9.0 FINANCIAL ANALYSIS

The metropolitan transportation plan (MTP) is required to be fiscally constrained, which is to say, the projected aggregate cost of programmed projects must not exceed the amount of funding that is reasonably expected to be available for transportation improvements. If the future is the great unknown, future public funding for infrastructure is the great unknowable. Local governments have become heavily dependent on the Federal government for the resources necessary to build and maintain their transportation systems. And while the Federal government replenishes its funds by claiming a share of the take every time a driver stops to pump fuel into his or her vehicle, there is no guarantee regarding what portion of those tax receipts will be spent on building or maintaining roads. Unlike social entitlement programs, there is no long-term locked-in commitment to the nation's transportation system. Funding for streets, highways and bridges—as well as public transit, bicycle paths, railroad crossing protection devices, and other expenditures related to the safety and mobility of the traveling public—is entirely dependent on periodic legislative action by the United States Congress to adopt a transportation funding bill. The terms and conditions of such legislation change as often as a new act is required to reauthorize programs state and local governments have come to depend on to meet their transportation needs. Recognizing that the future terms and conditions of bills debated in Congress are ultimately unfathomable, it is nevertheless possible to make an educated guess based on the admittedly risk-fraught assumption that the future will resemble the past. Having offered that disclaimer, the results of the financial analysis briefly described below provide numbers for use in programming long-range plan improvements that meet the principal criterion of fiscal constraint: They represent funding amounts that one can *reasonably expect* to be realized.

9.1 HISTORICAL FUNDING ANALYSIS

While metropolitan planning organizations (MPOs) take different approaches to the task of forecasting how much funding can reasonably be expected from Federal, state and local sources, Gulf Regional Planning (GRPC) has always proceeded in this endeavor by assuming that expenditures over the next 20 years or so will probably be consistent with the spending that has occurred in the previous decade or two. The Mississippi Department of Transportation (MDOT) has facilitated this approach by providing comprehensive data regarding projects funded in part with state or Federal contributions. For the present financial analysis, MDOT furnished a database listing all transportation expenditures in Hancock, Harrison and Jackson counties during the 15-year period from 1999 through 2013, the base year for development of the 2040 MTP.

Total spending for transportation improvements amounted to more than $1.493 billion in actual dollars (see Table 9-1). In order to convert that amount to monetary terms consistent with the 2013 value of the dollar, inflation factors derived from the *Consumer Price Index* were applied to the project costs for each past year (U. S. Department of Labor, Bureau of Labor Statistics 2015). The inflation-adjusted total for the 15-year analysis period exceeded $1.748 billion. Of that total more than 83 percent went to construction

projects--$1.461 billion in 2013 real-dollar terms. More than half of that—over $900 million—went to bridge construction, primarily the building of new U. S. Highway 90 (US 90) bridges across the Bay of Saint Louis and Bay of Biloxi following the destruction of the old bridges by Hurricane Katrina in 2005. Roadway construction costs represented another 24 percent of all spending, totaling $347 million. The remaining construction costs were distributed (in order of amount) among new interchanges, roadway widening and overlay projects, bicycle and pedestrian facilities and intersection improvements.

