

## **Capital Region Transportation Planning Agency (CRTPA) Year 2050 Regional Mobility Plan Cost Feasible Plan Development**

The Capital Region Transportation Planning Agency (CRTPA) is required to update the Long Range Transportation Plan (LRTP) in five-year cycles. The LRTP is the most important document produced by the CRTPA since it provides the public guidance on the transportation system in the region for a horizon period of 20 years. This document will include all modes of transportation ranging from pedestrian, bike, transit, roadway, freight, and rail.

The last update of the LRTP (Connections 2045 Regional Mobility Plan) was completed and approved by the CRTPA Board in November 2020. The LRTP (Year 2050 Regional Mobility Plan) is scheduled to be adopted in November 2025.

### **Cost Feasible Plan Development**

The development of the Year 2050 Regional Mobility Plan (RMP) Cost Feasible Plan (CFP) combines major components that includes, projects, project costs, and revenue projections.

### **Projects**

The projects for consideration in the Year 2050 RMP are collected from the:

**CRTPA Priority Project Lists (PPLs)** – The CRTPA annually adopts project priority lists that identify the ranked order of projects (roadway, bike and pedestrian, regional trails, and intelligent transportation), for which the agency is seeking transportation funding. Additionally, these lists in coordination with our modal partners, StarMetro and the Tallahassee International Airport, and state and local governments. These lists are provided to the FDOT for consideration and if funded, the project will be incorporated into the Transportation Improvement Program (TIP).

**Transportation Improvement Program (TIP)** – A five-year document (updated annually) that contains local, state and federal aviation, bridge and rail, roadway, transportation systems management and safety, bike/pedestrian, public transportation, resurfacing and maintenance projects that have at least one phase (planning, project development & environment study, preliminary engineering, right-of-way, or construction) funded.

**Year 2050 RMP Needs Assessment** – The Needs Assessment for the RMP utilizes the transportation model that has been loaded with year 2050 socio-economic data (population and employment) to provide a projected future glimpse of roadway congestion locations. There were four projects identified for consideration in the Needs Assessment, including:

- Adams Street (Leon County) – Orange Avenue to Bronough/Duval
- Blountstown Highway – Geddie Road to Capital Circle, SW
- Capital Circle, NW – Interstate 10 to North Monroe Street
- Woodville Highway – Capital Circle, SE to Natural Bridge Road

Of the four projects, Capital Circle, NW was selected for consideration since the road has an existing Project Development and Environment (PD&E) Study underway.

**FDOT Work Program** – A five-year funding plan, updated annually, involves extensive coordination with local governments, including Metropolitan Planning Organizations and other city and county officials to fund multi-modal transportation concepts based on the best available forecasts of costs and funding.

The list of projects for consideration in the Year 2050 CFP includes those shown in **Table 1 – Projects for Year 2050 RMP Consideration**.

**Table 1 – Projects for Year 2050 RMP Consideration**

Project	From	To
Woodville Highway (SR 363) <sup>1, 4</sup>	Capital Circle, SE (US 319)	Paul Russell Road
Crawfordville Road (US 319) <sup>1</sup>	East Ivan Road	Wakulla Arran Road
Orange Avenue (SR 371) <sup>1, 2, 4</sup>	Cypress Lake Street	Monroe Street (SR 61)
Crawfordville Road (US 319) <sup>1, 2, 4</sup>	Wakulla County Line	LL Wallace Road
Crawfordville Road (US 319) <sup>1, 2, 4</sup>	LL Wallace Road	Wakulla Springs Road (SR 61)
Pensacola Street (SR 366) <sup>1, 4</sup>	Capital Circle, SW (SR 263)	Appleyard Drive
Crawfordville Road (US 319) <sup>1</sup>	Wakulla Arran Road	Lost Creek Bridge
Crawfordville Road (US 319) <sup>1</sup>	Lost Creek Bridge	Alaska Way
Capital Circle, NW (SR 263) <sup>1, 3</sup>	Interstate 10	North Monroe Street

1 - Can be found on CRTPA Roadway Priority Project List

2 - Can be found in 2025/2026 – 2029/2030 TIP

3 - Added from Year 2050 RMP Needs Assessment

4 - Can be found in FDOT 2026 – 2030 Work Program

### **September 16, 2025 CRTPA Board Meeting**

At their September 16, 2025 CRTPA Board meeting, members were presented three scenarios for consideration. These scenarios are described below and further detailed beginning on page 9.

