

# SGR & Capital Working Group Update

10/16/2015

## **Today's focus:**

- Overview of team goals and next steps
- FY2016 SGR and Capital status update

## **Near term focus:**

- Establishing a new approach to tracking SGR and Capital spending
- Identifying and prioritizing SGR projects that are high-impact, actionable, financeable in FY2017
- Prepare material for December 15<sup>th</sup> report

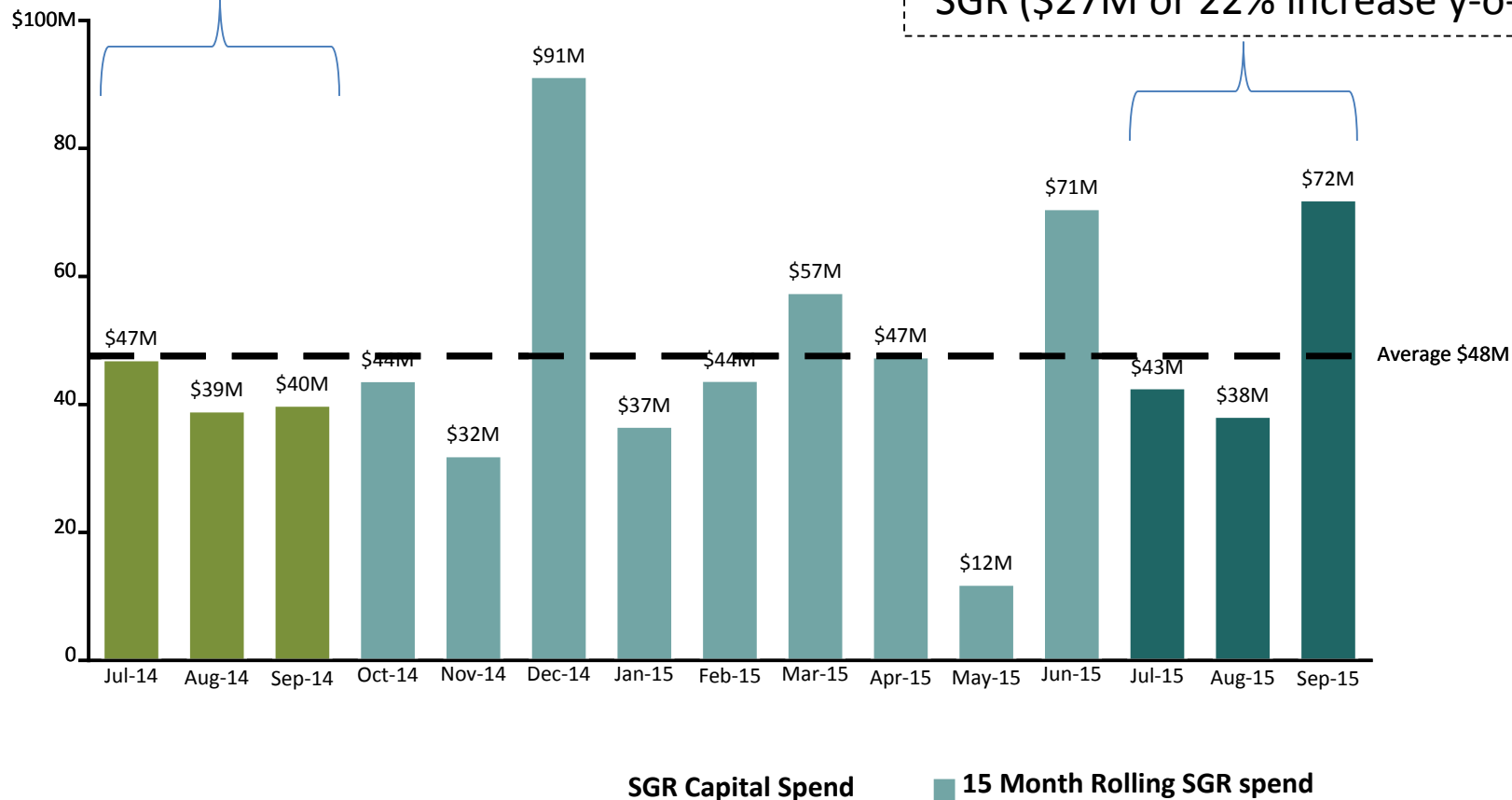
## **Longer term goals include:**

- Develop 5YR and 20YR capital investment plans with FMCB and Public
- Define and balance SGR, Expansion, Modernization, Capacity, and Accessibility needs
- Review large projects including GLX and PTC

