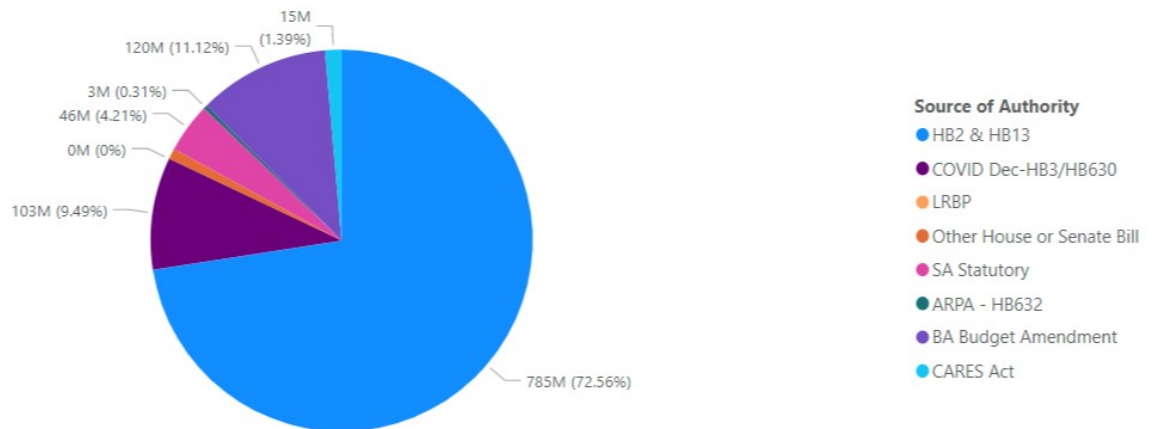


MONTANA DEPARTMENT OF TRANSPORTATION

TOTAL APPROPRIATION AUTHORITY

The total appropriation authority for the agency is shown in the pie chart below. HB 2 and HB 13 provide 72.6% of the total authority for this agency. All types of appropriation authority for this agency are described below, including total budget and the percent expended by source of authority.

Total Modified Budget by Source of Authority



Source of Authority	Modified Budget	Expended Budget	Percent Expended
HB2 & HB13	785,164,152	289,153,930	36.8%
COVID Dec-HB3/HB630	102,700,000		
LRBP	52,664	904	1.7%
Other House or Senate Bill	9,891,234	1,866,939	18.9%
SA Statutory	45,547,969	20,511,849	45.0%
ARPA - HB632	3,377,738		
BA Budget Amendment	120,352,706		
CARES Act	15,048,852	1,457,338	9.7%
Total	1,082,135,315	312,990,961	28.9%

FiscalMonth

- ☐ Select all
- ☒ Jul
- ☒ Aug
- ☒ Sep
- ☒ Oct
- ☒ Nov
- ☐ Dec
- ☐ Jan
- ☐ Feb
- ☐ Mar
- ☐ Apr

Budget Amendments

The Montana Department of Transportation (MDT) has \$120.4 million in budget authority derived from budget amendments. A majority of budget amendment authority stems from continuing authority from federal re-distribution or “grab bag funds” that other states failed to utilize before their obligation limitation expired. The August redistribution funds are obligated to specific projects and will be completed as scheduled in the [Tentative Construction Plan \(TCP\)](#).

