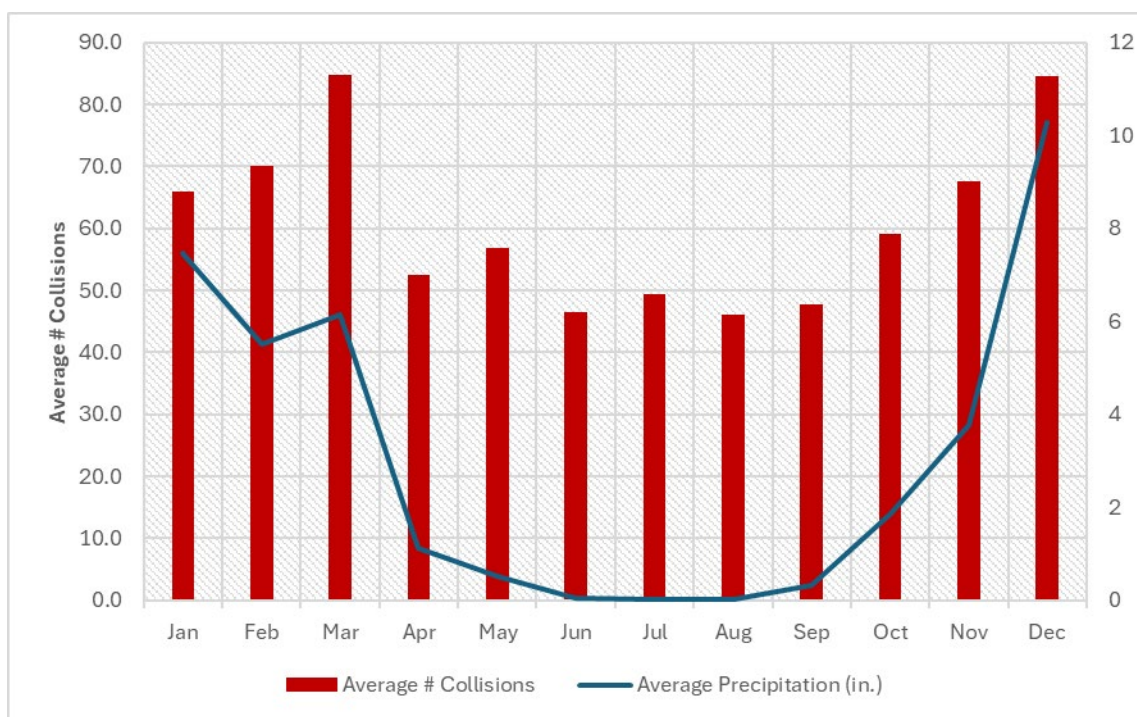
External factors may also influence the total number of collisions. Wet weather is considered to increase traffic collisions due to slippery pavement and decreased visibility of the roadway. Increased injury and fatal collisions tend to coincide with wet weather.

Annual rainfall was 25.1 inches in 2024 and 29.44 inches in 2025. Average annual rainfall in Santa Cruz County is 30.36 inches. In addition, the average annual rainfall over the past five years (2021 through 2025) was 37.12 inches and collisions have increased significantly over that period.

In Santa Clara County, annual rainfall was 16.04 inches in 2025, and 23.09 in 2024. Average annual rainfall in the county is between 15 and 21 inches. Average rainfall over the past 5 years (2021 through 2025), was 15.35 inches.

Severe, prolonged storms are projected to increase with climate change, and Santa Cruz County may see an increase in severe weather events, as it has in the past 5 years. In February 2023, there was a 3 day period where the NOAA Los Gatos weather station recorded snowfall, of around 9 inches, causing significant travel disruptions and closures on Highway 17.

Figure 4: 5-Year Monthly Average Precipitation + Collisions



[Highway 17 Collision Dashboard](#)

To improve public and stakeholder access to corridor safety information, RTC staff developed a Highway 17 collision dashboard displaying five years of collision data collected through the Statewide Integrated Traffic Records System (SWITRS). The dashboard allows users to filter collision data by year, jurisdiction, collision severity, and collision type. The dashboard also includes an interactive map and corresponding graphs and tables intended to support ongoing safety analysis, interagency coordination, and public understanding of collision trends along the Highway 17 corridor.

