

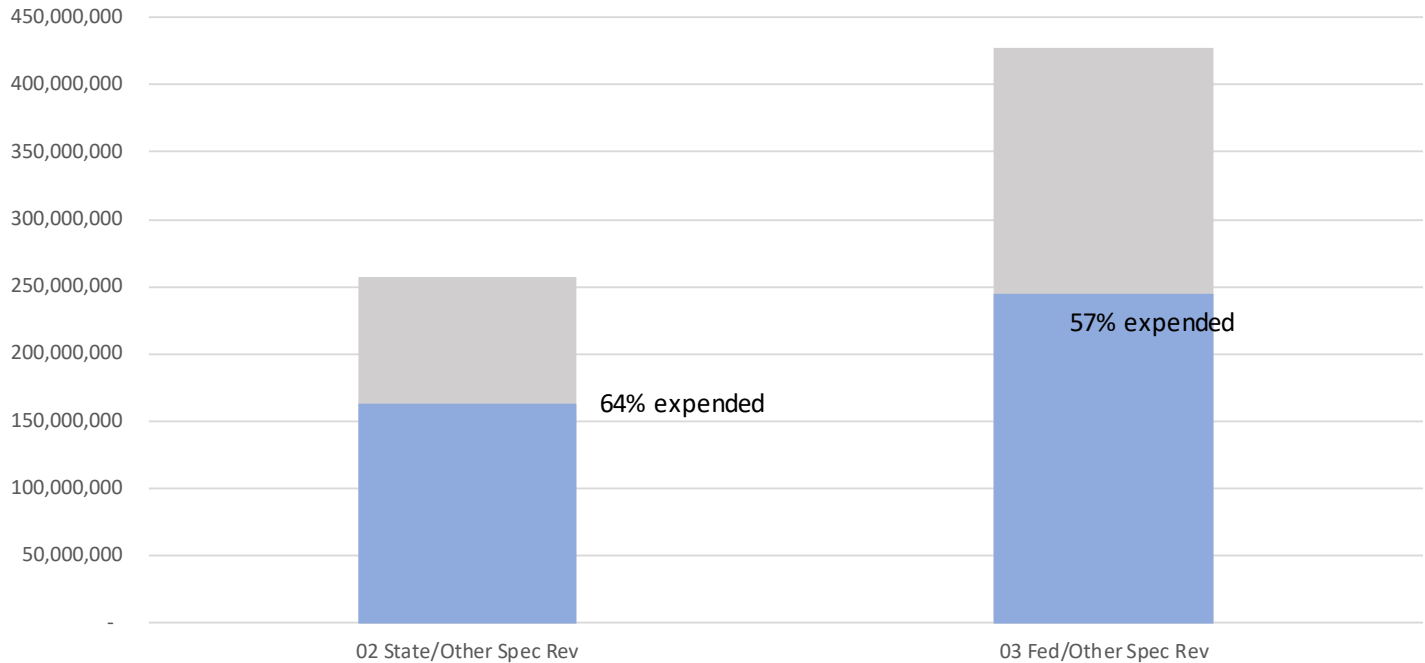
Department of Transportation has \$892,197,449 in total authority, \$684,200,374 (77%) is HB 2 authority

60% of the agency's total HB2 budget has been expended, 66% 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	100,995,154	59%
Operating Expenses	469,698,511	284,463,775	61%
Equipment & Intangible Assets	4,696,101	701,138	15%
Capital Outlay	12,956,865	11,596,571	90%
Grants	24,065,939	9,638,718	40%
Transfers-out	1,887,578	716,654	38%
Debt Service	85,270	-	0%
Agency Program	Budgeted	Expended	% Expended
01 General Operations Program	33,869,615	21,427,386	63%
02 Highways & Engineering	458,161,874	276,285,059	60%
03 Maintenance Program	140,597,907	86,230,814	61%
22 Motor Carrier Services	12,703,477	7,376,021	58%
40 Aeronautics Program	2,569,746	754,696	29%
50 Rail Transit & Planning	36,297,756	16,038,034	44%
Total	684,200,374	408,112,010	60%

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%.

Year to date expenditures within personal services, and operating expenses are both within 3% of 5-year averages for those categories. Equipment and intangible assets is 15% expended. The majority of equipment expenditures are in the Congestion Mitigation and Air Quality Program (CMAQ). CMAQ purchases have not yet been made for FY 2020. Capital outlay is 90% expended due to a greater than normal need for land purchases and other costs associated with acquiring right of way (ROW). Transfers out, and grants are both within 5% of the 5-year averages. Debt service has not been used in the last two fiscal years. It was previously used to pay equipment leases for the print shop which was eliminated as a cost saving measure. MDT has shifted all print functions to the Department of Administration's State Print and Mail division.

All of the agency programs were within 5% of their average total expenditures at this time in the fiscal year. The Aeronautics Program, and the 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 \$.

Agency Program	Dec. Mod. Budget	Mar. Mod. Budget	Net Modifications
01 General Operations Program	33,426,729	33,869,615	442,886
02 Highways & Engineering	458,395,319	458,161,874	(233,445)
03 Maintenance Program	140,715,050	140,597,907	(117,143)
22 Motor Carrier Services	12,728,093	12,703,477	(24,616)
40 Aeronautics Program	2,579,563	2,569,746	(9,817)
50 Rail Transit & Planning	36,355,620	36,297,756	(57,864)
Expenditure Account	Dec. Mod. Budget	Mar. Mod. Budget	Net Modifications
Personal Services	170,810,110	170,810,110	-
Operating Expenses	470,078,752	469,698,511	(380,241)
Equipment & Intangible Assets	4,636,101	4,696,101	60,000
Capital Outlay	12,956,865	12,956,865	-
Grants	23,735,698	24,065,939	330,241
Transfers-out	1,897,578	1,887,578	(10,000)
Debt Service	85,270	85,270	-
Fund Type	Dec. Mod. Budget	Mar. Mod. Budget	Net Modifications
02 State/Other Spec Rev	256,899,768	257,166,527	266,759
03 Fed/Other Spec Rev	427,300,606	427,033,847	(266,759)
Total	684,200,374	684,200,374	0

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

Net modifications to the HB2 budget include:

- A transfer to General Operations from all other programs of approximately \$2,500 federal special revenue and \$462,000 state special revenue to consolidate and streamline SITSD expenses including phones, mail, shipping, and print services
- A transfer of \$22,000 federal special revenue from General Operations to Motor Carrier Services to purchase in car video systems and body cameras
- A transfer of \$267,000 federal authority to state special revenue. This is due to an increase of revenue from rental vehicle tax to the TransADE account for elderly/disabled transit services. This transfer also moved budget authority between accounts, increasing grants and reducing operating expenses and transfers