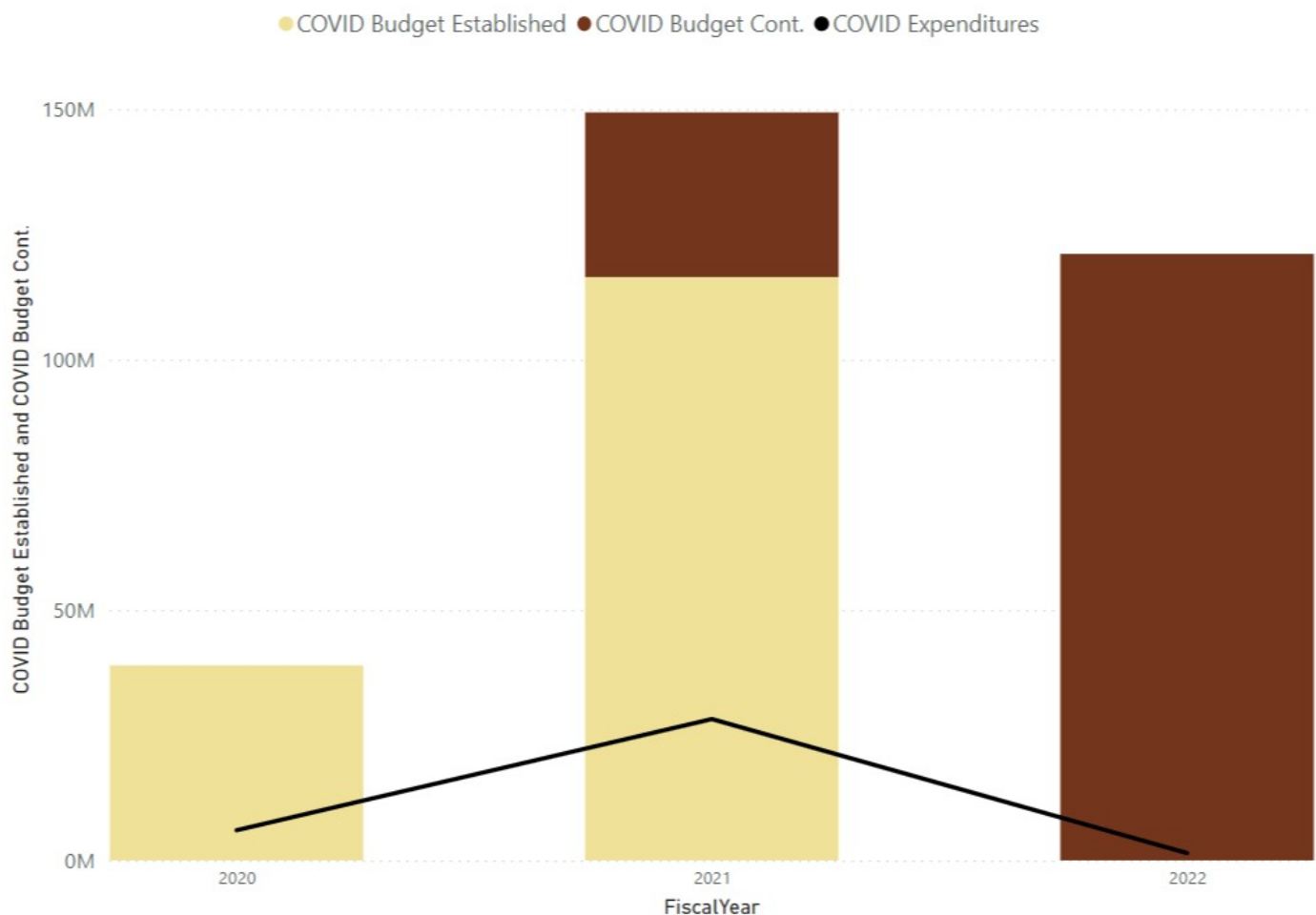
Long Range Building Program

MDT has a \$2.3 million appropriation in HB 5 (2021), and \$1.2 million in remaining authority from HB 5 (2019). Original estimates for projects planned under HB 5 were based on similar past projects. However, the contractor bids came in considerably higher than the costs from previous projects, so the bids were not awarded. MDT is currently working with an outside engineering consultant to develop new designs to reduce costs and planning on re-bidding once this is complete.

COVID-19 Authority

The following chart is provided to allow the legislature to examine the funding that is available to the agency for COVID-19 impacts. Administrative authority for CARES I and ARPA appropriations was allocated to the agency by the Governor's Office. Administration authority is not an appropriation and thus is not included in the total appropriation authority shown on the previous page.

COVID Established Budget, COVID Continuing Budget, and COVID Expenditures by Fiscal Year



CARES Act I funding was split primarily between the aeronautics division and the transit program in the rail, transit, and planning division. Both air travel and transit were underutilized last year, and several small local programs that would typically apply for grants received federal money through other means.

CARES Act II funding from HB 630 is split between the construction and maintenance programs and will be used primarily for contactor payments. The programs typically have projects and funding planned, and in place, years in advance and will need to use previously obligated federal funds before they expire. This funding will be available beyond the 2023 biennium and will be used strategically.