**Scenario 1 – Right of Way Funding** - focuses on funding the right of way (ROW) phase for Woodville Highway, Orange Avenue, Crawfordville Road (East Ivan Road to Wakulla Arran Road), and Pensacola Street (Capital Circle, SW to Appleyard Drive). This scenario moves four of the top priorities forward in preparation of receiving construction funds. Additionally, the projects along Crawfordville Road (Wakulla County Line to LL Wallace Road and LL Wallace Road to Wakulla Springs Road) are fully funded and ready for construction funding.

**Scenario 2 – Completing Woodville Highway** – This scenario focuses on funding the top CRTPA priority project (Woodville Highway) and then funds Crawfordville Road from LL Wallace Road to Wakulla Springs Road. This approach completes the top priority project and then moves towards completing the next project that has been completed through the ROW phase.

**Scenario 3 – Completing Crawfordville Road** – Scenario 3 is focused on completing Crawfordville Road followed by funding ROW on Woodville Highway along with partial funding of ROW on Orange Avenue (T-Pain Lane to Monroe Street). This approach completes the project that is further along than other projects and funds some ROW for other projects.

After being presented the materials and asking questions regarding the scenarios, the CRTPA Board approved moving forward with **Scenario 1 – Right of Way Funding**.

#### **Final Year 2050 RMP Approval**

Since the September meeting, the Cost Feasible Plan has provided for public review and comment at these virtual meetings. Any comments, questions or concerns will be addressed and provided to the CRTPA Board at their November 17, 2025 meeting with the ultimate goal of having the Board approve the Year 2050 RMP.

The remainder of this document is dedicated to providing additional information regarding the project costs, revenues, other projects that are included in the RMP, scenario maps, and full details of the three scenarios presented to the CRTPA Board.

### Project Costs

Once the projects were established, the second phase of the process was getting a cost for the improvements that are necessary to complete the funding of each project. For this component, the FDOT was asked to provide an estimate of the individual project cost for consistency. This task was accomplished in June 2025 and the results are provided in **Table 2 – Project Cost Estimates**.

**All project costs are shown in Current Year Dollars.**

**Table 2 – Project Cost Estimates**

Project	ROW	Construction	Total
<b>Woodville Highway (SR 363)</b>	\$ 6,500,000	\$ 41,300,000	\$ 47,800,000
<i>Capital Circle, SE (US 319) to Gaile Avenue</i>			
<b>Woodville Highway (SR 363)</b>	\$ 6,900,000	\$ 20,200,000	\$ 27,100,000
<i>Gaile Avenue to Paul Russell Road</i>			
<b>Crawfordville Road (US 319)</b>	\$ 38,200,000	\$ 57,100,000	\$ 95,300,000
<i>Wakulla Arran Road to East Ivan Road</i>			
<b>Orange Avenue (SR 371)</b>	\$ 44,600,000	\$ 74,100,000	\$ 118,700,000
<i>Cypress Lake Street to Monroe Street (SR 61)</i>			
<b>Crawfordville Road (US 319)</b>	\$ 1,100,000	\$ 24,700,000	\$ 25,800,000
<i>LL Wallace Road to Wakulla Springs Road (SR 61)</i>			
<b>Crawfordville Road (US 319)</b>		\$ 48,900,000	\$ 48,900,000
<i>Wakulla County Line to LL Wallace Road</i>			
<b>Pensacola Street (SR 366)</b>	\$ 6,000,000	\$ 43,500,000	\$ 49,500,000
<i>Capital Circle, SW (SR 263) to Appleyard Drive</i>			
	<b>\$ 103,300,000</b>	<b>\$ 309,800,000</b>	<b>\$ 413,100,000</b>

Some quick notes:

- The Woodville Highway project shown in **Table 1** was segmented in **Table 2**, since that is how it is shown in the current FDOT Work Program.
- The Crawfordville segments from Wakulla Arran Road to Lost Creek Bridge and Lost Creek Bridge to Alaska Way do not have a cost since the top 7 projects in **Table 2** exceed the projected revenues estimates (shown on Page 5) and were lower in the Priority Project List.
- Lastly, the Capital Circle, NW (Interstate 10 to North Monroe Street) project does not have a cost because the improvements are yet to be determined since this project is in the Project Development and Environment (PD&E) phase.

