

## Eureka/Arcata Programming Summary

(all cost in 1,000's, 4.2% escalation)

### STIP Shortfall Summary

<u>Project</u>	<u>Support Shortfall</u>	<u>Capital Shortfall</u>	<u>Total Shortfall</u>
36600	\$ 4,471	\$ 8,214	\$ 12,685
36601	\$ 3,380	\$ 9,749	\$ 13,129
		<b>Total</b>	<b>\$ 25,814</b>

ITIP Contribution (85%) = \$ 21,942

RIP Contribution (15%) = \$ 3,872

### SHOPP Shortfall Summary

<u>Project</u>	<u>Support Shortfall</u>	<u>Capital Shortfall</u>	<u>Total Shortfall</u>
0E000	\$ 1,194	\$ 3,847	\$ 5,041
0C970	\$ 1,743	\$ 5,226	\$ 6,969
0F220	\$ 1,678	\$ 2,135	\$ 3,813
0C930	\$ -	\$ -	\$ -
		<b>Total</b>	<b>\$ 15,823</b>

STIP Mitigation Support = \$ 5,270 (71.5%)

SHOPP Mitigation Support = \$ 2,101 (28.5%)

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**Total Mitigation Support = \$ 7,371**

**36600 Programming Summary**

Currently Programmed					Funding Needs		Source of Unfunded Need	
Phase	Support:	EA 36600 STIP			Total Needed	Unfunded Need		
		Demo	IIP	RIP	Total		IIP (85%)	RIP (15%)
0	PA & ED	\$ 450		\$ 2,613	\$ 3,063	\$ 3,063	\$ -	\$ -
1	PS&E	\$ 160		\$ 2,496	\$ 2,656	\$ 4,989	\$ 2,333	\$ 1,983
2	Right of Way			\$ 399	\$ 399	\$ 585	\$ 186	\$ 158
3	Construction			\$ 2,100	\$ 2,100	\$ 4,052	\$ 1,952	\$ 1,659
	<b>Total Support</b>				\$ 8,218	\$ 12,689	\$ 4,471	\$ 3,800
	<b>Avg S/C %</b>					35%		
	<b>S/C %</b>					35%		
	<b>Capital:</b>							
9	Right of Way			\$ 2,660	\$ 2,660	\$ 2,660	\$ -	\$ -
4	Construction		\$ 15,700	\$ 10,200	\$ 25,900	\$ 34,114	\$ 8,214	\$ 6,982
	<b>Total Capital</b>				\$ 28,560	\$ 36,774	\$ 8,214	\$ 6,982

**Total Support & Capital Shortfall = \$ 12,685**

Reasons for shortfall:

1. \$2,222 due to STIP delay escalation from FY 18/19 to FY 20/21
2. \$1,376 structure cost increase due to coastal consistency requirements & increased concrete cost
3. \$3,491 increased asphalt cost due to construction staging as well as increased unit price
4. support cost increases due to redesign of abutments for consistency certification (design, structures, geotech), visual mitigation/SLR/bay trails/wetland mitigation coordination.
5. standard escalation of 3.5% was not included between FY 16/17 to FY 18/19
6. \$1,125 increased capital escalation to 4.2% per CT HQ

**36601 Programming Summary**

Currently Programmed				Funding Needs		Source of Unfunded Need		
Phase	Support:			Total Needed	Unfunded Need			
		IIP	RIP			Total	IIP (85%)	RIP (15%)
0	PA & ED		\$ 190	\$ 190	\$ 950	\$ 760	\$ 646	\$ 114
1	PS&E		\$ 975	\$ 975	\$ 2,100	\$ 1,125	\$ 956	\$ 169
2	Right of Way		\$ 25	\$ 25	\$ 320	\$ 295	\$ 251	\$ 44
3	Construction		\$ 700	\$ 700	\$ 1,900	\$ 1,200	\$ 1,020	\$ 180
	<b>Total Support</b>			\$ 1,890	\$ 5,270	\$ 3,380	\$ 2,873	\$ 507
	<b>Avg S/C %</b>				40%			
	<b>S/C %</b>				44%			
	<b>Capital:</b>							
9	Right of Way			\$ -	\$ 2,042	\$ 2,042	\$ 1,736	\$ 306
4	Construction		\$ 2,300	\$ 2,300	\$ 10,007	\$ 7,707	\$ 6,551	\$ 1,156
	<b>Total Capital</b>			\$ 2,300	\$ 12,049	\$ 9,749	\$ 8,287	\$ 1,462

\*STIP 36600 responsible for 71.5% of the wetland impact \$16,850 x 0.715 = \$12,049

**Total Support & Capital Shortfall = \$ 13,129**

**Reasons for shortfall:**

1. mitigation scope unknown at programming, capital/support costs now based on coordination with regulatory agencies and conceptual design. Capital cost is still preliminary and not based on final design.