# In Q1 of FY2016, \$153M has been Spent on SGR projects

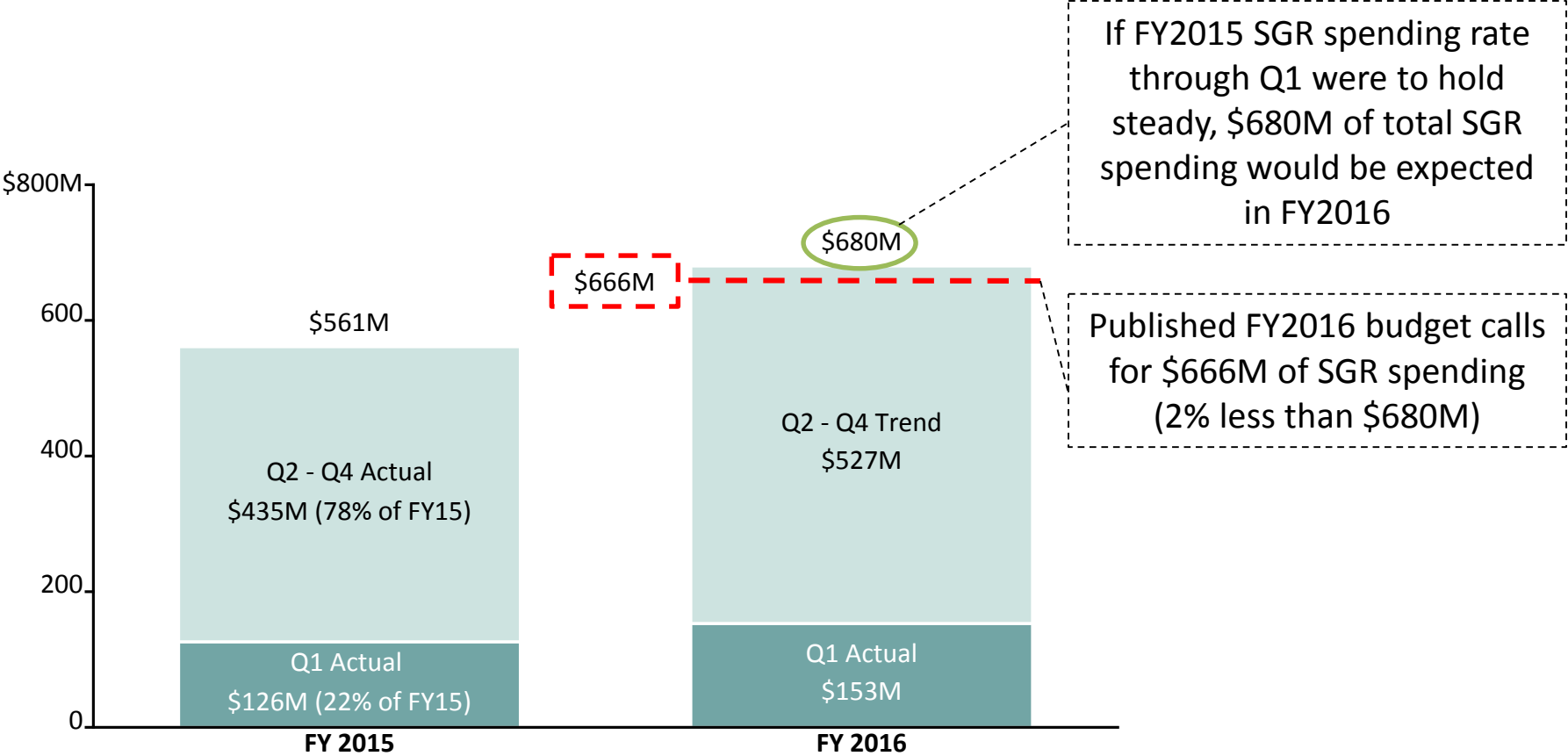
In Q1 FY2015, \$126M was spent on SGR

In Q1 FY2016, \$153M was spent on SGR (\$27M or 22% increase y-o-y)