### **Revenues**

As required by the Federal Highway Administration (FHWA) to meet Long Range Transportation Plan requirements, the revenues are divided into “Tiers” which represent two (2) five-year periods (FY 31 - FY 35 and FY-36 – FY 40) and a ten-year period of time (FY 41 - FY 50). These are shown in Table 3 – CRTPA Projected 2050 Revenues, as Tiers 2, 3, and 4.

### **All revenues are shown in Year of Expenditure.**

Tier 1 (not shown in Table 3) represents the [Transportation Improvement Program \(FY 26 to FY 30\)](#).

The revenues are provided by the FDOT for all MPO’s in Florida via the [2050 Revenue Forecast Handbook](#). The CRTPA’s Revenues can be found on PDF page 94.

**Table 3 – CRTPA Projected 2050 Revenues**

Revenue Type	FY 31 - FY 35	FY 36 - FY 40	FY 41 - FY 50	Total
	Tier 2	Tier 3	Tier 4	
CRTPA Discretionary	\$16.09	\$16.09	\$32.17	\$64.35
CRTPA TMA Funds	\$10.15	\$10.55	\$21.48	\$42.18
Other Roads	\$7.45	\$7.75	\$15.78	\$30.98
Surface Transportation Block Grant	\$30.72	\$30.72	\$61.43	\$122.87
Total	\$64.41	\$65.11	\$130.86	\$260.38

Utilizing the previous information, the Project Team developed three (3) scenarios for CRTPA Board consideration. **For consistency with existing CRTPA documents, the projects are shown in the scenarios are in the same order as the FY 27 – FY 31 Priority Project List.**

### **Scenarios**

The reduction in revenues from the 2045 RMP to the 2050 RMP has a drastic impact on the Draft Cost Feasible Plan and the projects that can be funded. Every Metropolitan Planning Organization (MPO) in Florida is experiencing the same impacts. The Project Team approached this issue through the development of three (3) scenarios which are detailed on the following pages.

It should be noted that the projected revenues do not meet the demands of completing two projects within the year 2050 timeframe. However, some other factors to be considered include:

- The RMP will be updated in five years which will provide an opportunity to evaluate the progress of these projects against newer revenue projections.
- Hopefully, CRTPA region won’t require as much funding for resurfacing projects, therefore, providing additional funds for roadway projects.

### **Projects Included in All Scenarios**

There are a variety of projects included in the RMP that are outside of the CRTPA's ability for prioritizing or programming but are in the CRTPA region. These projects are outlined on the following pages.

### **"Tier 1" Projects**

The RMP has a twenty year horizon beyond what is shown in the current Work Program (2026-2030), which reflects investments that have been achieved to date. Therefore, these project phases are not included in the overall cost of the RMP because they are already accounted for and do not change from scenario to scenario. These projects include:

Project	Current Phase	Needed Phase(s)
<b>Capital Circle, SW</b>		
Springhill Road to Crawfordville Road	Construction	None
<b>Crawfordville Road</b>		
LL Wallace Road to Wakulla Springs Road	ROW	Construction
<b>Pensacola Street</b>		
Capital Circle, SW to Appleyard Drive	PD&E	Design, Right of Way and Construction
<b>Capital Circle, NW</b>		
Interstate 10 to North Monroe Street	PD&E	Design, Right of Way and Construction

### **Strategic Intermodal System (SIS) Projects**

The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities important to the state's economy and mobility. The Governor and Legislature established the SIS in 2003 to focus the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel. The SIS is the state's highest priority for transportation capacity investments and a primary focus for implementing the Florida Transportation Plan (FTP), the state's long-range transportation vision and policy plan. Projects in the CRTPA region include the following.

Project	From	To	Phase	Year(s)
Interstate 10	US 90 (Midway)	Leon County Line	Design	FY 35-FY 40
Interstate 10	Gadsden County Line	Capital Circle, NW	Design	FY 35-FY 40
Interstate 10	Capital Circle, NE	Centerville Road	ROW Construction	FY 35-FY 40 FY 45-FY 50
Interstate 10	Centerville Road	Chaires Road	ROW	FY 35-FY 40
Interstate 10	Chaires Road	Gamble Road	Design ROW	FY 35-FY 40 FY 35-FY 40

### SUN Trail Projects

The Florida Shared-Use Non-motorized (SUN) Trail Program, established in 2015, receives an annual allocation from the redistribution of new vehicle tag revenues. These revenues are deposited in the State Transportation Trust Fund. The funding is for the development of a statewide system of interconnected high-priority, paved, non-motorized multi-use trail / two-directional Shared Use Path (SUP) within the SUN Trail network for bicyclists and pedestrians, physically separated from vehicular traffic. The SUN Trail network aligns with the Florida Greenways and Trails System (FGTS) Plan's Land Trail Priority Network overseen by the Department of Environmental Protection's Office of Greenways and Trail (OGT) and includes connections to and through lands of the Florida Wildlife Corridor Act. Projects in the CRTPA region include the following.