Table 9-1:
MISSISSIPPI GULF COAST TRANSPORTATION FUNDING BY CATEGORY OF EXPENDITURE: 1999-2013

CATEGORY	TOTAL EXPENDITURE (1)	ADJUSTED TOTAL EXPENDITURE (2)	AVERAGE ANNUAL EXPENDITURE (1)	ADJUSTED AVG ANNUAL EXPENDITURE (2)	PCT OF TOTAL
Bicycle and Pedestrian Facilities	$9,980,314	$12,106,704	$665,354	$807,114	0.69
Bridge Construction	$760,759,430	$906,080,239	$50,717,295	$60,405,349	51.81
Interchange Construction	$59,095,495	$59,624,900	$3,939,700	$3,974,993	3.41
Intersection Improvements	$1,300,992	$1,492,667	$86,733	$99,511	0.09
Road Construction	$347,026,075	$420,969,714	$23,135,072	$28,064,648	24.07
Roadway Widening and Overlay	$53,685,218	$61,038,987	$3,579,015	$4,069,266	3.49
TOTAL CONSTRUCTION	$1,231,847,525	$1,461,313,210	$82,123,168	$97,420,881	83.57
Lighting and Safety	$15,194,363	$18,099,282	$1,012,958	$1,206,619	1.04
Traffic Signals	$23,357,455	$27,393,932	$1,557,164	$1,826,262	1.57
Roadside Improvements	$10,405,098	$12,431,719	$693,673	$828,781	0.71
TOTAL FACILITIES AND EQUIPMENT	$48,956,917	$57,924,933	$3,263,794	$3,861,662	3.31
Bridge Maintenance and Repair	$24,329,154	$26,949,597	$1,621,944	$1,796,640	1.54
Road Maintenance/Reconstruction	$168,542,363	$180,746,057	$11,236,158	$12,049,737	10.34
TOTAL MAINTENANCE	$192,871,517	$207,695,654	$12,858,101	$13,846,377	11.88
Facilities (Non-Roadway)	$19,595,119	$21,772,917	$1,306,341	$1,451,528	1.25
TOTAL NON-ROADWAY-RELATED	$19,595,119	$21,772,917	$1,306,341	$1,451,528	1.25
TOTAL ALL CATEGORIES	$1,493,271,078	$1,748,706,714	$99,551,405	$116,580,448	100.00

(1) Actual amounts expended (in current-year dollars).

(2) Real dollars (adjusted for inflation to 2013 base year).

Source: Mississippi Department of Transportation.

Road and bridge maintenance accounted for nearly 12 percent of all money spent--$192 million. Expenditures for facilities and equipment—street lighting and safety improvements, traffic signals, and roadside or right-of-way enhancements such as rest stops, visitor centers and landscaping—totaled close to $49 million. Another $19 million-plus went to non-roadway-related projects.

In order to establish a basis for projecting the amounts that would be available for use in each of the three plan stages (2016-2020, 2021-2030, 2031-2040) the categorized costs were annualized. This yielded an average annual overall expenditure of $99.55 million for the period from 1999 through 2013. Converting this total to 2013 dollars resulted in an average annual expenditure of $116.58 million. Of that total more than $97 million was for all construction projects, including $60 million for bridges and $28 million for roads.

A further effort was made to distinguish between state and local projects in order to get a better idea of amounts expended by jurisdictional category (see Table 9-2). This revealed that, during the historical period studied, approximately 96.7 percent of all transportation expenditures were for state-sponsored projects: $1.44 billion compared to $48.92 million for local projects. Adjusting the categorical subtotals for inflation resulted in 2013-dollar amounts of $1.69 billion and $54.67 million respectively.

Converting these jurisdictional totals to average annual figures revealed that MDOT spent more than $96 million a year on projects in the Mississippi Gulf Coast Metropolitan Planning Area (MPA) (see Table 9-3). Local project expenditures averaged $3.26 million per year. Updating the categorical subtotals to 2013 dollars produced estimated annual expenditures of nearly $113 million for state-sponsored projects and about $3.64 million for local improvements.

9.2 PROJECTED FUTURE FUNDING

Federal funding for local projects is provided through the Surface Transportation Program (STP) managed by the Federal Highway Administration (FHWA). STP funds are allocated among the states on a formula apportionment basis for administration by the state department of transportation (DOT). The state DOT is authorized to make use of one-half of the apportioned funds at its own discretion. The other half must be distributed among three groups of recipients: Urbanized areas with population equal to or exceeding 200,000; urban areas with population less than 200,000; and rural areas. Funds may be used for improvements on any Federal-Aid System (FAS) route. FAS routes include National Highway System (NHS) facilities and all other roads that are eligible to receive Federal-aid funding, including functionally classified collectors and arterials in urban areas. The MPO is responsible for the allocation of an urban area's apportionment to specific projects. The program provides 80 percent of the required funding for a project, leaving 20 percent to be furnished by the local sponsor.