ARPA funding from HB 632 provides roughly \$600,000 to the aeronautics program for personal services and operating costs at state-owned airports. The bill also provides \$2.8 million to the transit program for grants and administration costs.

Statutory Appropriations

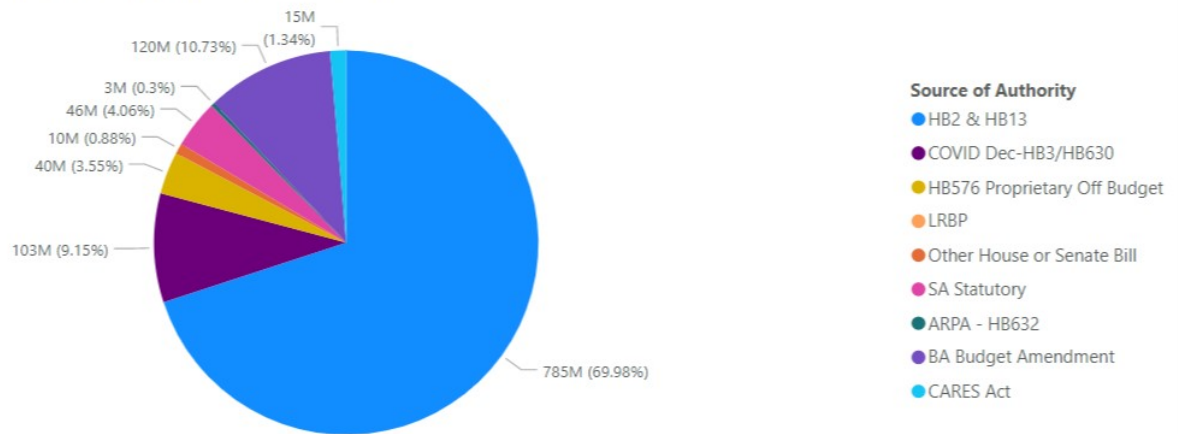
Statutory appropriation authority for MDT includes distributions of gasoline taxes to local and tribal governments and federal debt service payments. The appropriation authority includes an estimated \$17.9 million for the Bridges and Road Safety and Accountability Act (BaRSAA), of which \$9.5 million or 53.1% has been expended. Tribal distributions total \$6.1 million. Smaller statutory appropriations include appropriations for shared use paths, anti-littering signs, Highway 93 debt service, and rural technical assistance.

MDT has expended \$20.5 million or 45.1% of its \$45.5 million statutory appropriation authority. Expended amounts were primarily for the distribution of portions of fuel taxes to city and county governments. The aeronautics grant program has expended 49.3% of its \$680,098 in grant authority.

TOTAL EXPENDITURE AUTHORITY

The total expenditure authority for the agency is shown in the following pie chart. Total expenditure authority includes non-budgeted proprietary funding and non-budgeted expenditures such as transfers or indirect costs which are not included in the previous pie chart as the expenditures are not appropriated.

Modified Budget and Expended Budget by Source of Authority



Source of Authority	Modified Budget	Expended Budget	Percent Expended	FiscalMonth
HB2 & HB13	785,164,152	289,153,930	36.8%	<input type="checkbox"/> Select all
COVID Dec-HB3/HB630	102,700,000	12,712,710	31.9%	<input checked="" type="checkbox"/> Jul
HB576 Proprietary Off Budget	39,826,535	904	1.7%	<input checked="" type="checkbox"/> Aug
LRBP	52,664	190,149	Infinity	<input checked="" type="checkbox"/> Sep
NB Non-Budgeted		190,149	Infinity	<input checked="" type="checkbox"/> Oct
Other House or Senate Bill	9,891,234	1,866,939	18.9%	<input checked="" type="checkbox"/> Nov
SA Statutory	45,547,969	20,511,849	45.0%	<input type="checkbox"/> Dec
ARPA - HB632	3,377,738			<input type="checkbox"/> Jan
BA Budget Amendment	120,352,706			<input type="checkbox"/> Feb
CARES Act	15,048,852	1,457,338	9.7%	<input type="checkbox"/> Mar
Total	1,121,961,850	325,893,820	29.0%	<input type="checkbox"/> Apr
				<input type="checkbox"/> May

The MDT’s budget includes three programs supported with proprietary funding including the state motor pool, the equipment program, and the Yellowstone Airport. The state motor pool budget of \$6.6 million is 13.4% expended. The equipment program budget of \$32.8 million is 33.6% expended. The Yellowstone airport appropriation of \$430,260 is 7% expended.