**OE000 Programming Summary**

Currently Programmed				Funding Needs		
Phase	Support:			Total Needed	Unfunded Need	Support cost for mitigation (included in Total Need)
		SHOPP	Total			
0	PA & ED	\$ 1,828	\$ 1,828	\$ 1,828	\$ -	\$ 52
1	PS&E	\$ 3,014	\$ 3,014	\$ 3,014	\$ -	\$ 115
2	Right of Way	\$ 64	\$ 64	\$ 150	\$ 86	\$ 17
3	Construction	\$ 892	\$ 892	\$ 2,000	\$ 1,108	\$ 104
	<b>Total Support</b>		\$ 5,798	\$ 6,992	\$ 1,194	\$ 287
	<b>Avg S/C %</b>			52%		
	<b>S/C %</b>			84%		
	<b>Capital:</b>					
9	Right of Way	\$ 196	\$ 196	\$ 287	\$ 91	
4	Construction	\$ 4,249	\$ 4,249	\$ 8,005	\$ 3,756	
	<b>Total Capital</b>		\$ 4,445	\$ 8,292	\$ 3,847	

\*SHOPP OE000 responsible for 3.9% of the wetland impact \$16,850 x 0.039 = \$657

**Total Support & Capital Shortfall = \$ 5,041**

**Reasons for shortfall:**

1. \$444 increase in mitigation capital cost due to refined scope and conceptual design
2. \$2,530 structure cost increase
3. \$300 time related overhead
4. \$100 traffic items increase
5. \$300 storm water/water pollution control cost increase due to increased requirements
6. support cost increases due to consistency certification and requirements for SLR (design, structures, geotech), visual mitigation/bay trails/wetland mitigation

**OC970 Programming Summary**

Currently Programmed				Funding Needs		Support cost for mitigation (included in Total Need)
Phase	Support:			Total Needed	Unfunded Need	
		SHOPP	Total			
0	PA & ED	\$ 761	\$ 761	\$ 761	\$ -	\$ 209
1	PS&E	\$ 1,415	\$ 1,415	\$ 1,475	\$ 60	\$ 461
2	Right of Way	\$ 55	\$ 55	\$ 255	\$ 200	\$ 70
3	Construction	\$ 267	\$ 267	\$ 1,750	\$ 1,483	\$ 417
	<b>Total Support</b>		\$ 2,498	\$ 4,241	\$ 1,743	\$ 1,157
	<b>Avg S/C %</b>			52%		
	<b>S/C %</b>			60%		
	<b>Capital:</b>					
9	Right of Way	\$ 118	\$ 118	\$ 800	\$ 682	
4	Construction	\$ 1,763	\$ 1,763	\$ 6,307	\$ 4,544	
	<b>Total Capital</b>		\$ 1,881	\$ 7,107	\$ 5,226	

\*SHOPP OC970 responsible for 15.7% of the wetland impact  $\$16,850 \times 0.157 = \$2,646$

**Total Support & Capital Shortfall = \$ 6,969**

**Reasons for shortfall:**

1. \$2,591 increase in mitigation capital cost due to refined scope and conceptual design
2. \$1,200 increase due to pavement and earthwork to fill median to eliminate mowing need for maintenance worker safety, additional median barrier Eureka Slough to Airport Rd
3. \$50 increase drainage cost due to median paving
4. additional contingency, minor items, traffic handling, mobilization due to increase capital costs
5. support cost increases due to wetland mitigation, consistency certification requirements and additional median barrier

**OF220 Programming Summary**

Currently Programmed				Funding Needs		
Phase	Support:			Total Needed	Unfunded Need	Support cost for mitigation (included in Total Need)
		SHOPP	Total			
0	PA & ED	\$ 655	\$ 655	\$ 655	\$ -	\$ 118
1	PS&E	\$ 1,665	\$ 1,665	\$ 1,665	\$ -	\$ 261
2	Right of Way	\$ 55	\$ 55	\$ 350	\$ 295	\$ 40
3	Construction	\$ 267	\$ 267	\$ 1,650	\$ 1,383	\$ 237
	<b>Total Support</b>		\$ 2,642	\$ 4,320	\$ 1,678	\$ 656
	<b>Avg S/C %</b>			52%		
	<b>S/C %</b>			47%		
	<b>Capital:</b>					
9	Right of Way	\$ 240	\$ 240	\$ 665	\$ 425	
4	Construction	\$ 6,807	\$ 6,807	\$ 8,517	\$ 1,710	
	<b>Total Capital</b>		\$ 7,047	\$ 9,182	\$ 2,135	

\*SHOPP OF220 responsible for 8.9% of the wetland impact \$16,850 x 0.089 = \$1,500

**Total Support & Capital Shortfall = \$ 3,813**

**Reasons for shortfall:**

1. \$1,469 increase in mitigation capital cost due to refined scope and conceptual design
2. \$300 increase due to additional earthwork with more refined design
3. increased support costs due to wetland mitigation and requirements from consistency certification

**OC930 Programming Summary**

Currently Programmed				Funding Needs	
Phase	Support:			Total Needed	Unfunded Need
		<u>MINOR A</u>	Total		
0	PA & ED	\$ 150	\$ 150	\$ 150	\$ -
1	PS&E	\$ 500	\$ 500	\$ 500	\$ -
2	Right of Way	\$ 70	\$ 70	\$ 70	\$ -
3	Construction	\$ 400	\$ 400	\$ 400	\$ -
	<b>Total Support</b>		\$ 1,120	\$ 1,120	\$ -
	<b>Avg S/C %</b>			69%	
	<b>S/C %</b>			89%	
	<b>Capital:</b>				
9	Right of Way		\$ -		\$ -
4	Construction	\$ 1,262	\$ 1,262	\$ 1,262	\$ -
	<b>Total Capital</b>		\$ 1,262	\$ 1,262	\$ -

**Total Support & Capital Shortfall = \$0**