MDOT has asserted (in the *Statewide Transportation Improvement Program: Fiscal Year 2015-2019*), "While it is probably reasonable to assume that the levels of state and federal funding for transportation projects in the years ahead will be generally consistent with amounts which have been made available in

Table 9-2:
MISSISSIPPI GULF COAST TRANSPORTATION FUNDING BY TYPE OF PROJECT AND JURISDICTIONAL RESPONSIBILITY (1999-2013)

	1999-2013 EXPENDITURE		
CATEGORY	STATE	LOCAL	TOTAL
Bicycle and Pedestrian Facilities	$7,024,532	$2,955,782	$9,980,314
Bridge Construction	$760,759,430	$0	$760,759,430
Interchange Construction	$59,095,495	$0	$59,095,495
Intersection Improvements	$1,300,992	$0	$1,300,992
Road Construction	$335,331,616	$11,694,459	$347,026,075
Roadway Widening and Overlay	$53,685,218	$0	$53,685,218
TOTAL CONSTRUCTION	$1,217,197,285	$14,650,241	$1,231,847,525
ADJUSTED TOTAL (2013 Dollars)	$1,443,933,956	$17,379,253	$1,461,313,210
Lighting and Safety	$13,835,037	$1,359,326	$15,194,363
Traffic Signals	$21,053,946	$2,303,509	$23,357,455
Roadside Improvements	$10,405,098	$0	$10,405,098
TOTAL EQUIPMENT AND FACILITIES	$45,294,081	$3,662,835	$48,956,916
ADJUSTED TOTAL (2013 Dollars)	$53,591,133	$4,333,800	$57,924,933
Bridge Maintenance and Repair	$24,329,154	$0	$24,329,154
Road Maintenance	$137,930,297	$30,612,066	$168,542,363
TOTAL MAINTENANCE	$162,259,451	$30,612,066	$192,871,517
ADJUSTED TOTAL (2013 Dollars)	$174,730,739	$32,964,914	$207,695,654
Facilities (Non-Roadway)	$19,595,119	$0	$19,595,119
TOTAL NON-ROADWAY-RELATED	$19,595,119	$0	$19,595,119
ADJUSTED TOTAL (2013 Dollars)	$21,772,917	$0	$21,772,917
TOTAL ALL CATEGORIES	$1,444,345,936	$48,925,142	$1,493,271,078
ADJUSTED TOTAL (2013 Dollars)	$1,694,028,746	$54,677,968	$1,748,706,714

Source: Mississippi Department of Transportation; Neel-Schaffer, Inc.

the past, local funding presents a much more complex and less easily resolved picture." The problem with the STP has never been a lack of adequate Federal funding; rather it has been the difficulty of securing the local commitment of matching funds. MDOT also notes, "At the same time, the massive infusion of state and federal assistance for emergency repairs in the wake of [Hurricane Katrina] has somewhat skewed the historical data, making it necessary to consider not just near-term conditions but to adopt a longer perspective on past investment in transportation infrastructure and operations."

Table 9-3:
MISSISSIPPI GULF COAST AVERAGE ANNUAL TRANSPORTATION FUNDING
BY TYPE OF PROJECT AND JURISDICTIONAL RESPONSIBILITY (1999-2013)