The Highway 17 Collision Dashboard can be accessed via the following link:
<https://sccrtc.maps.arcgis.com/apps/dashboards/b90ce94f9c4d46cbb13a77f17398b26e>

ECONOMIC IMPACT OF COLLISIONS

Overview

SR-17 is classified as a high-collision corridor by the California Department of Transportation (Caltrans). Property damage only (PDO) collisions are the most common type of reported collision in the Statewide Integrated Traffic Records System (SWITRS). To quantify the cost of PDO collisions, an average regional deductible of \$750.00 was used along with the average PDO claim severity from the California Department of Insurance (CDI), adjusted for inflation. In California, PDO collisions must be reported if damages are over \$1000 and are entered into the SWITRS database. Drivers will pay the \$750 deductible (on average), and insurers make up the remaining cost, \$2439 on average, per PDO collision. According to the NHTSA, 23% of collisions are paid directly by involved drivers. 54% of collisions are covered by private insurers. The remaining 23% is split between the government and other sources.

To estimate the broader economic and societal impacts associated with injury and fatal collisions, the Federal Highway Administration (FHWA) Crash Cost for Highway Safety Analysis framework was used in combination with regional adjustment factors provided by Caltrans. Highway 17 experiences a high concentration of collisions involving injuries and fatalities, resulting in significant economic and societal impacts throughout the corridor.

The FHWA-Caltrans crash cost framework incorporates both immediate and long-term impacts associated with collisions.

- Immediate Costs:
 - Emergency response
 - Damage to highway infrastructure
 - Vehicle repair
 - Insurance claims and administration costs
 - Lost wages
- Ongoing Costs:
 - Loss in economic productivity
 - Ongoing medical costs
 - Quality of life impacts

Results

The analysis estimated approximately \$1.6 billion in total collision impacts along Highway 17 across Santa Cruz and Santa Clara Counties between 2020 and 2025. Each collision has an associated estimated impact based on severity, as provided by the Crash Cost model. Based on this, a fatal collision has an estimated impact of \$10,436,547.

Between 2020-2025, insurers paid an average of \$866,211 in Santa Cruz County and \$466,874 in Santa Clara County, per year, for all collisions on Highway 17. Drivers paid \$238,250 in Santa Cruz County, and \$140,125 in Santa Clara County per year, for all collisions on Highway 17.

CHP ENFORCEMENT ACTIVITIES

Extra CHP enforcement is an essential element of the Safe on 17 Program. The extra CHP enforcement is dispatched along the entirety of the Highway 17 Safety Corridor, which is located between the Highway 1/17 interchange in Santa Cruz County and the Highway 9/17 interchange in Santa Clara County. Increased CHP enforcement on Highway 17 prevents collision causing behavior in two ways. First, high CHP visibility on Highway 17 serves to encourage safer driving and deter traffic violations. Second, increasing the number of citations is a mechanism for encouraging motorists to adhere to the rules of the road. The Santa Cruz and San Jose CHP offer a list of overtime opportunities to their officers, which makes-up the extra enforcement on Highway 17. The number of enforcement hours per month is dependent upon CHP staffing levels, competing overtime opportunities, and training requirements.

Highway 17 CHP Enforcement and Citations (2025)			
Enforcement and Citations	Santa Cruz County	Santa Clara County	Total Corridor
Overtime Enforcement Hours	681	254	935
Overtime Citations	930	270	1200
Regular Citations	2,086	3,281	5367

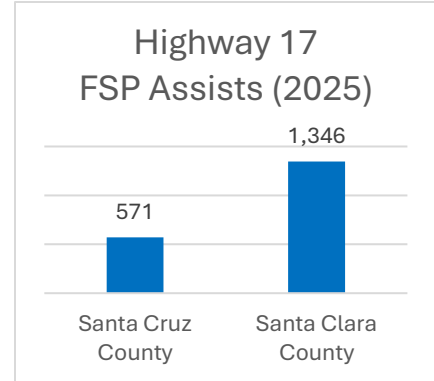
FREEWAY SERVICE PATROL



The Regional Transportation Commission (RTC) coordinates the Freeway Service Patrol (FSP) program on the Santa Cruz County side of highway 17 and Metropolitan Transportation

Prepared by the Santa Cruz County Regional Transportation Commission

Commission (MTC) coordinates FSP on the Santa Clara County side. The Santa Cruz County FSP program provides towing service free of charge to stranded motorists on Highway 17 from Mount Hermon Road to Summit Road and Highway 1 from Highway 9 to State Park Drive during high traffic periods. The goal of the FSP program is to reduce non-recurrent congestion caused by disabled vehicles, collisions, and debris on freeways.



