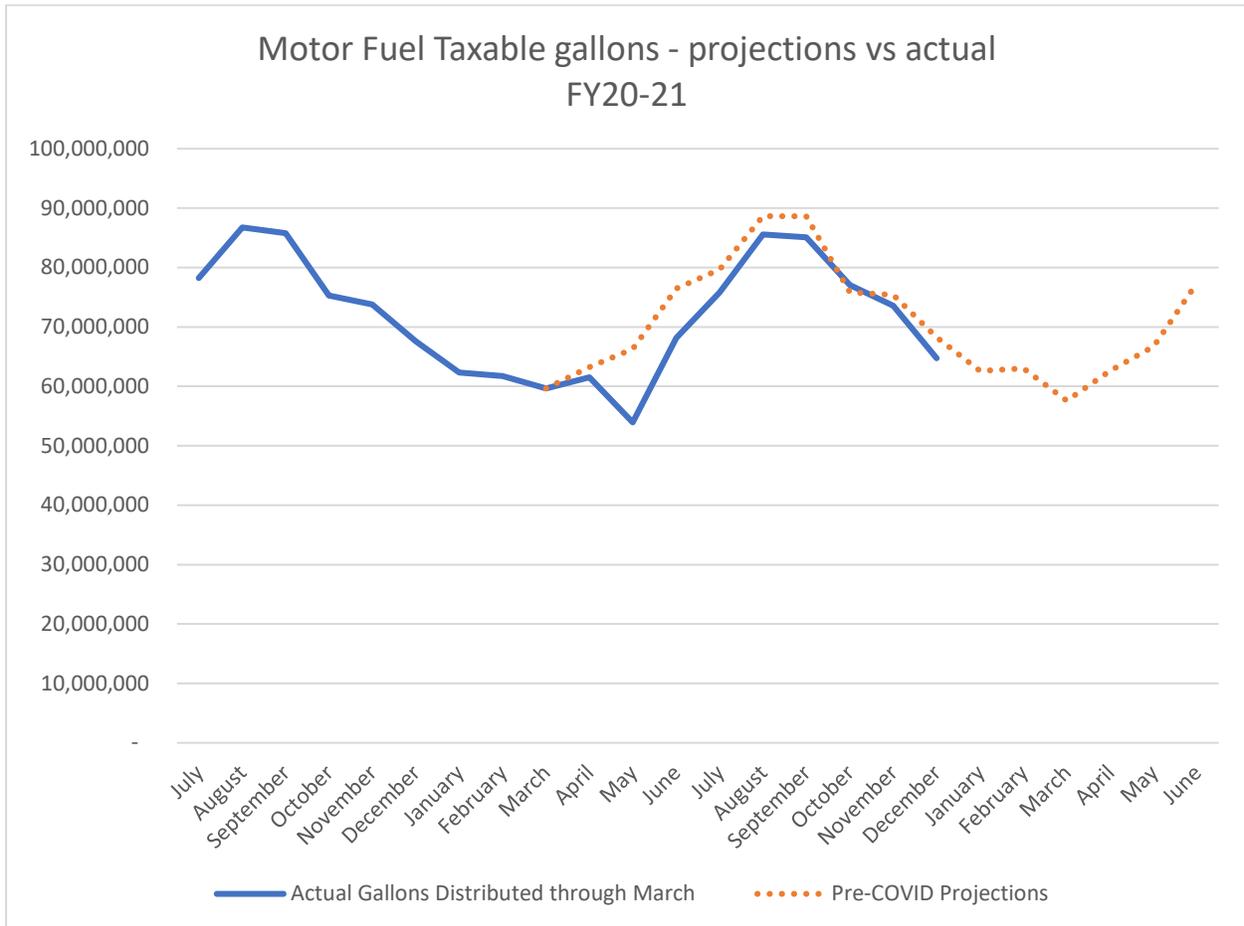


**General Operations – Larry Flynn**

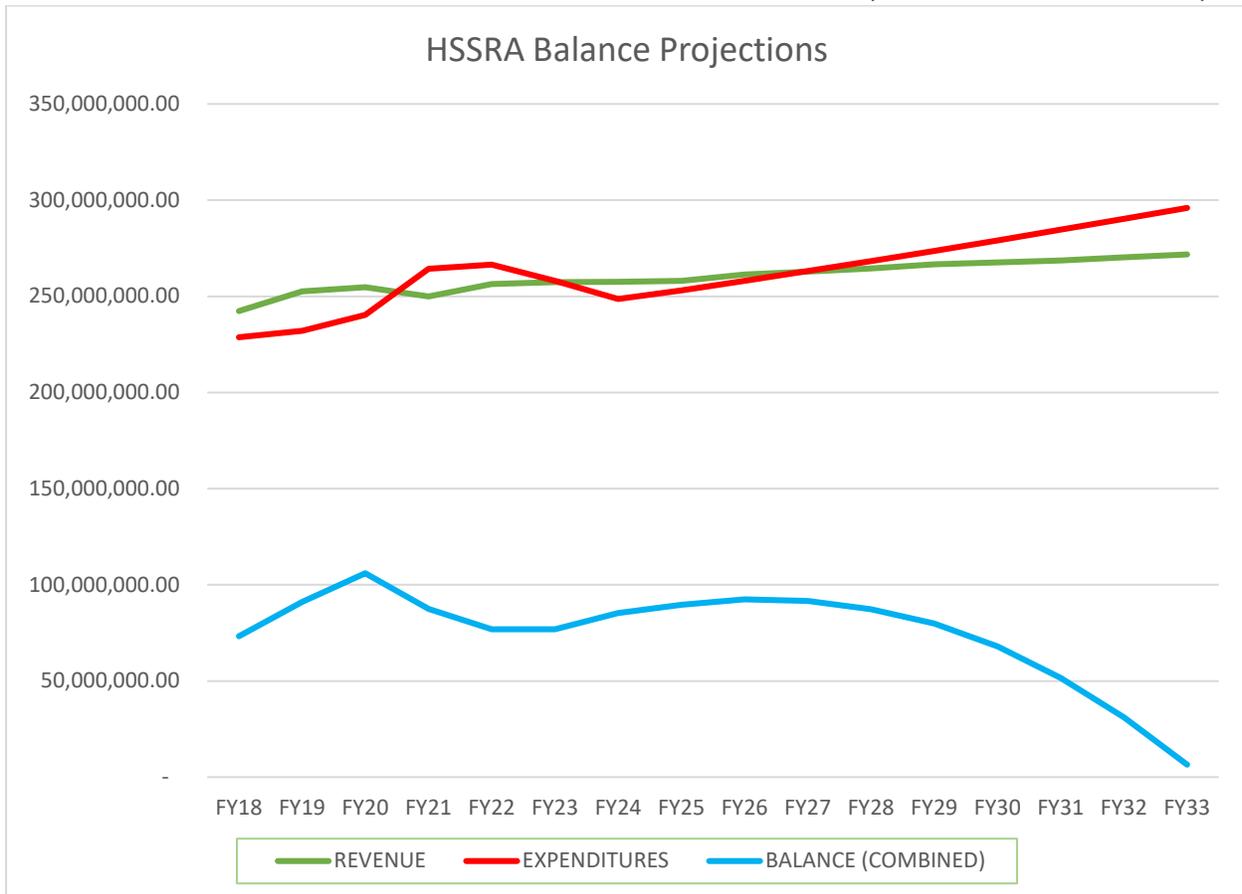
1. Was there a large drop in gas tax \$’s

Taxable gas gallons were down 3.5% in FY20 while diesel gallons increased by 1%. Overall, we are projecting an overall tax decline of about 3.3% for the biennium. At this point we expect to be fully recovered by the end of the biennium, but we adjust projections each month as tax returns are submitted by the petroleum distributors.



a. If so do you feel it could result in a gas tax increase sooner than expected?

We do not expect the decline in revenues due to COVID to accelerate the need for a revenue increase for the Highways State Special Revenue Account (HSSRA). However, other factors continue to impact the long term stability of the HSSRA, including fuel economy, inflation, match requirements on an increasing federal aid program, and expanding maintenance responsibilities. Current projections predict HSSRA insolvency by FY2034.



2. In HB10, \$2.5 million for federal Billing System
  - a. In HB10 (2019) \$7 million was appropriated for same system.
    - i. Explain the need for this additional funding.

We contracted with Cherry Road Technologies (CRT) for the implementation of additional Peoplesoft modules, most notably the Project Costing module where the federal aid accounting will take place. The original project plan had a projected completion date of summer, 2021 with vendor costs of \$5,964,435. As we got deeper into the analysis and were able to fully understand the impact to existing systems it was determined that to successfully implement the financial side of Peoplesoft for MDT, an implementation of the HR module would be required. Most of the HR module concern centers around bringing MDT into the enterprise system and the impact to payroll processing for the rest of the state. We've been working with CRT and Department of Administration staff and have developed a new project plan that will be delivered in two phases:

- First phase is the transition of MDT to the state Peoplesoft HR system, including employee time reporting (employees will enter time directly into Peoplesoft rather than MDT's internal system). The timeline for phase one is August of 2020 through July of 2021.
- Second phase will be the implementation of the new financial modules. Phase two will overlap for a time, resuming in March of 2021 and extending through July of 2022 with vendor costs of \$8,464,440.