	AVERAGE ANNUAL FUNDING		
CATEGORY	STATE	LOCAL	TOTAL
Bicycle and Pedestrian Facilities	$468,302	$197,052	$665,354
Bridge Construction	$50,717,295	$0	$50,717,295
Interchange Construction	$3,939,700	$0	$3,939,700
Intersection Improvements	$86,733	$0	$86,733
Road Construction	$22,355,441	$779,631	$23,135,072
Roadway Widening and Overlay	$3,579,015	$0	$3,579,015
TOTAL CONSTRUCTION	$81,146,486	$976,683	$82,123,168
ADJUSTED TOTAL (2013 Dollars)	$96,262,264	$1,158,617	$97,420,881
Lighting and Safety	$922,336	$90,622	$1,012,958
Traffic Signals	$1,403,596	$153,567	$1,557,164
Roadside Improvements	$693,673	$0	$693,673
TOTAL EQUIPMENT AND FACILITIES	$3,019,605	$244,189	$3,263,794
ADJUSTED TOTAL (2013 Dollars)	$3,572,742	$288,920	$3,861,662
Bridge Maintenance and Repair	$1,621,944	$0	$1,621,944
Road Maintenance	$9,195,353	$2,040,804	$11,236,158
TOTAL MAINTENANCE	$10,817,297	$2,040,804	$12,858,101
ADJUSTED TOTAL (2013 Dollars)	$11,648,716	$2,197,661	$13,846,377
Facilities (Non-Roadway)	$1,306,341	$0	$1,306,341
TOTAL NON-ROADWAY-RELATED	$1,306,341	$0	$1,306,341
ADJUSTED TOTAL (2013 Dollars)	$1,451,528	$0	$1,451,528
TOTAL ALL CATEGORIES	$96,289,729	$3,261,676	$99,551,405
ADJUSTED TOTAL (2013 Dollars)	$112,935,250	$3,645,198	$116,580,448

Source: Mississippi Department of Transportation; Neel-Schaffer, Inc.

The Statewide Transportation Improvement Program (STIP) assumes the following annual allocations of STP funds for the Mississippi Gulf Coast metropolitan area during the five-year period covered by the program: 2015 - $5,032,959; 2016 - $5,083,289; 2017 - $5,134,122; 2018 - $5,185,463; 2019 - $5,237,318. Those amounts assume a one percent per annum increase in funding. MDOT assumed a three percent per annum increase in capital and operating expenses in estimating project costs. Federal regulations contain an explicit requirement that project costs be expressed not in real dollars but in "year of

expenditure dollars." These might better be labeled "unreal dollars" since they have no basis in reality. The collapse of oil prices has left state DOTs strapped for cash and called into question the assumption of never-ending monetary inflation. Nevertheless, the requirement that "future dollars" be used in estimating project costs stands and must be met.

The Mississippi Gulf Coast MPO has committed 10 percent of its annual allotment of STP funds for projects designed to enhance the safety of individuals traveling by all modes in the area. The MPO has committed an equal amount for improvements that facilitate travel by bicycle or on foot. In addition to STP funds, local governments in the metropolitan area can tap resources available through the Transportation Alternatives Program (TAP). The TAP provides funding for projects defined as *transportation alternatives*, including bicycle and pedestrian facilities, infrastructure projects for improving non-driver access to public transportation (or for otherwise improving personal mobility), community improvement activities, environmental mitigation, recreational trails and safe routes to schools, among others. Federal funding for public transportation is available through the Federal Transit Administration (FTA). Programs include the Discretionary Grant Program (Section 5309), the Enhanced Mobility for Seniors and Individuals with Disabilities Program (Section 5310), the Job Access/Reverse Commute Program (Section 5316), the New Freedom Program (5317) and the Transportation Planning Program (Section 5303).

The Mississippi Gulf Coast *Transportation Improvement Program for Fiscal Years 2015-2019* programs the following amounts for expenditure over the five-year period covered by the program (see Figure 9-1):

- STP Projects $22,812,500
- Safety Projects $ 2,500,000
- Bicycle, Pedestrian and Transit $ 3,250,000
- MPO Studies and Projects $ 2,500,000
- TAP Projects $ 1,875,000

In order to project the availability of future funding for transportation improvements in a manner consistent with the requirement for fiscal constraint, the average annual expenditure amounts previously developed for the base year (2013) were first updated to 2015 dollars, assuming a minimal annual inflation rate of one percent. The same rate was then applied to all succeeding years from 2016 through 2040 in order to calculate the projected availability of funds for all categories and sub-categories of transportation improvements in the short-term (2016-2020), intermediate (2021-2030) and long-range (2031-2040) planning periods. This resulted in the following projected totals for each five-year interval of the 25-year long-range planning span:

Figure 9-1:
2015-2019 TRANSPORTATION IMPROVEMENT PROGRAM PROJECTED FUNDING

Estimated Available Funds 2015				
FUNDING SOURCE	CARRYOVER	FEDERAL	LOCAL	TOTAL
STP Projects	$14,901,320	$3,650,000	$912,500	$4,562,500
Safety Projects	$687,000	$500,000	$0	$500,000
Bicycle, Pedestrian, Transit		$500,000	$125,000	$650,000
MPO Studies/Projects		$400,000	$100,000	$500,000
TAP Projects		$300,000	$75,000	$375,000
Estimated Available Funds 2016				
FUNDING SOURCE	CARRYOVER	FEDERAL	LOCAL	TOTAL
STP Projects		$3,650,000	$912,500	$4,562,500
Safety Projects		$500,000	$0	$500,000
Bicycle, Pedestrian, Transit		$500,000	$125,000	$650,000
MPO Studies/Projects		$400,000	$100,000	$500,000
TAP Projects		$300,000	$75,000	$375,000
Estimated Available Funds 2017				
FUNDING SOURCE	CARRYOVER	FEDERAL	LOCAL	TOTAL
STP Projects		$3,650,000	$912,500	$4,562,500
Safety Projects		$500,000	$0	$500,000
Bicycle, Pedestrian, Transit		$500,000	$125,000	$650,000
MPO Studies/Projects		$400,000	$100,000	$500,000
TAP Projects		$300,000	$75,000	$375,000
Estimated Available Funds 2018				
FUNDING SOURCE	CARRYOVER	FEDERAL	LOCAL	TOTAL
STP Projects		$3,650,000	$912,500	$4,562,500
Safety Projects		$500,000	$0	$500,000
Bicycle, Pedestrian, Transit		$500,000	$125,000	$650,000
MPO Studies/Projects		$400,000	$100,000	$500,000
TAP Projects		$300,000	$75,000	$375,000

Estimated Available Funds 2019				
FUNDING SOURCE	CARRYOVER	FEDERAL	LOCAL	TOTAL
STP Projects		$3,650,000	$912,500	$4,562,500
Safety Projects		$500,000	$0	$500,000
Bicycle, Pedestrian, Transit		$500,000	$125,000	$650,000
MPO Studies/Projects		$400,000	$100,000	$500,000
TAP Projects		$300,000	$75,000	$375,000

Source: Gulf Regional Planning Commission (2014).

- 2016-2020 $ 523,148,146
- 2021-2025 $ 549,833,959
- 2026-2030 $ 577,881,016
- 2031-2035 $ 607,358,756
- 2036-2040 $ 638,340,157

These totals include all potential expenditures for transportation. The following are the construction category totals for each five-year interval, including expenditures for bicycle and pedestrian facilities, bridge and interchange construction, and roadway improvements:

- 2016-2020 $ 431,561,796
- 2021-2025 $ 453,575,785
- 2026-2030 $ 476,712,708
- 2031-2035 $ 501,029,848
- 2036-2040 $ 526,587,405

The following are the projected amounts for only road construction for each of the three plan stages:

- 2016-2020 $140,839,788
- 2021-2030 $303,598,778
- 2031-2040 $335,361,927

The amounts forecast for all other categories and sub-categories of transportation improvements may be found in tables 9-4, 9-5 and 9-6.

Table 9-4:

MISSISSIPPI GULF COAST PROJECTED TRANSPORTATION FUNDING BY CATEGORY OF EXPENDITURE: STAGE 1 (2016-2020)