Project	Current Phase	Programmed		Needed Phase(s)
		Phase	Year	
Wakulla Springs Trail				
St. Marks Trail to Wakulla Springs State Park	Design	None		Construction
Capital City Trail East (US 90)				
Pedrick Road to Lake Miccosukee	PD&E	Design	2029	Construction
Capital City Trail Central (Tallahassee to Havana)				
Gadsden County Line to Orchard Pond Greenway Trailhead	PD&E	None		Design and Construction
Leon County Line to Salem Road	Design	None		Construction
Capital City Trail West (US 90)				
Jackson County Line to Quincy Bypass (SR 12)	Feasibility	None		PD&E, Design, and Construction

### Moving Florida Forward

During the 2023 Legislative Session, Governor DeSantis proposed, and the Florida Legislature then passed the *Moving Florida Forward Infrastructure Initiative*. As part of the initiative, the Florida Department of Transportation (FDOT) identified a selection of critical needs on state-owned roadways. Additionally, FDOT identified previously approved projects with broad community support that only lacked funding to begin construction. Due to Florida's sound fiscal health, \$4 billion from the General Revenue Surplus has been dedicated to the *Moving Florida Forward Infrastructure Initiative* to advance construction on these projects around the state that will address congestion, improve safety, ensure the resiliency of our transportation network, and enhance Florida's supply chain and economic growth. There is one project in the CRTPA region utilizing Moving Florida Forward funding and that is Capital Circle, SW from Springhill Road to Crawfordville Road.

### Blueprint Intergovernmental Agency (BPIA)

The Blueprint Intergovernmental Agency (BPIA) is a City-County agency established to implement a plan funded by a local government one-cent sales surtax. Endorsed by the Tallahassee-Leon County voters who approved the surtax in 2000 and again in 2014 to efficiently execute large, transformative, and generational projects that are aimed to enhance our community through

coordinated planning and construction of transportation, utilities, stormwater management, parks, greenways, and economic development programs.

There are several projects that are underway and are incorporated into the three RMP scenarios, including the [Airport Gateway](#), [Greenways Master Plan](#), [Northeast Corridor Connector: Bannerman Road](#), [Northeast Gateway: Welaunee Boulevard](#), [Northwest Connector Corridor: Tharpe Street](#)


### **Scenario Maps**

The Project Team has developed a [CRTPA Year 2050 RMP Draft Cost Feasible Plan](#) application to illustrate the three (3) scenarios. The Year 2026- 2030 projects and Scenario projects are identified with specific colors or patterns to reflect the current or future phase(s). Additionally, clicking on the specific project will open an information box with additional descriptions and projects links. The projects shown on the maps are:

Funded (2026-2030) -These are the same projects as shown on Tier 1 Project table on page 4 of this agenda.

Scenarios 1, 2 and 3 – represent the proposed projects to be funded under each scenario as outlined on pages 9 through 11 of this agenda.

Other Projects – include SUN Trail, SIS, and Blueprint road and trail projects.

The “Legend” can be made visible by hovering a pointer over the legend icon  in the upper left corner of the map and clicking on the icon.

All of these layers can be toggled on or off. It is recommended to only have one scenario toggled on at a time to view the associated projects.



### Scenario 1 – Right of Way (ROW) Funding

The first scenario provides funding for four of the top five CRTPA roadway priority projects.

This approach allows all the projects to move forward through the ROW phase in preparation for any future construction phase.