Recent Annual Average Daily Traffic (AADT) data indicates a shift from historic traffic patterns which consisted of a morning and afternoon peak to an overall incline and decline throughout the day. The RTC is adjusting the service schedule to more closely align with current traffic patterns which will significantly increase the efficiency of the service.

Highway 17 Beat 1 (Santa Cruz County side - RTC)		
Days of Operation	Shift Type	Hours
Wednesday – Friday	Morning Shift	7:00AM – 10:00AM
	Afternoon Shift	2:30PM – 5:30PM
Saturday, Sunday, & Holidays	10:00 AM – 4:00 PM	

Highway 17 Beat 32 (Santa Clara County side - MTC)		
Days of Operation	Shift Type	Hours
Monday - Friday	Morning Shift	5:30AM – 7:30PM
Saturday & Sunday	12:30 PM – 7:30 PM	

CALL BOX DECOMMISSIONING AND REMOVAL

The RTC currently oversees approximately 65 call boxes located along State Routes 1, 9, 17, 129, and 152. Approximately 19 of these RTC owned call boxes are located along State Route 17. Roadside call box usage along Highway 17 has continued to decline significantly as motorists increasingly rely on cell phones and in-vehicle communication systems for roadside assistance. In March 2026, the RTC approved the decommissioning and removal of roadside call boxes on highways within Santa Cruz County, including call boxes located along Highway 17. As part of the decommissioning process, RTC staff has terminated maintenance and cellular services and begun the process of bagging the call boxes prior to their eventual removal from the Caltrans right-of-way. Call boxes in Santa Clara are not managed by RTC and are in turn are not being decommissioned or removed.

EMERGENCY RESPONSE

Highway 17 incidents often require coordination between the California Highway Patrol (CHP), Caltrans, local fire agencies, Freeway Service Patrol, emergency medical personnel, and other relevant responding agencies. The Safe on 17 Task Force continues to discuss incident response coordination, roadway closures, traveler information systems, and opportunities to improve safety along the corridor. Traveler information systems such as Cruz511 and Caltrans QuickMap, changeable message signs, and social media alerts are utilized to provide real-time information to motorists during incidents and roadway closures.

EDUCATION AND PUBLIC INFORMATION

RTC SAFE, MTC SAFE, CHP, and Caltrans continued providing public information related to safe driving on Highway 17 throughout 2025. Public outreach efforts included social media updates, traveler information systems, media interviews, traffic advisories, lane closure alerts, and public safety messaging focused on reducing collisions and improving motorist awareness along the corridor.

Traveler information was provided through Cruz511, Caltrans QuickMap, CHP incident reporting systems, social media platforms, and changeable message signs (CMS) located along Highway 17 near Scotts Valley, Los Gatos and the Santa Cruz/Santa Clara County line. These systems were used to provide motorists with information related to collisions, roadway closures, weather conditions, travel delays, and ongoing construction activities.

CHP also continued public education efforts through community outreach events, motorcycle safety events, and driver education programs. CHP Santa Cruz hosted “Start Smart” workshops for teen drivers and their parents, as well as “Age Well, Drive Smart” workshops focused on senior driver safety.

SAFE ON 17 TASK FORCE MEETINGS



The Safe on 17 Task Force is comprised of representatives from the San Jose and Santa Cruz area CHP, Caltrans Districts 4 and 5, MTC SAFE, RTC SAFE, local legislators' offices, local media, trucking industry, local police and fire departments. There were two meetings in 2025 – March 19th and October 15th both hosted by SCCRTC in Santa Cruz.

In 2025, the Task Force discussed the outcomes of the CHP's extra enforcement efforts, provided input on current Caltrans' Highway 17 projects and maintenance activities, and provided input on potential Highway 17 improvements. In addition, the Task Force routinely discusses issues related to the handling of incidents on this unique multi-jurisdictional corridor, opportunities for agency coordination, public education related to motorist safety, and Freeway Service Patrol Program activities.

Like in previous years, Safe on 17 meetings are combined with RTC Traffic Operation Systems Oversight Committee meetings. There is a significant overlap in membership in these committees and subject matter. Traffic operation systems elements such as closed-circuit television cameras and changeable message signs can be tools for enhancing safety on the Highway 17 corridor and require coordination between the separate CHP and Caltrans jurisdictions covering the Highway 17 safety corridor.