CATEGORY	AVERAGE ANNUAL EXPENDITURE (2013 $$)	AVERAGE ANNUAL EXPENDITURE (2015 $$)	2016-2020 PROJECTED EXPENDITURE 2016	2017	2018	2019	2020	TOTAL
Bicycle and Pedestrian	$665,354	$678,661	$685,448	$692,302	$699,225	$706,218	$713,280	$3,496,474
Bridge and Interchange	$54,656,995	$55,750,135	$56,307,636	$56,870,713	$57,439,420	$58,013,814	$58,593,952	$287,225,535
Road Improvements	$26,800,819	$27,336,835	$27,610,204	$27,886,306	$28,165,169	$28,446,821	$28,731,289	$140,839,788
Total Construction	$82,123,168	$83,765,632	$84,603,288	$85,449,321	$86,303,814	$87,166,852	$88,038,521	$431,561,796
Lighting, Safety, Signals	$2,570,121	$2,621,524	$2,647,739	$2,674,216	$2,700,958	$2,727,968	$2,755,248	$13,506,129
Roadside Improvements	$693,673	$707,547	$714,622	$721,768	$728,986	$736,276	$743,639	$3,645,291
Total Equipment and Facilities	$3,263,794	$3,329,070	$3,362,361	$3,395,985	$3,429,944	$3,464,244	$3,498,886	$17,151,420
Bridge Maintenance and Repair	$1,621,944	$1,654,382	$1,670,926	$1,687,636	$1,704,512	$1,721,557	$1,738,773	$8,523,403
Road Maintenance	$11,236,158	$11,460,881	$11,575,490	$11,691,244	$11,808,157	$11,926,238	$12,045,501	$59,046,630
Total Maintenance	$12,858,101	$13,115,263	$13,246,416	$13,378,880	$13,512,669	$13,647,795	$13,784,273	$67,570,033
Facilities (Non-Roadway)	$1,306,341	$1,332,468	$1,345,793	$1,359,251	$1,372,843	$1,386,572	$1,400,437	$6,864,896
Total Facilities (Non-Roadway)	$1,306,341	$1,332,468	$1,345,793	$1,359,251	$1,372,843	$1,386,572	$1,400,437	$6,864,896
TOTAL PROJECTED STAGE 1 EXPENDITURE - ALL CATEGORIES			$102,557,858	$103,583,436	$104,619,271	$105,665,463	$106,722,118	$523,148,146

Table 9-5: MISSISSIPPI GULF COAST PROJECTED TRANSPORTATION FUNDING BY CATEGORY OF EXPENDITURE: STAGE 2 (2021-2030)

CATEGORY	AVG ANN EXPENDITURE (2013 $$)	2020 PROJECTED EXPENDITURE	2021-2025 PROJECTED EXPENDITURE					5-YEAR SUBTOTAL
			2021	2022	2023	2024	2025	
Bicycle and Pedestrian	$665,354	$713,280	$720,413	$727,617	$734,893	$742,242	$749,664	$3,674,829
Bridge and Interchange	$54,656,995	$58,593,952	$59,179,892	$59,771,691	$60,369,407	$60,973,102	$61,582,833	$301,876,924
Road Improvements	$26,800,819	$28,731,289	$29,018,602	$29,308,788	$29,601,876	$29,897,894	$30,196,873	$148,024,032
Total Construction	$82,123,168	$88,038,521	$88,918,906	$89,808,095	$90,706,176	$91,613,238	$92,529,370	$453,575,785
Lighting, Safety, Signals	$2,570,121	$2,755,248	$2,782,800	$2,810,628	$2,838,734	$2,867,122	$2,895,793	$14,195,078
Roadside Improvements	$693,673	$743,639	$751,075	$758,586	$766,172	$773,833	$781,572	$3,831,238
Total Equipment and Facilities	$3,263,794	$3,498,886	$3,533,875	$3,569,214	$3,604,906	$3,640,955	$3,677,365	$18,026,315
Bridge Maintenance and Repair	$1,621,944	$1,738,773	$1,756,160	$1,773,722	$1,791,459	$1,809,374	$1,827,467	$8,958,183
Road Maintenance	$11,236,158	$12,045,501	$12,165,956	$12,287,615	$12,410,492	$12,534,596	$12,659,942	$62,058,602
Total Maintenance	$12,858,101	$13,784,273	$13,922,116	$14,061,337	$14,201,951	$14,343,970	$14,487,410	$71,016,784
Facilities (Non-Roadway)	$1,306,341	$1,400,437	$1,414,442	$1,428,586	$1,442,872	$1,457,301	$1,471,874	$7,215,074
Total Facilities (Non-Roadway)	$1,306,341	$1,400,437	$1,414,442	$1,428,586	$1,442,872	$1,457,301	$1,471,874	$7,215,074
2021-2025 PROJECTED EXPENDITURE - ALL CATEGORIES			$107,789,339	$108,867,232	$109,955,905	$111,055,464	$112,166,018	$549,833,959