#### Scenario 1 – Right of Way Funding

Project	Phase	Tier 2	Tier 3	Tier 4	Total
		31-35	36-40	41-50	
Woodville Highway					
Paul Russell Road to Gaile Avenue	ROW	\$ 8.9			\$ 8.9
Gaile Avenue to Belair Street	ROW	\$ 4.5			\$ 4.5
Belair Street to Capital Circle, SE	ROW	\$ 3.8			\$ 3.8
Crawfordville Road					
East Ivan Road to Wakulla Arran Road	ROW			\$ 64.8	\$ 64.8
Orange Avenue					
Cypress Lake Street to T-Pain Lane	ROW		\$ 38.2		\$ 38.2
T-Pain Lane to Monroe Street	ROW	\$ 20.7	\$ 6.3		\$ 26.9
Crawfordville Road					
Wakulla Springs Road to LL Wallace Road					
LL Wallace Road to Wildflower Road					
Wildflower Road to Wakulla County Line					
Pensacola Street					
Capital Circle, SW to Appleyard Drive	ROW			\$ 11.6	\$ 11.6
Total		\$ 38.0	\$ 44.5	\$ 76.4	\$ 158.9

Note: all funding is shown in Year of Expenditure in millions.

Additionally, this scenario provides funding for pedestrian/bike, systems management and safety, or “Boxed Funds”, as shown below. Box funds are for smaller projects and efforts that the CRTPA works on that don’t require to be included in the RMP.

#### Scenario 1 – Boxed Funds

Programs	Tier 2	Tier 3	Tier 4	Total
	31-35	36-40	41-50	
Pedestrian/Bike	\$ 10.3	\$ 10.0	\$ 20.7	\$ 41.0
Systems Management	\$ 15.7	\$ 10.8	\$ 32.5	\$ 59.0
Safety	\$ 7.1	\$ 6.6	\$ 14.6	\$ 28.3
<b>Total</b>	<b>\$ 33.1</b>	<b>\$ 27.4</b>	<b>\$ 67.8</b>	<b>\$ 128.3</b>

In total, the estimated cost of Scenario 1 is \$287.2M.

**Scenario 2 – Completion of Woodville Highway (Leon County)**

This scenario focuses on funding the number 1 CRTPA priority Project and then focuses on funding Crawfordville Road from LL Wallace Road to Wakulla Springs Road. This approach completes the top priority project and then moves towards completing the next project that has been completed through the design phase.

**Scenario 2 – Completing Woodville Highway (Paul Russell Road to Capital Circle, SE)**

Project	Phase	Tier 2	Tier 3	Tier 4	Total
		31-35	36-40	41-50	
Woodville Highway					
Paul Russell Road to Gaile Avenue	ROW	\$ 8.9			\$ 8.9
	CST	\$ 26.1			\$ 26.1
Gaile Avenue to Belair Street	ROW	\$ 4.5			\$ 4.5
	CST		\$ 34.9		\$ 34.9
Belair Street to Capital Circle, SE	ROW		\$ 4.6		\$ 4.6
	CST			\$ 36.7	\$ 36.7
Crawfordville Road					
East Ivan Road to Wakulla Arran Road					
Orange Avenue					
Cypress Lake Street to T-Pain Lane					
T-Pain Lane to Monroe Street					
Crawfordville Road					
Wakulla Springs Road to LL Wallace Road	CST			\$ 47.9	\$ 47.9
LL Wallace Road to Wildflower Road					
Wildflower Road to Wakulla County Line					
Pensacola Street					
Capital Circle, SW to Appleyard Drive					
Total		\$ 39.5	\$ 39.6	\$ 84.6	\$ 163.7

Note: all funding is shown in Year of Expenditure in millions.

Additionally, this scenario provides funding for pedestrian/bike, systems management and safety, or “Boxed Funds”, as shown below.

**Scenario 2 – Boxed Funds**

Programs	Tier 2	Tier 3	Tier 4	Total
	31-35	36-40	41-50	
Pedestrian/Bike	\$ 10.3	\$ 10.3	\$ 20.3	\$ 40.9
Systems Management	\$ 14.1	\$ 14.8	\$ 25.7	\$ 54.6
Safety	\$ 7.2	\$ 7.2	\$ 13.7	\$ 28.1
<b>Total</b>	<b>\$ 31.6</b>	<b>\$ 32.3</b>	<b>\$ 59.7</b>	<b>\$ 123.6</b>

In total, the estimated cost of Scenario 2 is \$287.3M.

**Scenario 3 – Completion of Crawfordville Road**

Scenario 3 is focused on completing Crawfordville Road followed by funding ROW for Woodville Highway along with partial funding of Orange Avenue (T-Pain Lane to Monroe Street). This approach completes the project that is further along than other projects and funds some ROW for other projects.