HIGHWAY SAFETY IMPROVEMENTS

Caltrans has a comprehensive process for evaluating and constructing the projects that provide the greatest benefit to the motoring public. In 2025, Caltrans continued to make improvements to Highway 17 to improve safety with the following projects:

Completed Projects

SR 17 Truck Overturn Repairs

This project, located in the southbound lanes of Highway 17 south of Sugarloaf Road in Santa Cruz County, repaired pavement damaged by a truck overturn collision, repaired a retaining wall, and reconstructed guardrail. Construction began in October 2025 and was completed in December 2025.

Ongoing Projects and Studies

SR 17 Comprehensive Multimodal Corridor Plan

Caltrans is developing a Comprehensive Multimodal Corridor Plan (CMCP) for State Route 17 between Highway 1 in Santa Cruz County and the Interstate 280/880 interchange in San Jose. The plan is intended to address increasing challenges related to congestion, safety, climate resiliency, emergency response, and multimodal access along the corridor. The CMCP will build on previous corridor planning efforts and work with regional and local agencies, stakeholders, and communities to develop a long-range vision for the corridor. The plan will also evaluate opportunities for bicycle, pedestrian, transit, freight, and operational improvements to support multimodal accessibility and improve corridor reliability and safety.

SR 17 Pavement Surface Treatment

This project, located at four locations within Santa Cruz County, including the northbound lanes of Highway 17 between the Highway 1 on-ramp and the Pasatiempo Drive off-ramp, will install Non-Rubberized Open Grade Friction Course pavement. Construction is currently scheduled to begin in Summer 2027 and be completed in Summer 2028.

SR 17 Drainage Improvements

This project, located at 13 locations between the Highway 1/17 intersection in Santa Cruz County and just south of Summit Road, will replace or repair drainage systems along the corridor. Construction is currently scheduled to begin in Spring 2029 and be completed in Spring 2030.

SR 17 Replace Culverts

This project, located near Summit Road of Highway 17 in Santa Cruz County, will restore the functionality of two drainage systems in poor condition. Construction is currently scheduled to begin in Summer 2028 and be completed in Fall 2028.

SR 17 Traffic Management Systems Maintenance Projects

This project, located at five locations on Highway 17 between south of Granite Creek Road and just south of Summit Road, and at one location near Emeline Avenue on Highway 1 in Santa Cruz County, will replace two Changeable Message Signs (CMS), two Closed-Circuit Television (CCTV) cameras, one Traffic Census Station on Highway 17, and one Vehicle Detection System on Highway 1. Construction is currently scheduled to begin in Summer 2027 and be completed in Fall 2027.

SR 17 Bicycle/Pedestrian and Wildlife Crossing Project

This project, located on Highway 17 between post miles 4.10 and 5.80 in Santa Clara County, will construct a bicycle/pedestrian and wildlife crossing across Highway 17. Construction is currently scheduled to begin in Spring 2027 and be completed in Fall 2028.

Bridge Rail Replacement and Upgrade Project

This project, located on Highway 17 in Los Gatos, will upgrade bridge rails at the Santa Cruz Avenue Undercrossing and Main Street Overcrossing to meet current crash and safety standards. Construction began in Summer 2024 and is currently scheduled to be completed in Summer 2026.

SR 17 Corridor Congestion Relief Project

This project will implement corridor congestion relief improvements and upgrade the Highway 17/Highway 9 interchange in the Town of Los Gatos. Proposed improvements may include modifications to on- and off-ramps, improvements to Highway 17 mainline lanes and shoulders to reduce bottlenecks, implementation of transportation technology systems, and bicycle and pedestrian improvements. Construction is currently scheduled to begin in Fall 2029 and be completed in Winter 2031.

Highway 17 Bicycle and Pedestrian Overcrossing at Blossom Hill Road

This project will construct a bicycle and pedestrian overcrossing at Blossom Hill Road in the Town of Los Gatos. The project is intended to improve bicycle and pedestrian mobility, encourage active transportation, and enhance safety for all modes of travel between Roberts Road West and Roberts Road East. Construction is currently scheduled to begin in Winter 2026 and be completed in Winter 2027.

CONCLUSION AND NEXT STEPS

There were 5 fatal collisions and 222 injury collisions reported on Highway 17 during 2025. While the total number of collisions and injury collisions decreased compared to 2024, fatal collisions increased during the year.

Partner agencies continued implementing a combination of supplemental CHP enforcement, roadway safety improvements, traveler information systems, public education efforts, and interagency coordination strategies aimed at improving safety on Highway 17. CHP enforcement, public education campaigns, changeable message signs, and traveler information systems also continued to support ongoing efforts to encourage safe driving behaviors along the corridor.