- ii. Any idea of \$ not collected due previously not being able to bill fed.

To date, MDT has not lost federal funding due to current system limitations. As we have implemented manual work arounds to minimize the impact of our system limitations, FHWA has given the agency lenience so long as we are pursuing a system that will fully meet federal requirements. Without modern tools, MDT will remain noncompliant and will jeopardize more than \$400 million annually in Federal Aid.

**Motor Pool Program – Walt Kerttula**

3. How many vehicles does the state have in the motor pool? **1008**
  - a. In Helena - **166 vehicles in the daily rental fleet**
  - b. Outside of Helena - **842 vehicles in the long-term lease fleet**
  - c. By vehicle type

**Motor Pool Inventory 1/12/21**

<b>Vehicle Class</b>	<b>Inventory</b>
Class 02 Small SUV's	217
Class 04 Large SUV's	57
Class 05 Hybrid Sedans	61
Class 06 Sedans	402
Class 07 Small Pickups	46
Class 11 Pickups ½ ton & ¾ ton	142
Class 12 Vans	83
<b>Grand Total</b>	<b>1,008</b>

4. What is the % of usage – average per vehicle?

The Motor Pool fleet management system is limited in the ability to report percent of usage information; however, we were able to report average miles for SFY2019 and 2020.

**Motor Pool Average Usage**

<b>Vehicle class</b>	<b>2019 Average Miles</b>	<b>2020 Average Miles</b>	<b>Inventory</b>
Class 02 Small SUV's	15,884	10,931	217
Class 04 Large SUV's	18,538	12,859	57
Class 05 Hybrid Sedans	9,155	7,578	61
Class 06 Sedans	10,378	9,181	402
Class 07 Small Pickups	6,311	7,012	46
Class 11 Pickups ½ ton & ¾ ton	14,597	12,351	142
Class 12 Vans	12,347	9,280	83
<b>Grand Total</b>	<b>12,459</b>	<b>9,885</b>	<b>1,008</b>

5. Average miles on vehicles

Motor Pool Average Odometer

Vehicle class	Avg Odometer	Highest Mileage Vehicle per Class
Class 02 Small SUV’s	67,559	186,910
Class 04 Large SUV’s	88,335	167,365
Class 05 Hybrid Sedans	87,365	139,295
Class 06 Sedans	76,854	161,655
Class 07 Small Pickups	96,289	133,530
Class 11 Pickups ½ ton & ¾ ton	76,773	180,931
Class 12 Vans	65,317	151,907
<b>Grand Total</b>	<b>76,184</b>	

6. How many new vehicles are purchased each year?

In the last 5 years Motor Pool has purchased, on average, 90 vehicles per year.

On average, there are 13 vehicles that are purchased as new leases for agencies each year, while 77 vehicles are purchased to replace existing fleet vehicles.

In the current year, the Motor Pool is purchasing 3 new lease vehicles for agencies and 97 vehicles to replace existing fleet vehicles.

**Construction Program - Dwane Kailey**

## 1. How many bridges inspected on average per year?

On average, MDT conducts 2,800 inspections per year (see breakdown table with anticipated inspections this year). This number varies slightly each year due to the inspection frequency of a bridge type or special conditions found.

Type	On System	Off system
Regular	1,320	1,078
Fracture Critical	45	61
Type I underwater (survey cross sections)	75	102
Type II Underwater (Diver)	32	13
Non-destructive testing	10	1
<b>Total</b>	<b>1,482</b>	<b>1,255</b>

## a. How many or what % are found defective?

In 2020: 119 state owned bridges were in "poor" condition (this is represented in the Fact Book as 7.3% of total deck area, or 1,251,857 sq ft)  
149 locally owned bridges were in "poor" condition (this is represented in the Fact Book as 5.7% of total deck area, or 227,250 sq ft)

For comparison, in 2018 there were 114 state owned bridges and 142 locally owned bridges in "poor" condition, but the deck area in poor condition was higher than in 2020.

## 2. If bridges North of Miles City need to be replaced or widened due to heavy traffic from the wind farm going in North of Rock Springs who will be responsible to pay for that?

The route between Miles City and Jordan is MT-59 (C0000018A) which is a State Maintained NHS Principal Arterial. There are 8 bridges on this route. All are in good to fair condition. However, there are 2 bridges that *may* require load rating for Specialized Hauling Vehicles (SHVs) due to their age and design. Load ratings for SHVs have not yet been completed on these structures.