**Scenario 3 – Completing Crawfordville Road (Wakulla Springs Road to Wakulla County Line)**

Project	Phase	Tier 2	Tier 3	Tier 4	Total
		31-35	36-40	41-50	
Woodville Highway					
Paul Russell Road to Gaile Avenue	ROW			\$13.4	\$13.4
Gaile Avenue to Belair Street	ROW	\$4.5			\$4.5
Belair Street to Capital Circle, SE					
Crawfordville Road					
East Ivan Road to Wakulla Arran Road					
Orange Avenue					
Cypress Lake Street to T-Pain Lane					
T-Pain Lane to Monroe Street	ROW			\$19.4	\$19.4
Crawfordville Road					
Wakulla Springs Road to LL Wallace Road	CST	\$31.9			\$31.9
LL Wallace Road to Wildflower Road	CST		\$33.1		\$33.1
Wildflower Road to Wakulla County Line	CST			\$53.7	\$53.7
Pensacola Street					
Capital Circle, SW to Appleyard Drive					
Total		\$36.4	\$33.1	\$86.6	\$156.0

Note: all funding is shown in Year of Expenditure in millions.

Additionally, this scenario provides funding for pedestrian/bike, systems management and safety, or “Boxed Funds”, as shown below.

**Scenario 3 – Boxed Funds**

Programs	Tier 2	Tier 3	Tier 4	Total
	31-35	36-40	41-50	
Pedestrian/Bike	\$ 10.4	\$ 11.3	\$ 20.3	\$ 42.0
Systems Management	\$ 17.0	\$ 18.4	\$ 23.7	\$ 59.1
Safety	\$ 7.4	\$ 9.1	\$ 13.7	\$ 30.2
<b>Total</b>	<b>\$ 34.8</b>	<b>\$ 38.8</b>	<b>\$ 57.7</b>	<b>\$ 131.3</b>

In total, the estimated cost of Scenario 3 is \$287.3M.

### Scenario Comparison

For comparative purposes, the three (3) scenarios are shown below with the respective allocations to each project and phase.

Project	Phase	Scenario		
		1	2	3
Woodville Highway				
Paul Russell Road to Gaile Avenue	ROW	\$ 8.9	\$ 8.9	\$ 13.4
	CST		\$ 26.1	
Gaile Avenue to Belair Street	ROW	\$ 4.5	\$ 4.5	\$ 4.5
	CST		\$ 34.9	
Belair Street to Capital Circle, SE	ROW	\$ 3.8	\$ 4.6	
	CST		\$ 36.7	
Crawfordville Road				
East Ivan Road to Wakulla Arran Road	ROW	\$ 64.8		
Orange Avenue				
Cypress Lake Street to T-Pain Lane	ROW	\$ 38.2		
T-Pain Lane to Monroe Street	ROW	\$ 26.9		\$ 19.4
Crawfordville Road				
Wakulla Springs Road to LL Wallace Road	CST		\$ 47.9	\$ 31.9
LL Wallace Road to Wildflower Road	CST			\$ 33.1
Wildflower Road to Wakulla County Line	CST			\$ 53.7
Pensacola Street				
Capital Circle, SW to Appleyard Drive	ROW	\$ 11.6	\$ -	\$ -
Sub-Totals by Phase Type	ROW	\$ 158.9	\$ 18.1	\$ 37.4
	CST	\$ -	\$ 145.6	\$ 118.7
	Total	\$ 158.9	\$ 163.7	\$ 156.0

Note: All funding is shown in Year of Expenditure in millions.

Additionally, the scenario comparison includes funding for pedestrian/bike, systems management and safety, or “Boxed Funds” as shown below.

### All Scenarios – Boxed Funds

Programs	Scenarios		
	1	2	3
Pedestrian/Bike	\$ 41.0	\$ 40.9	\$ 42.0
Systems Management	\$ 59.0	\$ 54.6	\$ 59.1
Safety	\$ 28.3	\$ 28.1	\$ 30.2
<b>Total</b>	<b>\$ 128.3</b>	<b>\$ 123.6</b>	<b>\$ 131.3</b>

**Total Scenario Costs**

Collectively, each scenario has the approximate same cost (shown below).

**Total Scenario Cost Comparison**

Scenario	Funding Type		
	Roadway	Boxed Funds	Total
Scenario 1 - Funding Right of Way Phases	\$ 158.9	\$ 128.3	\$ 287.2
Scenario 2 - Completion of Woodville Highway	\$ 163.7	\$ 123.6	\$ 287.3
Scenario 3 - Completion of Crawfordville Road	\$ 156.0	\$ 131.3	\$ 287.3

Note: All funding is shown in Year of Expenditure in millions.