In 2025, the RTC also expanded corridor safety analysis efforts through the development of a Highway 17 collision dashboard and an economic impact analysis of collisions on the corridor. The analysis estimated approximately \$1.6 billion in economic and societal impacts associated with collisions on Highway 17 between 2020 and 2025, demonstrating the significant regional impacts associated with roadway collisions.

As the Safe on 17 Program continues to evolve, RTC staff will work with partner agencies to evaluate opportunities to modernize the goals and objectives of the Safe on 17 Task Force to better align with Vision Zero principles and California's Safe System Approach. Potential updates may include establishing measurable collision reduction targets, identifying strategies to reduce speeding and dangerous driving behaviors, strengthening coordination around enforcement and roadway safety

improvements, and aligning future program objectives with the “5 Es” of transportation safety: Engineering, Enforcement, Education, Emergency Response, and Emerging Technologies.

RTC staff and partner agencies will also continue exploring legislative and policy opportunities related to automated speed safety systems and other strategies intended to reduce speeding and improve safety on Highway 17, particularly in constrained segments of the corridor where traditional enforcement can be challenging.

ATTACHMENTS

Attachment 1: Summary of Annual Highway 17 Collision Data

Attachment 2: Summary of Extra CHP Enforcement Hours

Attachment 3: Economic Impact of Collisions on Highway 17

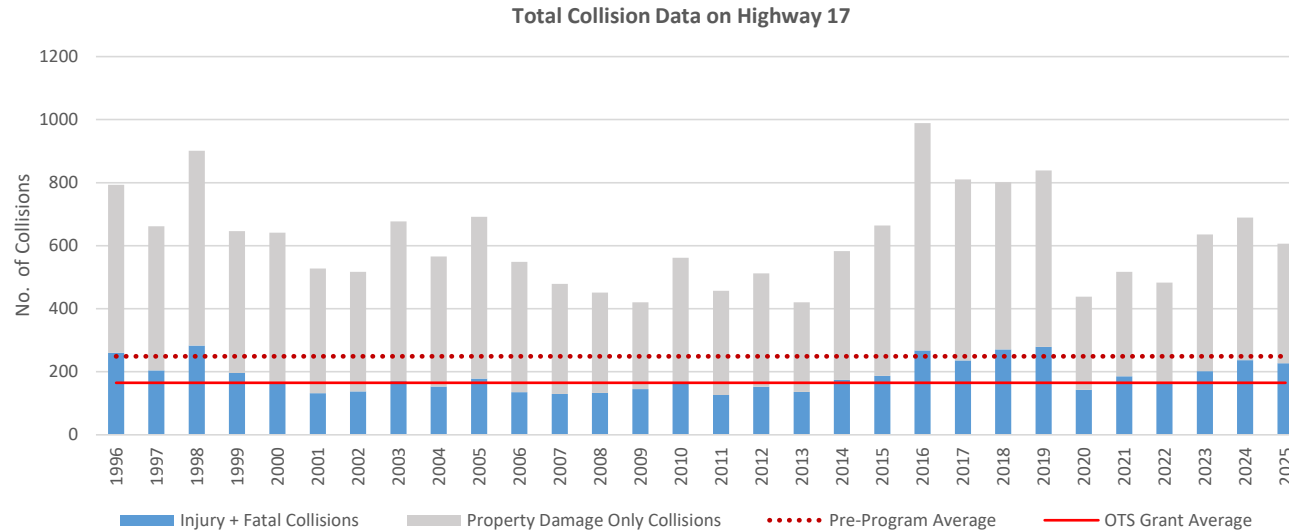
Attachment 4: [Highway 17 Collision Dashboard](#)

Highway 17 Collision Data 1996-2025

	Pre-Safe on 17						OTS Grant Funded						SCCRTC & MTC Funded													
Year	1996		1997		1998		1999		2000		2001		2002		2003		2004		2005		2006		2007		2008	
San Jose/Santa Cruz	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC
PDO*	257	276	196	262	306	312	234	216	240	234	175	221	145	234	165	342	148	265	155	359	135	279	119	230	121	197
Injury	123	128	88	115	129	149	101	91	74	92	48	80	45	91	53	113	67	82	52	123	49	84	44	85	58	74
Fatal	5	4	0	1	0	5	0	4	1	0	2	2	0	2	0	4	3	1	0	3	1	1	0	1	1	0
Total	385	408	284	378	435	466	335	311	315	326	225	303	190	327	218	459	218	348	207	485	185	364	163	316	180	271
Total Collisions	793		662		901		646		641		528		517		677		566		692		549		479		451	
Hwy 17 Injury and Fatal Collisions	260		204		283		196		167		132		138		170		153		178		135		130		133	

