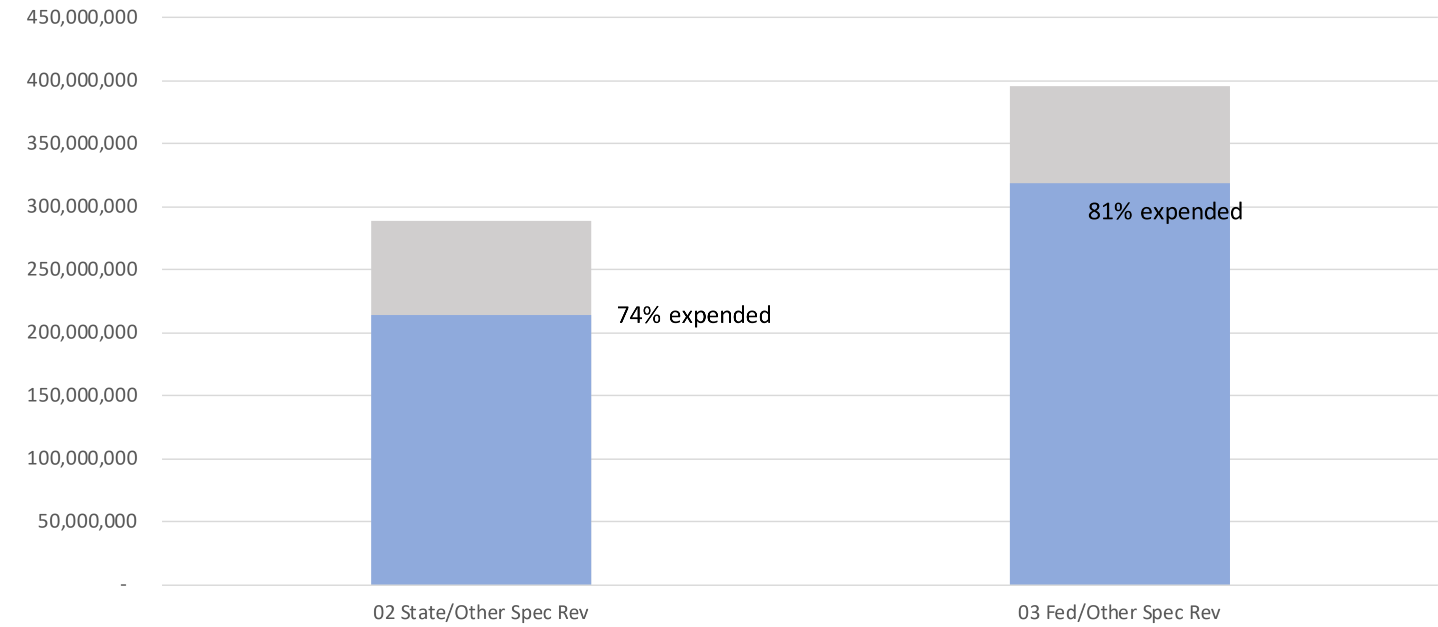
Department of Transportation has $929,927,324 in total authority, $684,200,374 (74%) is HB 2 authority

78% of the agency's total HB2 budget has been expended, 84% is the 5 year average of actual expenditures

HB 2 Expenditures

Budgeted vs. Expended

by fund type



Expenditure Account	Budgeted	Expended	% Expended
Personal Services	170,810,110	138,153,962	81%
Operating Expenses	466,460,712	364,347,446	78%
Equipment & Intangible Assets	4,790,092	939,985	20%
Capital Outlay	16,456,865	14,257,171	87%
Grants	23,760,939	13,158,449	55%
Transfers-out	1,921,656	825,484	43%
Agency Program	**Budgeted**	**Expended**	**% Expended**
01 General Operations Program	33,832,444	27,507,751	81%
02 Highways & Engineering	458,199,044	359,134,797	78%
03 Maintenance Program	140,597,907	112,004,658	80%
22 Motor Carrier Services	12,703,477	10,104,742	80%
40 Aeronautics Program	2,569,746	1,015,775	40%
50 Rail Transit & Planning	36,297,756	21,914,774	60%
Total	684,200,374	531,682,497	78%

Federal special funds provide the majority of the HB 2 modified budget for the Montana Department of Transportation (MDT) at 58% with state special revenue derived primarily from fuel taxes comprising the other 42%.

Year-to-date expenditures for personal services and operating expenses, which make up the bulk of MDT's budget, are within 2% and 8% of the 5-year averages respectively. Equipment and intangible assets is well below the 5-year average of 48%, at only 20% expended. However this account varies widely in its yearly expenditures based on equipment needs. Capital outlay is higher than its 5-year expenditure level due to greater need in this fiscal year for land purchases and other costs associated with acquiring right of way (ROW). Benefits and claims and transfers-out are both within 6% of their 5-year averages. At 55% expended, grants spending is lower than the five-year average of 61%. However, it is on track with the 3-year average of 52%. Spending for this category was changed after the federal Community Transportation Enhancement Program (CTEP) expired 3 years ago.

HB 2 Modifications

Negative modifications vs. positive modifications, by program

The net budget modifications were $0.

Agency Program	Mar. Mod. Budget	June Mod. Budget	Net Modifications
01 General Operations Progra	33,869,615	33,832,444	(37,171)
02 Highways & Engineering	458,161,874	458,199,044	37,171
03 Maintenance Program	140,597,907	140,597,907	-
22 Motor Carrier Services	12,703,477	12,703,477	-
40 Aeronautics Program	2,569,746	2,569,746	-
50 Rail Transit & Planning	36,297,756	36,297,756	-
Expenditure Account	**Mar. Mod. Budget**	**June Mod. Budget**	**Net Modifications**
Personal Services	170,810,110	170,810,110	-
Operating Expenses	469,698,511	466,460,712	(3,237,799)
Equipment & Intangible Asset	4,696,101	4,790,092	93,991
Capital Outlay	12,956,865	16,456,865	3,500,000
Grants	24,065,939	23,760,939	(305,000)
Transfers-out	1,887,578	1,921,656	34,078
Debt Service	85,270	-	(85,270)
Fund Type	**Mar. Mod. Budget**	**June Mod. Budget**	**Net Modifications**
02 State/Other Spec Rev	257,166,527	289,087,327	31,920,800
03 Fed/Other Spec Rev	427,033,847	395,113,047	(31,920,800)
Total	684,200,374	684,200,374	-

MDT has had a few modifications since March, which are reflected in the chart above.

Net modifications to HB2 include:

- A program transfer of $37,171 from General Operations to Highways and Engineering to calculate the material test rate for federal billing
- Net modifications of -$3.2 million to operating expenses. The authority was transferred to capital outlay in order to alleviate projected year-end deficits
- A net positive transfer to capital outlay of $3.5 million state special for ROW acquisitions. The transfer came from operating expenses and grants
- A transfer of approximately $350,000 of authority from grants to operating costs in the aeronautics division; this was needed as a result of accounting changes that stem from HB 661
- A fund shift of $31.9 million in authority from federal special to state special funds. Greater availability of federal funding due to redistribution from states with unused funding to states with projects ready on the shelf, and an abnormally long fall and winter construction season allowed for completion of more projects than expected and caused need for more state special authority in order to meet federal match requirements