HB 2 BUDGET MODIFICATIONS

The following chart shows the HB 2 budget as passed by the legislature, including the pay plan, and the HB 2 modified budget through November 30, 2021. Net modifications to the budget include operating plan changes from one expenditure account to another, program transfers, reorganizations, and agency transfers of authority. The **positive modifications** and **negative modifications** are shown by program, expenditure account, and fund type.

Legislative Budget Compared to Modified Budget - HB 2 Only

Agency Name	Legislative Budget	Modified Budget	Net Modifications
<input checked="" type="checkbox"/> Department of Transportation	785,164,152	785,164,152	0
AERONAUTICS PROGRAM	9,871,468	9,871,468	0
GENERAL OPERATIONS PROGRAM	35,137,804	34,901,187	-236,617
HIGHWAYS & ENGINEERING	547,883,653	546,251,357	-1,632,296
MAINTENANCE PROGRAM	141,562,438	143,534,339	1,971,901
MOTOR CARRIER SERVICES	12,775,567	12,770,180	-5,387
RAIL TRANSIT & PLANNING	37,933,222	37,835,621	-97,601
Total	785,164,152	785,164,152	0

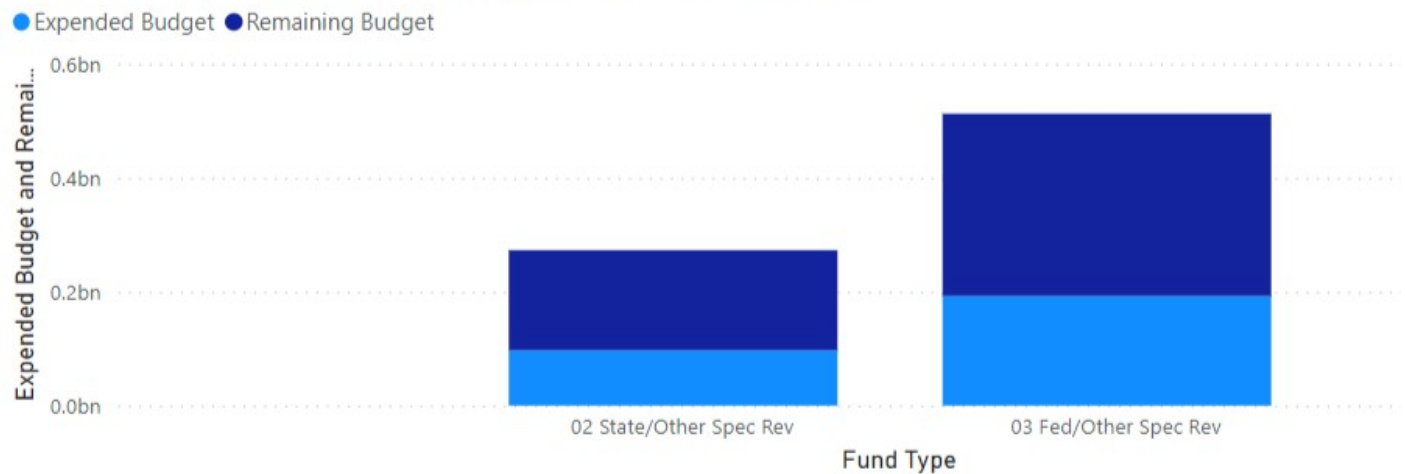
Acct & Lvl 1 DESC	Legislative Budget	Modified Budget	Net Modifications
<input checked="" type="checkbox"/> 61000 Personal Services	173,376,349	173,376,349	0
<input checked="" type="checkbox"/> 62000 Operating Expenses	567,773,681	567,425,899	-347,782
<input checked="" type="checkbox"/> 63000 Equipment & Intangible Assets	5,554,458	5,813,140	258,682
<input checked="" type="checkbox"/> 64000 Capital Outlay	12,956,865	12,956,865	
<input checked="" type="checkbox"/> 66000 Grants	23,776,643	23,792,643	16,000
<input checked="" type="checkbox"/> 68000 Transfers-out	1,726,156	1,799,256	73,100

