

Department of Transportation has \$891,687,361 in total authority, \$684,200,374 (77%) is HB 2 authority

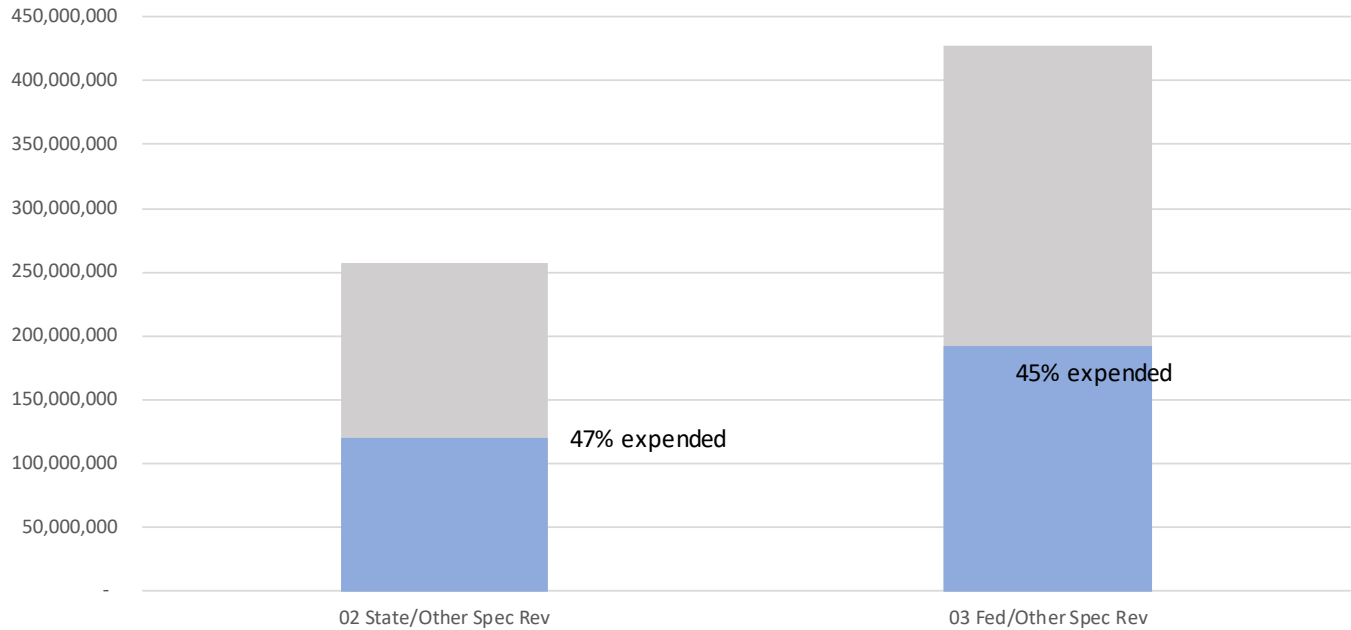
HB 2 Expenditures

46% of the agency's total HB2 budget has been expended, **48%** is the 5 year average

HB 2 Expenditures

Budgeted vs. Expended

by fund type



Expenditure Account	Budgeted	Expended	% Expended
Personal Services	170,810,110	57,521,263	34%
Operating Expenses	470,078,752	241,430,723	51%
Equipment & Intangible Assets	4,636,101	457,215	10%
Capital Outlay	12,956,865	7,919,716	61%
Grants	23,735,698	5,116,880	22%
Transfers-out	1,897,578	6,665	0%
Debt Service	85,270	-	0%
Agency Program	Budgeted	Expended	% Expended
01 General Operations Program	33,426,729	14,939,528	45%
02 Highways & Engineering	458,395,319	232,220,300	51%
03 Maintenance Program	140,715,050	52,251,279	37%
22 Motor Carrier Services	12,728,093	4,357,189	34%
40 Aeronautics Program	2,579,563	468,632	18%
50 Rail Transit & Planning	36,355,620	8,215,534	23%
Total	684,200,374	312,452,462	46%

Federal special funds provide the majority of the HB 2 modified budget for the Montana Department of Transportation (MDT) at 62% with state special revenue derived primarily from fuel taxes comprising the other 38%.

Personal services was 34% expended which is within 1% of the 5 year average.

Equipment and intangible assets was 10% expended, the five year average for this first level expenditure is 22%, but is fairly erratic year to year based on needs and requests for equipment purchases in the Emergency Medical Services (EMS) grant program and the Congestion Mitigation and Air Quality (CMAQ) program. It has been as little as 1% and as much as 66% expended at this time in the last 5 years.

Capital outlay was 61% expended which is more than double the 5 year average of 28% for this time of year. This is due to a greater need for right of way (ROW) purchases due to the planned construction project mix. Additionally there were more administrative ROW settlements so far this year than in past years.

Grants spending was 20% expended which is identical to the 5 year average for this time in the fiscal year. Transfers out was <1% expended and is more variable than in the past due to changes in fuel tax distribution, but has typically been very low at this point in the fiscal year.

All of the agency programs were within 5% of their average total expenditures at this time in the fiscal year. The Aeronautics and Rail, Transit and Planning programs are typically lower at this time due to seasonal activities and timing with accruals for grants and transfers.

HB 2 Modifications

Negative modifications vs. positive modifications, by program

The budget was modified by -\$364,690.

Agency Program	Leg Budget	Dec Modified Budget	Net Modifications
01 GENERAL OPERATIONS PROGRAM	33,450,288	33,426,729	(23,559)
02 HIGHWAYS & ENGINEERING	458,447,932	458,395,319	(52,613)
03 MAINTENANCE PROGRAM	141,070,814	140,715,050	(355,764)
22 MOTOR CARRIER SERVICES	12,654,625	12,728,093	73,468
40 AERONAUTICS PROGRAM	2,580,471	2,579,563	(908)
50 RAIL TRANSIT & PLANNING	36,360,934	36,355,620	(5,314)
Expenditure Account	Leg Budget	Dec Modified Budget	Net Modifications
Personal Services	171,174,800	170,810,110	(364,690)
Operating Expenses	470,668,073	470,078,752	(589,321)
Equipment & Intangible Assets	4,044,658	4,636,101	591,443
Capital Outlay	12,956,865	12,956,865	-
Grants	23,805,320	23,735,698	(69,622)
Transfers-out	1,830,078	1,897,578	67,500
Debt Service	85,270	85,270	-
Fund Type	Leg Budget	Dec Modified Budget	Net Modifications
02 State/Other Spec Rev	257,264,458	256,899,768	(364,690)
03 Fed/Other Spec Rev	427,300,606	427,300,606	-
Total	684,565,064	684,200,374	(364,690)

MDT has had a few modifications since the beginning of FY 2020, which are reflected in the chart above.

Net modifications to the house bill 2 budget include:

- a state special reduction of \$0.4 million in personal services. This change is a result of lower workers compensation premiums for the 2020 calendar year, primarily in the maintenance program which had a \$0.3 million reduction in premiums
- Reductions in operating expenses in both the Rail Transit & Planning (RTP) and Motor Carrier Services (MCS) programs to adjust for required accounting treatments. RTP increased equipment and intangible assets for capitalization of Road Condition Reporting System (RCRS) software. MCS increased transfers-out in order to cover payments to the Department of Justice (DOJ.)
- A \$70,000 reduction in grants in the Aeronautics program occurred in order to move authority to operating expenses to cover match for a federal Taxi/Runway grant for the Lincoln Airport.