The route from MT-59 to Rock Springs is S-462 (C000462A) which is a State Maintained unpaved Secondary. There is one bridge on this route in fair condition, which *may* not rate for SHVs due to its age and design. Load ratings for SHVs have not yet been completed.

There are no major Off-system (County owned) structures inventoried that connect to S-462 in that area.

3. Will the highway be able to hold up under the extreme pressure of the huge number of gravel trucks and trucks hauling the equipment (blades, bodies, etc.)?

More frequent truck use will certainly accelerate deterioration of the bridges, particularly bridge decks, and may require rehabilitation sooner than anticipated. However, there are no major concerns anticipated with use of these bridges except that some may require restriction of certain SHV configurations.

4. NP 204 calls for 2 FTE for construction bridge reviewer w/ professional engineering license. Is it difficult to find candidates w/ these qualifications?

We are experiencing some challenges to fill middle level engineers at this time. However, if we can't fill the positions as licensed PE's we will fill the positions as entry level and train the individual to the level necessary.

5. NP 205 Talks about partnering program. What are level 1 and level 2 partnering facilitations?

Level 1 and 2 refers to the two different types of partnering we are implementing on projects. Level 1 is formally facilitated. This means that the contractor will hire a facilitator to help lead the initial meeting and any subsequent meetings throughout the project. Level 2 does not use a facilitator. It relies on the contractor and MDT staff to conduct the partnering meetings.

6. NP 207 are these drones?

- a. How are they utilized?

Yes. UAS stands for Unmanned Ariel Systems more commonly called Drones. Currently, we use drones for surveying, bridge inspection, maintenance, construction, Right-of-way, geotechnical, environmental and public involvement. The technology is advancing so fast it is unknown what uses will be available to us in the future.

7. NP 210 calls for broadband utility coordinator. What educational requirements for this position?

We are anticipating the minimum requirements for the position to be between the level of our utility agent position (requiring a degree or 2 years experience) and the Utility Construction Supervisor position (requiring a degree or 5 years experience). The degree can be in any of the following courses of study; Bachelor's Degree in Engineering, Business Administration, Public Administration, Real Estate, Finance or a related field. The experience needs to be in Utilities, Right of Way or an Engineering Field.

8. What is the MOBILE NOW Act?

The MOBILE NOW Act was passed by Congress in 2017. It's full title is "Making Opportunities for Broadband Investment and Limiting Excessive and Needless Obstacles to Wireless Act or the MOBILE NOW Act" While the ACT has a fair number of provisions for Broadband and Wireless investments, the most relevant parts of the bill for the NP 210 request are shown here.

*To facilitate installation of broadband infrastructure, DOT must ensure that states receiving federal-aid highway funds: (1) identify a broadband utility coordinator to facilitate the broadband infrastructure right-of-way efforts within the state; (2) register broadband infrastructure entities that seek to be included in those facilitation efforts; (3) establish a process to electronically notify such entities of the state transportation improvement program on an annual basis; (4) coordinate statewide telecommunication and broadband plans and state and local transportation and land use plans, including strategies to minimize repeated excavations that involve the installation of broadband infrastructure in a right-of-way; and (5) ensure that any existing broadband infrastructure entities are not disadvantaged.*

**Maintenance Program – Jon Swartz**

1. PL 301 city maint contract increases
  - a. How much is being spent on each locale (Missoula & Butte Silver Bow)?
    - i. Missoula's current contract amount for SFY 2021 is \$537,766/year.
    - ii. Butte Silver Bow's current contract amount for SFY 2021 is \$84,000/year.
  - b. How many miles do each locale maintain?
    - i. The Missoula City contract has 72.95 lane miles.
    - ii. The Butte Silver Bow contract has 26.84 Lane miles.
  
2. PL 302
  - a. What is the cost of caretaker of rest stops on average?
    - i. The average costs for year-round rest areas are \$41,735/year.
    - ii. The average costs for seasonal rest areas are \$16,215/year.
  
3. How much is currently spent on the Dena Mora & Emigrant rest area for maintenance now? Please break down by rest stop and give some details as to what is required for each.

The current contract for Dena Mora is \$57,480 and for Emigrant is \$75,120. The current contract for Quartz Flat rest area is \$70,019.

This funding is strictly for contracted services to clean and maintain the rest area. The Department will be presenting an adjustment to the decision package based on additional information received after budget submittal. The table below breaks out the original funding request by rest area and the requirements of the contract.