*PDO=Property Damage Only

NOTE: Annual Average Injury and Fatal Collision prior to SAFE on 17 Program = 249; 3-Year Average Injury and Fatal Collision during OTS Grant period = 165



Highway 17 Collision Data 1996-2025

SCCRTC & MTC Funded																																		
Year	2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024		2025	
San Jose/Santa Cruz	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC	SJ	SC
PDO*	123	152	144	252	149	182	135	225	133	151	178	231	237	240	259	462	267	307	252	278	251	309	129	166	183	148	177	143	271	163	287	165	257	122
Injury	36	107	61	103	42	84	42	108	65	69	62	109	94	93	121	145	105	130	126	143	146	129	82	57	103	81	87	71	116	81	151	86	143	79
Fatal	0	2	1	1	0	0	1	1	1	1	2	1	0	0	2	0	1	0	1	1	3	1	4	0	1	1	2	3	2	3	0	0	2	3
<i>Total</i>	<i>159</i>	<i>261</i>	<i>206</i>	<i>356</i>	<i>191</i>	<i>266</i>	<i>178</i>	<i>334</i>	<i>199</i>	<i>221</i>	<i>242</i>	<i>341</i>	<i>331</i>	<i>333</i>	<i>382</i>	<i>607</i>	<i>373</i>	<i>437</i>	<i>379</i>	<i>422</i>	<i>400</i>	<i>439</i>	<i>215</i>	<i>223</i>	<i>287</i>	<i>230</i>	<i>266</i>	<i>217</i>	<i>389</i>	<i>247</i>	<i>438</i>	<i>251</i>	<i>402</i>	<i>204</i>
Total Collisions	420		562		457		512		420		583		664		989		810		801		839		438		517		483		636		689		606	
Hwy 17 Injury and Fatal Collisions	145		166		126		152		136		174		187		268		236		271		279		143		186		163		202		237		227	

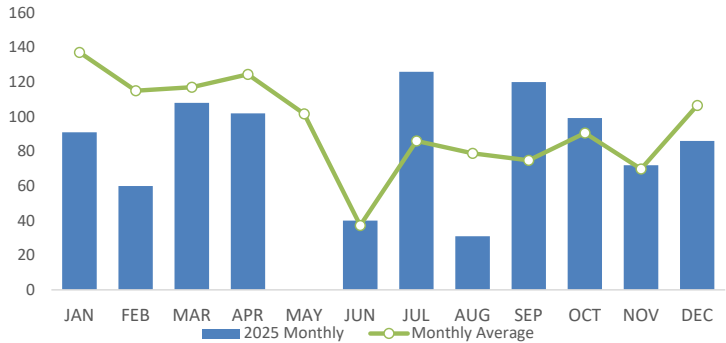
*PDO=Property
Damage Only

Total California Highway Patrol Extra Enforcement Hours Worked

Highway 17 Extra Enforcement Hours, 2005-2025																						
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	AVG 23-25
JAN	30	43	6	84	31	32		84	49	48	38	134	50	102	98	-	227	146	142	81	91	137
FEB	28	47	98	48	0	24		115	92	72	47	42	82	77	133	122	170	136	74	136	60	115
MAR	48	34	115	83	0	28	170	102	105	148	80	36	0	41	174	160	127	63	94	194	108	117
APR	82	55	42	20	36	28	320	107	186	148	81	121	145	86	190	95	154	82	91	194	102	125
MAY	82	24	159	3	66	43	267	128	172	100	151	188	165	51	133	199	104	79	94	130	-	102
JUN	101	207	167	50	28	66	112	198	140	419	49	70	69	28	81	38	-	25	73	12	40	37
JUL	124	97	108	90	52	33	109	0	87	32	62	95	34	0	54	144	-	-	72	60	126	86
AUG	164	60	112	142	151	51	139	6	109	113	64	64	28	0	54	43	-	154	57	74	31	79
SEP	175	68	69	42	238	26	137	135	97	160	86	60	101	36	102	100	59	79	45	72	120	75
OCT	108	415	30	55	90		89	130	42	81	58	66	16	0	65	264	87	123	54	90	99	91
NOV	140	187	298	206	248		100	124	75	102	72	112	80	36	36	91	56	70	24	127	72	70
DEC	250	79	272	621	51		86	129	0	80	48	93	137	63	67	180	89	156	60	142	86	107
TOTAL	1,331	1,315	1,474	1,443	989	330	1,528	1,257	1,152	1,503	836	1,080	907	520	1,186	1,434	1,071	1,113	878	1,312	935	1062