CATEGORY	AVG ANN EXPENDITURE (2013 $$)	2025 PROJECTED EXPENDITURE	2026-2030 PROJECTED EXPENDITURE					5-YEAR SUBTOTAL
			2026	2027	2028	2029	2030	
Bicycle and Pedestrian	$665,354	$749,664	$757,161	$764,733	$772,380	$780,104	$787,905	$3,862,282
Bridge and Interchange	$54,656,995	$61,582,833	$62,198,661	$62,820,648	$63,448,854	$64,083,343	$64,724,176	$317,275,681
Road Improvements	$26,800,819	$30,196,873	$30,498,842	$30,803,830	$31,111,869	$31,422,987	$31,737,217	$155,574,746
Total Construction	$82,123,168	$92,529,370	$93,454,664	$94,389,210	$95,333,103	$96,286,434	$97,249,298	$476,712,708
Lighting, Safety, Signals	$2,570,121	$2,895,793	$2,924,751	$2,953,998	$2,983,538	$3,013,374	$3,043,508	$14,919,169
Roadside Improvements	$693,673	$781,572	$789,387	$797,281	$805,254	$813,307	$821,440	$4,026,669
Total Equipment and Facilities	$3,263,794	$3,677,365	$3,714,138	$3,751,280	$3,788,793	$3,826,680	$3,864,947	$18,945,838
Bridge Maintenance and Repair	$1,621,944	$1,827,467	$1,845,742	$1,864,200	$1,882,842	$1,901,670	$1,920,687	$9,415,140
Road Maintenance	$11,236,158	$12,659,942	$12,786,542	$12,914,407	$13,043,551	$13,173,987	$13,305,727	$65,224,214
Total Maintenance	$12,858,101	$14,487,410	$14,632,284	$14,778,607	$14,926,393	$15,075,657	$15,226,413	$74,639,354
Facilities (Non-Roadway)	$1,306,341	$1,471,874	$1,486,592	$1,501,458	$1,516,473	$1,531,638	$1,546,954	$7,583,116
Total Facilities (Non-Roadway)	$1,306,341	$1,471,874	$1,486,592	$1,501,458	$1,516,473	$1,531,638	$1,546,954	$7,583,116
2026-2030 PROJECTED EXPENDITURE - ALL CATEGORIES			$113,287,679	$114,420,555	$115,564,761	$116,720,409	$117,887,613	$577,881,016

TOTAL PROJECTED STAGE 2 EXPENDITURE - ALL CATEGORIES $1,127,714,975

Table 9-6: MISSISSIPPI GULF COAST PROJECTED TRANSPORTATION FUNDING BY CATEGORY OF EXPENDITURE: STAGE 3 (2031-2040)

