## Measure A Highway Capital Improvement Program FY2016 - FY2025
### Summary of Costs by Project

All amounts are in thousands ($000); escalation rate 2.2% each year

<table>
<thead>
<tr>
<th>Project Category (KCA or SR)</th>
<th>Project Sponsor</th>
<th>Project Name</th>
<th>FY2016</th>
<th>FY2017</th>
<th>FY2018</th>
<th>FY2019</th>
<th>FY2020</th>
<th>FY2021</th>
<th>FY2022</th>
<th>FY2023</th>
<th>FY2024</th>
<th>FY2025</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>KCA</td>
<td>C/CAG</td>
<td>US 101/SR 92 Interchange Area Improvements ¹</td>
<td>$1,907</td>
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<tr>
<td>KCA</td>
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<td>SR 92/Delaware Feasibility Study ²</td>
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<td>Menlo Park</td>
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<td>$64,806</td>
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<tr>
<td>KCA</td>
<td>Pacifica</td>
<td>SR 1/Manor Drive Overcrossing &amp; Millbrae On-ramp</td>
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<td>$644</td>
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### Key Congested Areas (KCA) Total Costs

<table>
<thead>
<tr>
<th>Project Category (KCA or SR)</th>
<th>Project Sponsor</th>
<th>Project Name</th>
<th>FY2016</th>
<th>FY2017</th>
<th>FY2018</th>
<th>FY2019</th>
<th>FY2020</th>
<th>FY2021</th>
<th>FY2022</th>
<th>FY2023</th>
<th>FY2024</th>
<th>FY2025</th>
<th>Total Project Cost</th>
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<tbody>
<tr>
<td>SR</td>
<td>Belmont</td>
<td>Alameda de las Pulgas Corridor Study and Improvements</td>
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<td>Adaptive Signal Timing - Willow Road, Marsh Road and Bayfront Expressway</td>
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<td>28th and 31st Avenues Roadway Connections ²</td>
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</table>

### Supplemental Roadways (SR) Total Costs

<table>
<thead>
<tr>
<th>Project Category (KCA or SR)</th>
<th>Project Sponsor</th>
<th>Project Name</th>
<th>FY2016</th>
<th>FY2017</th>
<th>FY2018</th>
<th>FY2019</th>
<th>FY2020</th>
<th>FY2021</th>
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<th>FY2023</th>
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<tbody>
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### Overall Total Costs

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<th>Project Name</th>
<th>FY2016</th>
<th>FY2017</th>
<th>FY2018</th>
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<th>FY2023</th>
<th>FY2024</th>
<th>FY2025</th>
<th>Total Project Cost</th>
</tr>
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<tbody>
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<td>$60,397</td>
<td>$33,183</td>
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</tbody>
</table>

### Footnotes

¹ Costs shown for the US 101/SR 92 Interchange Area Improvements and the SR 92 Delaware Feasibility Study are for the Planning Initiation Document (PID) phase only. Preliminary cost estimates beyond the PID phase are pending the outcome of ongoing planning work.

² Preliminary cost estimates for final design, right of way and construction for the 28th and 31st Avenues Roadway Connections project are pending further progress on preliminary design and environmental work for the 25th Avenue Grade Separation project.

³ Listed costs reflect commitment needs, not cashflow, by fiscal year from FY2016 forward.

All amounts are in thousands ($000); escalation rate 2.2% each year.