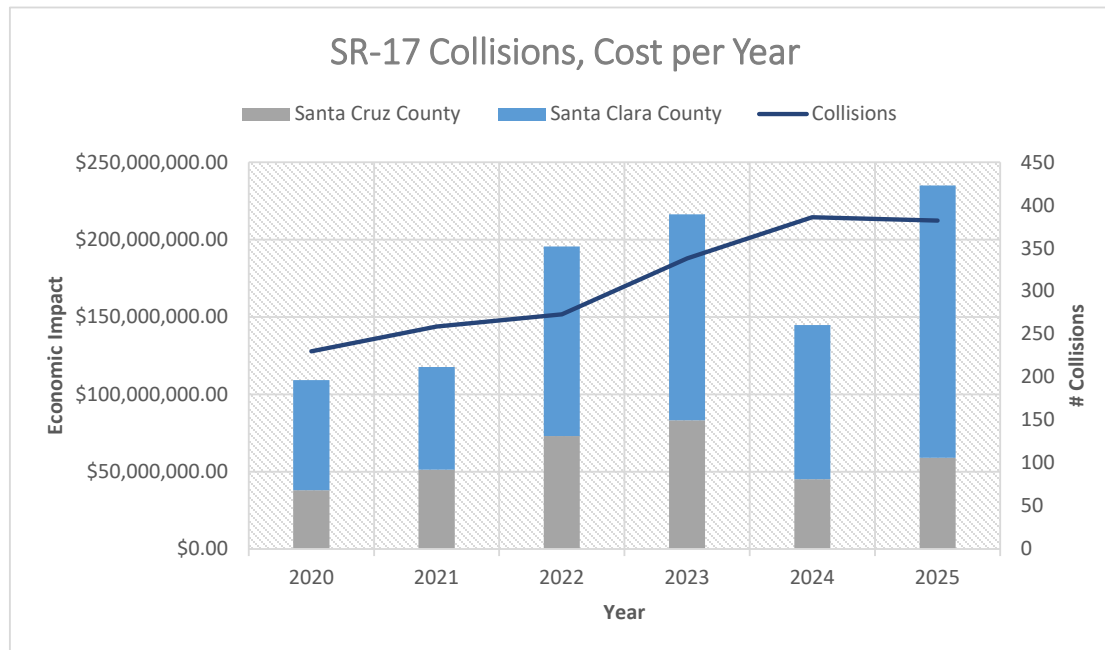
 Moratorium on extra enforcement by Governor due to state budget crisis.