Fund Type	Legislative Budget	Modified Budget	Net Modifications
<input checked="" type="checkbox"/> 02 State/Other Spec Rev	272,768,283	272,757,097	-11,186
<input checked="" type="checkbox"/> 03 Fed/Other Spec Rev	512,395,869	512,407,055	11,186

The MDT had a total of \$0.0 in net modifications department wide, however, there was a net increase to transfers-out in the motor carrier services division to cover payments to the Department of Justice for various costs such as a dispatch position and Montana Law Enforcement Academy tuition. MDT has the ability to transfer authority between state and federal special funds to preserve state special funds.

HB 2 APPROPRIATION AUTHORITY

Expended Budget and Remaining Budget by Fund Type - HB 2 Only



acclv1_descr	Modified Budget	Expended Budget	Percent Expended
Personal Services	173,376,349	61,020,841	35.2%
Operating Expenses	567,425,899	224,008,820	39.5%
Equipment & Intangible Assets	5,813,140	-128,351	-2.2%
Capital Outlay	12,956,865	1,860,959	14.4%
Grants	23,792,643	1,911,922	8.0%
Transfers-out	1,799,256	479,740	26.7%

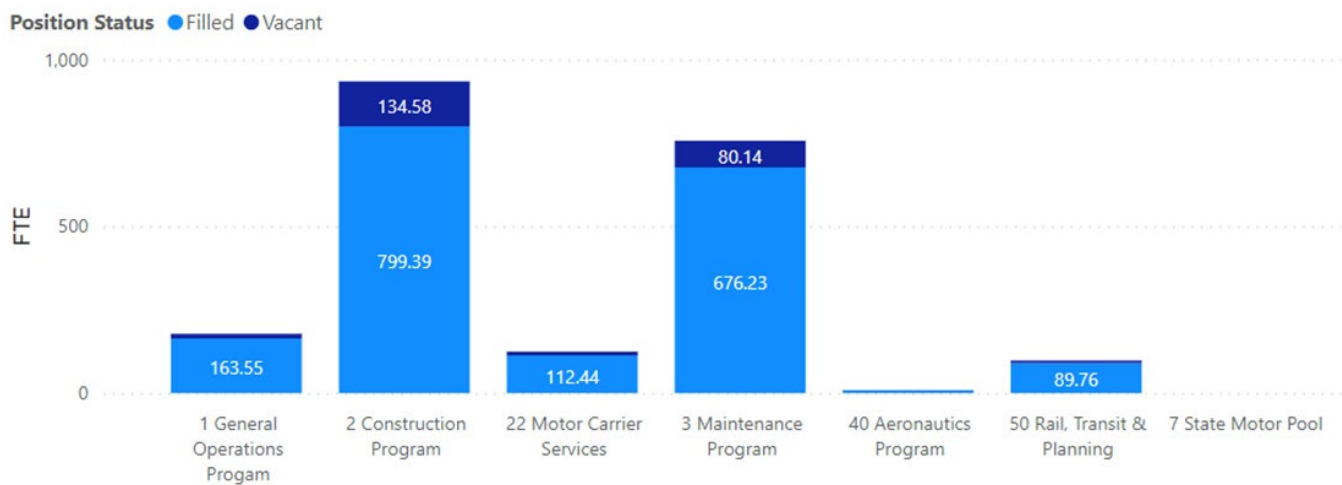
Program Name	Modified Budget	Expended Budget	Percent Expended
AERONAUTICS PROGRAM	9,871,468	631,370	6.4%
GENERAL OPERATIONS PROGRAM	34,901,187	15,640,738	44.8%
HIGHWAYS & ENGINEERING	546,251,357	216,405,286	39.6%
MAINTENANCE PROGRAM	143,534,339	44,765,430	31.2%
MOTOR CARRIER SERVICES	12,770,180	4,036,244	31.6%
RAIL TRANSIT & PLANNING	37,835,621	7,674,862	20.3%
Total	785,164,152	289,153,930	36.8%

Through November, MDT expended \$289.2 million, or 36.8% of the modified HB 2 authority. Lower levels of spending in capital outlay, grants and transfers-out are not unusual at this point in the fiscal year as many of the activities that fall within these expenditure categories occur later in the fiscal year.