CATEGORY	AVG ANN EXPENDITURE (2013 $$)	2030 PROJECTED EXPENDITURE	2031-2035 PROJECTED EXPENDITURE					5-YEAR SUBTOTAL
			2031	2032	2033	2034	2035	
Bicycle and Pedestrian	$665,354	$787,905	$795,784	$803,742	$811,779	$819,897	$828,096	$4,059,297
Bridge and Interchange	$54,656,995	$64,724,176	$65,371,418	$66,025,132	$66,685,383	$67,352,237	$68,025,759	$333,459,929
Road Improvements	$26,800,819	$31,737,217	$32,054,589	$32,375,135	$32,698,887	$33,025,876	$33,356,134	$163,510,621
Total Construction	$82,123,168	$97,249,298	$98,221,791	$99,204,009	$100,196,049	$101,198,009	$102,209,990	$501,029,848
Lighting, Safety, Signals	$2,570,121	$3,043,508	$3,073,943	$3,104,682	$3,135,729	$3,167,086	$3,198,757	$15,680,197
Roadside Improvements	$693,673	$821,440	$829,654	$837,951	$846,330	$854,793	$863,341	$4,232,070
Total Equipment and Facilities	$3,263,794	$3,864,947	$3,903,597	$3,942,633	$3,982,059	$4,021,880	$4,062,098	$19,912,267
Bridge Maintenance and Repair	$1,621,944	$1,920,687	$1,939,894	$1,959,292	$1,978,885	$1,998,674	$2,018,661	$9,895,407
Road Maintenance	$11,236,158	$13,305,727	$13,438,784	$13,573,172	$13,708,904	$13,845,993	$13,984,452	$68,551,304
Total Maintenance	$12,858,101	$15,226,413	$15,378,678	$15,532,464	$15,687,789	$15,844,667	$16,003,114	$78,446,711
Facilities (Non-Roadway)	$1,306,341	$1,546,954	$1,562,424	$1,578,048	$1,593,828	$1,609,767	$1,625,864	$7,969,931
Total Facilities (Non-Roadway)	$1,306,341	$1,546,954	$1,562,424	$1,578,048	$1,593,828	$1,609,767	$1,625,864	$7,969,931
2031-2035 PROJECTED EXPENDITURE - ALL CATEGORIES			$119,066,489	$120,257,154	$121,459,725	$122,674,323	$123,901,066	$607,358,756

CATEGORY	AVG ANN EXPENDITURE (2013 $$)	2035 PROJECTED EXPENDITURE	2036-2040 PROJECTED EXPENDITURE					5-YEAR SUBTOTAL
			2036	2037	2038	2039	2040	
Bicycle and Pedestrian	$665,354	$828,096	$836,377	$844,741	$853,188	$861,720	$870,337	$4,266,362
Bridge and Interchange	$54,656,995	$68,025,759	$68,706,017	$69,393,077	$70,087,008	$70,787,878	$71,495,757	$350,469,737
Road Improvements	$26,800,819	$33,356,134	$33,689,696	$34,026,593	$34,366,859	$34,710,527	$35,057,632	$171,851,306
Total Construction	$82,123,168	$102,209,990	$103,232,089	$104,264,410	$105,307,054	$106,360,125	$107,423,726	$526,587,405
Lighting, Safety, Signals	$2,570,121	$3,198,757	$3,230,745	$3,263,052	$3,295,683	$3,328,639	$3,361,926	$16,480,044
Roadside Improvements	$693,673	$863,341	$871,975	$880,695	$889,502	$898,397	$907,380	$4,447,948
Total Equipment and Facilities	$3,263,794	$4,062,098	$4,102,719	$4,143,747	$4,185,184	$4,227,036	$4,269,306	$20,927,992
Bridge Maintenance and Repair	$1,621,944	$2,018,661	$2,038,848	$2,059,236	$2,079,828	$2,100,627	$2,121,633	$10,400,172
Road Maintenance	$11,236,158	$13,984,452	$14,124,297	$14,265,540	$14,408,195	$14,552,277	$14,697,800	$72,048,110
Total Maintenance	$12,858,101	$16,003,114	$16,163,145	$16,324,776	$16,488,024	$16,652,904	$16,819,433	$82,448,282
Facilities (Non-Roadway)	$1,306,341	$1,625,864	$1,642,123	$1,658,544	$1,675,130	$1,691,881	$1,708,800	$8,376,477
Total Facilities (Non-Roadway)	$1,306,341	$1,625,864	$1,642,123	$1,658,544	$1,675,130	$1,691,881	$1,708,800	$8,376,477
2036-2040 PROJECTED EXPENDITURE - ALL CATEGORIES			$125,140,076	$126,391,477	$127,655,392	$128,931,946	$130,221,265	$638,340,157
TOTAL PROJECTED STAGE 3 EXPENDITURE - ALL CATEGORIES								$1,245,698,913