CHP Extra Enforcement Hours Worked by Month
2025 vs Monthly Average

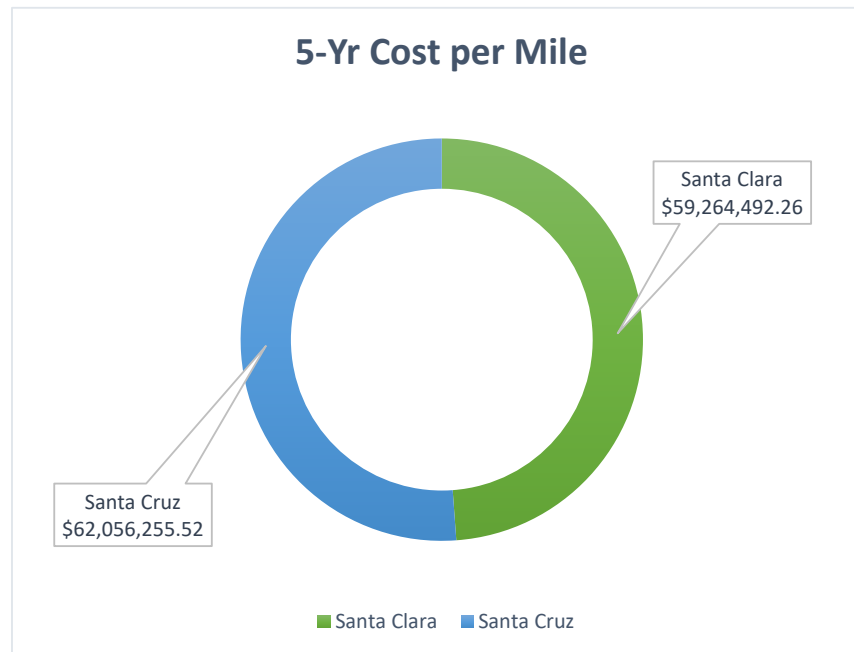


Highway 17 Economic Impact - 2020-2025

Year	2020		2021		2022	
Santa Clara/Santa Cruz	SCL	SCZ	SCL	SCZ	SCL	SCZ
Cost (Fatalities)	\$10,436,547.00	\$0.00	\$10,436,547.00	\$10,436,547.00	\$41,746,188.00	\$20,873,094.00
Cost (Disabling)	\$24,758,091.00	\$22,007,192.00	\$19,256,293.00	\$16,505,394.00	\$44,014,384.00	\$33,010,788.00
Cost (Possible)	\$21,736,408.00	\$10,381,568.00	\$23,034,104.00	\$16,870,048.00	\$16,870,048.00	\$13,625,808.00
Cost (Minor)	\$14,169,816.00	\$5,597,952.00	\$13,645,008.00	\$7,522,248.00	\$19,942,704.00	\$5,423,016.00
Total Cost by County	\$71,100,862.00	\$37,986,712.00	\$66,371,952.00	\$51,334,237.00	\$122,573,324.00	\$72,932,706.00
Total Cost per Year	\$109,087,574.00		\$117,706,189.00		\$195,506,030.00	
Total Loss	\$71,100,862.00	\$37,986,712.00	\$66,371,952.00	\$51,334,237.00	\$122,573,324.00	\$72,932,706.00
SR-17 Total Cost, 5 year	\$1,018,111,286.00					
PDO Collisions						
Cost to Insurer	\$462,467.35	\$345,308.96	\$619,194.64	\$352,897.65	\$372,801.38	\$779,275.14
Cost to Self	\$168,750.00	\$126,000.00	\$214,500.00	\$122,250.00	\$116,250.00	\$243,000.00
Total Cost per Year	\$1,102,526.31		\$1,308,842.29		\$1,511,326.52	



2023		2024		2025	
SCL	SCZ	SCL	SCZ	SCL	SCZ
\$62,619,282.00	\$31,309,641.00	\$0.00	\$0.00	\$31,309,641.00	\$10,436,547.00
\$22,007,192.00	\$27,508,990.00	\$41,263,485.00	\$19,256,293.00	\$90,779,667.00	\$24,758,091.00
\$23,358,528.00	\$16,545,624.00	\$26,278,344.00	\$18,167,744.00	\$26,602,768.00	\$14,274,656.00
\$25,015,848.00	\$7,872,120.00	\$32,013,288.00	\$7,697,184.00	\$27,290,016.00	\$9,446,544.00
\$133,000,850.00	\$83,236,375.00	\$99,555,117.00	\$45,121,221.00	\$175,982,092.00	\$58,915,838.00
\$216,237,225.00		\$144,676,338.00		\$234,897,930.00	
\$133,000,850.00	\$83,236,375.00	\$99,555,117.00	\$45,121,221.00	\$175,982,092.00	\$58,915,838.00
\$473,508.85	\$1,185,156.65	\$501,314.97	\$1,399,504.30	\$371,962.48	\$1,135,126.87
\$128,250.00	\$321,000.00	\$126,000.00	\$351,750.00	\$87,000.00	\$265,500.00
\$2,107,915.51		\$2,378,569.27		\$1,859,589.34	



Crash Cost by KABCO Severity	
Severity	Cost
Death (K)	\$10,436,547.00
Disabling (A)	\$2,750,899.00
Other (B)	\$324,424.00
Possible (C)	\$174,936.00
No Injury Observed	\$12,026.00

[Source: FHWA Crash Costs for Highway Safety Analysis. Regional Adjustments provided by California Department of Transportation.](#)

Average PDO Claim Severity	
Year	Cost
2020	\$2,805.41
2021	\$2,915.02
2022	\$3,155.17
2023	\$3,519.06
2024	\$3,734.02
2025	\$3,956.57

[Source: The 2008 California Private Passenger Auto Frequency and Severity Bands](#)

Average Regional Deductible
\$750.00