The aeronautics program often has a lower level of expenditure at this time in the fiscal year due to inconsistencies in federal funding for the grant program.

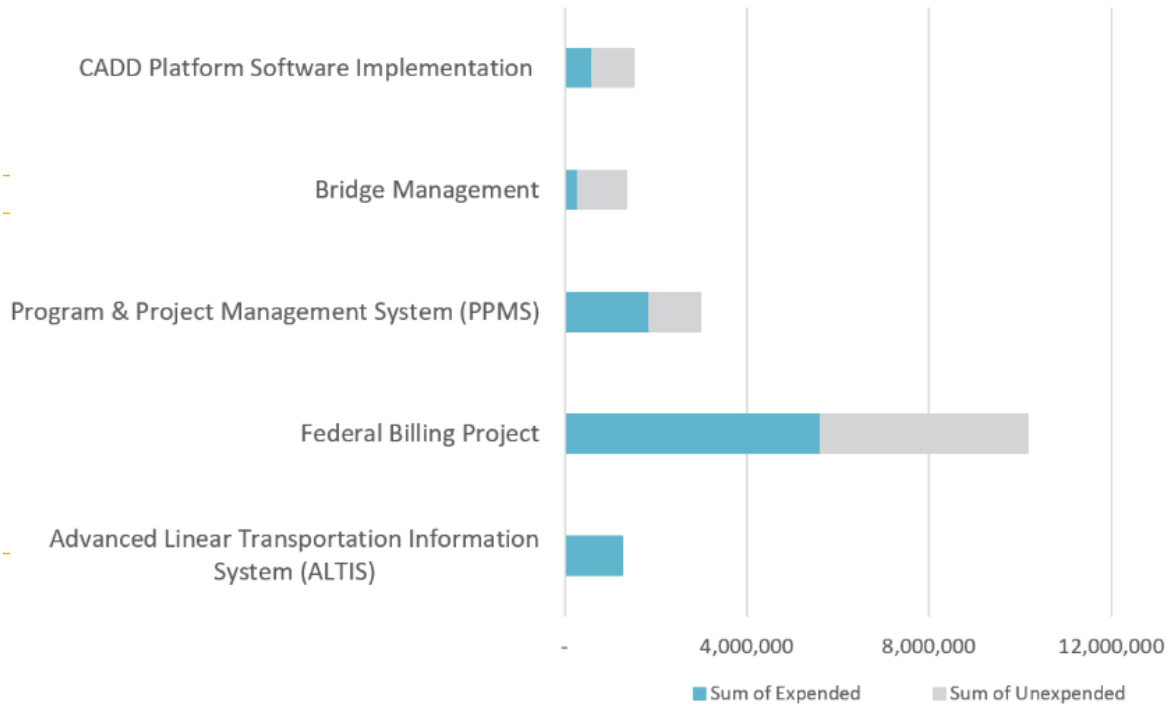
Personal Services

The following chart shows the filled and vacant FTE within the agency as of November 1, 2021. The agency's HB 2 personal services budget for FY 2022 totals \$173.4 million, of which \$44.0 million or 25.4% has been expended. The agency has 2016.27 FTE and, as of November 1, 2021, has 249.97 vacant FTE positions. The majority of vacancies are in the construction and maintenance programs, both of which have a large number of seasonal positions which are vacant at this time. MDT is experiencing recruiting difficulties for seasonal employees in maintenance and permanent employees in the construction program. Agency-wide hour utilization is 90.6%. In FY 2022, 285 positions received longevity pay raises, 193 positions received career ladder adjustments, 59 positions received pay changes for various other reasons including but not limited to reclassification, training assignments, and correction of inaccurate pay. One position was transferred from the general operations program to motor carrier services.