Rest Area	DP 302	Requirements
Dena Mora	\$56,000	Routine cleaning, sanitation, and maintenance for 16 private restrooms, 4 picnic shelters, and common areas. Snow and ice removal from sidewalks and pathways, mow lawn and maintain landscaping. Clean and maintain pet area. Perform minor building maintenance and repairs. Restock cleaning and restroom supplies.
Emigrant	\$60,000	Routine cleaning, sanitation, and maintenance for 6 restroom stalls, 2 picnic shelters, and common areas. Snow and ice removal from sidewalks and pathways, mow lawn and maintain landscaping. Perform minor building maintenance and repairs. Restock cleaning and restroom supplies.
Quartz Flat	\$60,000	Routine cleaning, sanitation, and maintenance for 16 private restrooms, 4 picnic shelters, and common areas. Snow and ice removal from sidewalks and pathways, mow lawn and maintain landscaping. Clean and maintain pet area. Perform minor building maintenance and repairs. Restock cleaning and restroom supplies.

4. NP 18001. Are these projects new construction?

Yes, these projects are new construction and are in HB 5.

**Aeronautics Program – Tim Conway**

1. How many \$ were raised by fuel tax increase in 2019?

HB661 increased aviation fuel tax revenue by approx. \$320,000 dollars and aircraft registration by approx. \$805,000; resulting in increases to the aeronautics grant account of \$995,000 dollars and the Aeronautics Administration account of \$130,000.

2. Have the additional funds been put to work on the ground?

Yes. Prior to HB661, the 3-yr average funds awarded from the Airport Grant Account to assist Montana airports with airport maintenance, safety, and improvements was \$259,000. Since HB661, the Aeronautics Board awarded an average of \$2.35M per year (FY21, FY22).

Other benefits provided by HB661 funding through the Aeronautics Administration Account are: Aviation Conference fee discount (CY20), increases to the courtesy car grant program, initiation of an airport windsock program, installation of a vaulted toilet at Browning Airport, and application of pavement maintenance at the Browning Airport.

In addition, Aeronautics is pursuing the following program improvements: learning scholarships, partnering with the Montana Learning Center to fund flight simulators, upgrade to Search & Rescue equipment, implementation of a webcam program linked to a national system, purchase of property near the Seeley Lake airport that occupies the airport beacon and pilot campground, development of an Airport Transportation Assistance Program for airport managers, flight instruction cost sharing program, and providing additional opportunities within our youth education program.

3. Passenger count and usage figures for Yellowstone Airport

In FY 19, the airport enplaned 8,515 commercial passengers and in FY 20, the airport enplaned 6,848 commercial passengers (which was impacted by COVID). Other types of usage (general aviation, military, fire suppression, air ambulance, tourist helicopter) are not precisely counted but are roughly estimated at 33,000 operations per year.

4. Can you give me the \$ per passenger the state spends on Yellowstone airport?

The Yellowstone Airport encompasses a variety of users including commercial aviation, business aviation, recreational aviation, flight training, military operations, governmental operations, fire suppression operations, emergency landing operations, air ambulance, and tourism. Due to the variety of usage, the precise number of passengers served by the airport is unknown and the number of people that benefit from the airport, either directly or indirectly, is even more difficult to determine. Although expenditures are precisely accounted for, there are a variety of ways to categorize them. The airport must cover daily operational expenses as well as long term infrastructure improvement expenses that are financed through a mix of federal funding, airport revenues, partnerships, and now, significant CARES Act funding. With so many variables, it would be difficult and likely misleading to provide a cost per passenger figure.

**Rail Transit & Planning Program – Jim Skinner**

1. You talk about legislative actions, necessitating representation before courts is this common and can you give us some examples?

The Program Description within the LFD analysis contains the statement “9) responses to legislative or regulatory actions necessitating representation before courts, congressional hearings, the US Department of Transportation, the Surface Transportation Board, and others.”

The court reference would likely be the result of a response to regulatory actions rather than legislative actions. This is very rare, with the only occurrence identified being related to railroad abandonments and related filings.

MDT is aware of an instance where the State of Montana filed a case with the Interstate Commerce Committee (later became the Surface Transportation Board) related to the reasonableness of a rail shipper's rates. The case was combined with another case and ultimately ended up in district court, followed by the US Court of appeals. This case began in the 1980s and was ultimately concluded in the 1990s.

2. NP- 5002 Environmental studies specialist
  - a. Is it difficult to find a candidate with the proper qualifications?

We don't anticipate difficulties with recruiting a well-qualified candidate for the Environmental Science Specialist. The most recent selection process for an Environmental Science Specialist concluded in September 2020. That process had 21 applicants and resulted in a successful hiring (external).

Other selection processes (5 of them) for MDT environmental staff in 2020 and ongoing, albeit having an engineering requirement, have received sufficient qualified applicants, both internal and external.