OTHER ISSUES

Information Technology Project Expenditures



Large Information Technology Projects Original and Revised Budgets			
Project	Original Budget	Revised Budget	Change from Original Budget
Advanced Linear Transportation Information System (ALTIS)	1,106,770	1,263,050	14.1%
Federal Billing Project	5,964,440	10,160,640	70.4%
Program & Project Management System (PPMS)	2,972,349	2,972,349	0.0%
Bridge Management	1,336,800	-	-100.0%
CADD Platform Software Implementation	1,505,763	-	-100.0%

Large Information Technology Projects Original and Revised Delivery Date				
Project	Start Date	Original Delivery Date	Revised Delivery Date	Change from Original Delivery Date
Advanced Linear Transportation Information System (ALTIS)	6/25/2018	6/3/2019	6/30/2020	114.6%
Federal Billing Project	10/1/2019	8/2/2021	9/30/2022	63.2%
Program & Project Management System (PPMS)	6/24/2019	9/7/2021	7/26/2023	85.2%
Bridge Management	4/29/2021	9/1/2022	N/A	0.0%
CADD Platform Software Implementation	8/2/2021	9/2/2022	N/A	

ALTIS, the advanced linear transportation information system is used to access and query all statistics and data for all roads in the state. The budget was altered due to inclusion of soft costs which were not part of the original proposal. The timeline was pushed out due to data migration and validation taking longer than anticipated. The project is now complete.

PPMS is the program and project management system used to create and manage all parts of the project management and nomination process for the Federal Highway Administration (FHWA).

The Federal Billing Project was originally planned in order to satisfy billing requirements of the FHWA. However, the project was re-scoped when it was discovered that in order to make project costing module effective, the system needed to become an enterprise and HR solution in order to capture all costs.

Bridge Management –The BrM (Bridge Structure Management System) is used to track and report system-wide conditions and perform analysis that supports bridge funding decisions. The project is on track to be completed in FY23.

CADD –The CADD (Computer Assisted Design and Drafting System) is a platform software tool that used 3D modeling and data intelligence to create high quality, high performing infrastructure designs with conceptual and detailed design tools, integrated analysis, visualization and simulation. The project is on track to be completed 9/2/2022.

Update on Decision Packages Approved by the 2021 Legislature

DP 201 - Software Licensing, Maintenance, & Implementation –The legislature adopted an adjustment of \$1,176,520 in FY 2022 and \$525,548 in FY 2023 of state and federal special revenue funds to fund multiple software implementations in the engineering division.

To date, several programs have been licensed and/or upgraded with this additional appropriation, including CASS, AASHTOware, BRM, BRD, and Numetrics.

DP 202 - NBI Bridge Inspection Program – The legislature adopted an increase of \$646,196 in FY 2022 and \$620,033 in FY 2023 in state and federal special revenue funds and 7.00 FTE for the bridge inspection program in order to meet National Bridge Inspection (NBI) Standards.

These new positions are currently in the classification process and will be posted upon completion.

DP 203 - Bridge Load Rating & Overweight Permit Analysis – The legislature adopted an increase of \$319,182 in FY 2022 and \$308,147 in FY 2023 in state and federal special revenue funds and 3.00 FTE to enable the department to maintain compliance with NBI performance metrics and to respond to the commercial vehicle permit demands by adding adequate staff to complete load rating and overweight vehicle analysis for more than 4,500 publicly owned bridges statewide.

This is a new program within the department. These new positions are currently in the classification process and will be posted upon completion.

DP 204 - Construction Bridge Reviewer FTEs – The legislature adopted an increase of \$206,966 in FY 2022 and \$199,504 in FY 2023 in state and federal special revenue funds and 2.00 FTE to provide construction oversight, direct training, and support of MDT's bridge construction program.

Both positions were hired in August.

DP 205 - Partnering Program-The legislature adopted an appropriation of \$206,400 in FY 2022 and \$198,944 in FY 2023 in state and federal special revenue and 2.00 FTE to develop and support MDT's future partnering program. There are about 150 projects let a year that will have either Level 1 partnering facilitation or Level 2 partnering facilitation.

Both of these positions were posted for the second time in early December. The previous posting, which started in October and ended in November, did not result in any qualified applicants.

DP 206 - Utility Permitting Administration System (UPAS) – The legislature adopted an appropriation of \$147,314 in FY 2022 and \$141,611 in FY 2023 in state special revenue and 2.00 FTE. This will support a new electronic permitting system. The electronic permitting module will allow utility owners to apply for and receive approval within three days, compared to two to four weeks with the paper process. This as-built requirement will allow MDT to manage which utilities are located where within the state's rights-of-way.

Both positions were hired in August and September.

DP 207 - Unmanned Aerial System (UAS) Program – The legislature adopted an appropriation of \$313,104 in FY 2022 and \$301,920 in FY 2023 in state and federal special revenue funds to provide 3.00 FTE and funding for MDT's future UAS Program.

This is a new program within the department. These new positions are currently in the development process and will be posted upon completion.

DP 208 - Consultant Design (RST/OTO) –The legislature adopted a one-time-only and restricted increase of \$10.3 million in FY 2022 and in FY 2023 in state and federal special revenue funds to the construction program to support consultant design. Due to increasing use of consultants used for design-related issues, loss of FTE, or specialization of contracts/work, additional funding was needed. This budget category has experienced shortfalls in recent fiscal years and may continue to do so without an ongoing funding solution.

Consultant design costs continue to be monitored. With over \$9.4 million expended YTD, the department expects to spend well beyond the additional \$10.3 million in appropriation by FYE22.

DP 210 - Broadband Infrastructure Deployment – The legislature adopted an appropriation of \$100,985 in FY 2022 and \$97,255 in FY 2023 in state and federal special revenue funds and 1.00 FTE to support compliance with the federal MOBILE NOW Act. This requires State DOT's to have a broadband utility coordinator responsible for facilitating infrastructure right-of-way (ROW) efforts within the state. This FTE will assist with establishing a registration process for broadband infrastructure, and work with broadband infrastructure entities regarding installation of broadband utilities in the right-of-way applicable federal-aid highway projects.

This new position is currently in the classification process and will be posted upon completion.

DP 303 - Wolf Point Maintenance Division FTE - The legislature adopted an increase of \$59,003 in FY 2022 and \$59,040 in FY 2023 in state special revenue to fund a permanent 1.00 FTE in the Culbertson section to help maintain additional secondary roads that were reconstructed.

This position is currently in the recruitment process for the second time after a hire did not result from the first posting.

DP 18001 - O&M for new facilities - The legislature adopted an appropriation for operations and maintenance costs for the Terry 3-Bay (No Office), White Sulphur 8-Bay, Phillipsburg 5-Bay, Custer 5-Bay (with office), Havre Welding Shop, Billings Welding Shop/Tow Plow Storage, and Harlem 6-Bay projects. The total operations and maintenance costs are \$33,962 for FY 2022 and FY 2023.

The Department of Administration's Architecture & Engineering division has initiated the consultant selection process for all of these projects. Once the projects are awarded, the appropriation will be used to operate the facilities.

DP 18002 - O&M for Lincoln Airport Storage Building -

The legislature adopted an appropriation for operations and maintenance costs for the Lincoln Airport snow removal equipment storage building of \$500 state special funding and \$4,500 federal special funding in FY 2022 and FY 2023, Pursuant to 17-7-210, MCA.

The Lincoln Airport snow removal equipment storage building was included in the final version of HB 5. At this time, construction on the building has not yet begun.

DP 5001 - FAST Act Reauthorization Adjustment - The legislature adopted an adjustment of \$167,372 in FY 2022 and \$328,775 in FY 2023 for an increase to federal and state special revenue to fund personal services, operating costs, and equipment costs for 2.00 FTE in FY 2022 and 4.00 FTE in FY 2023 due to more extensive statutory requirements for transportation planning and programming under the next federal surface transportation law.

These positions are still in the development phase with the hope of hiring in early 2022.

DP 5002 - Environmental Science Specialist FTE - The legislature adopted an increase of \$95,285 in FY 2022 and \$92,153 in FY 2023 for 1.00 FTE for the environmental services bureau of the rail, transit & planning division.

This position is still in the development phase with the hope of hiring in early 2022.