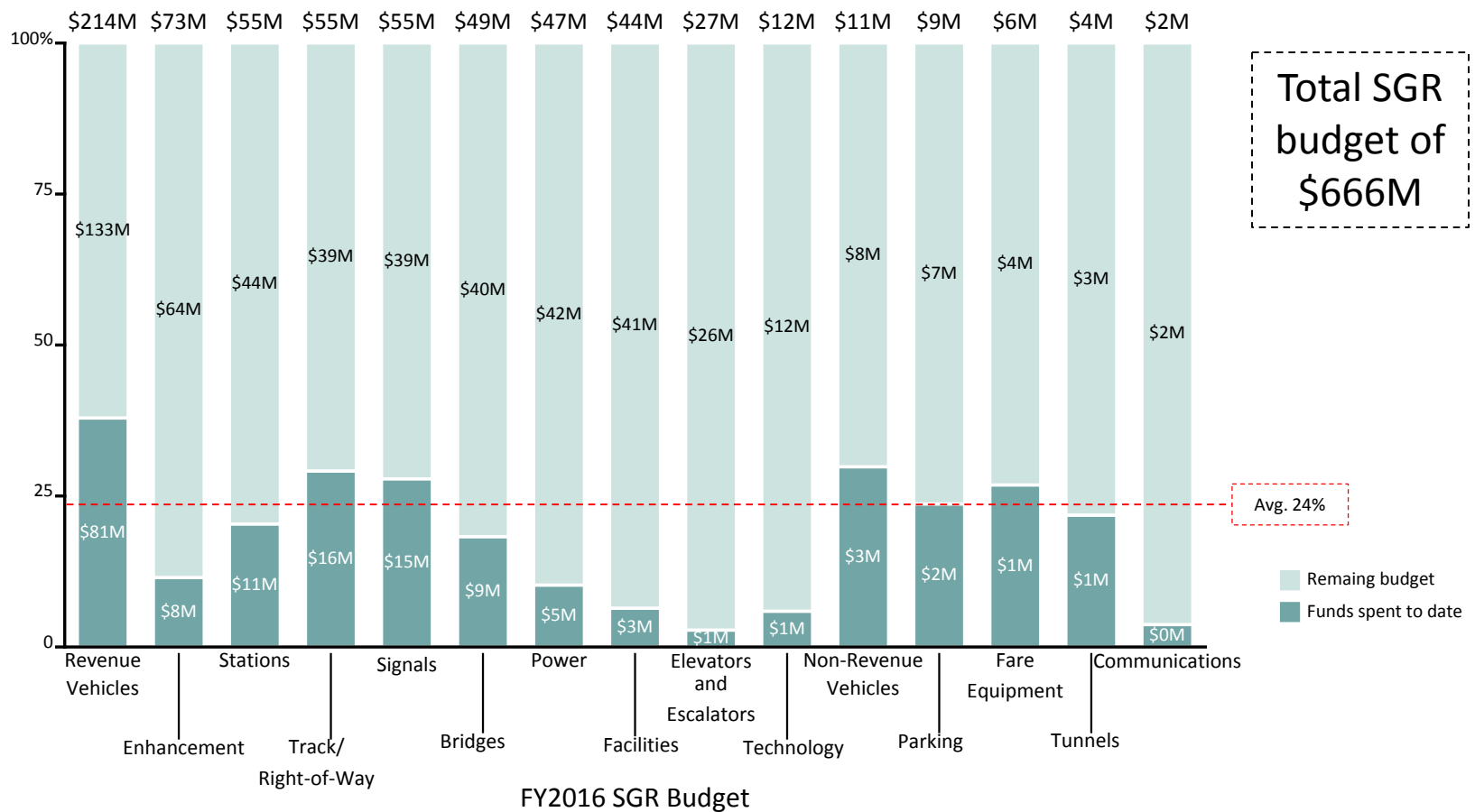
# Preliminary FY2016 SGR Trend

**FY2016 SGR spending of \$153M in Q1 FY2016 is 21% ahead of Q1 FY2015**



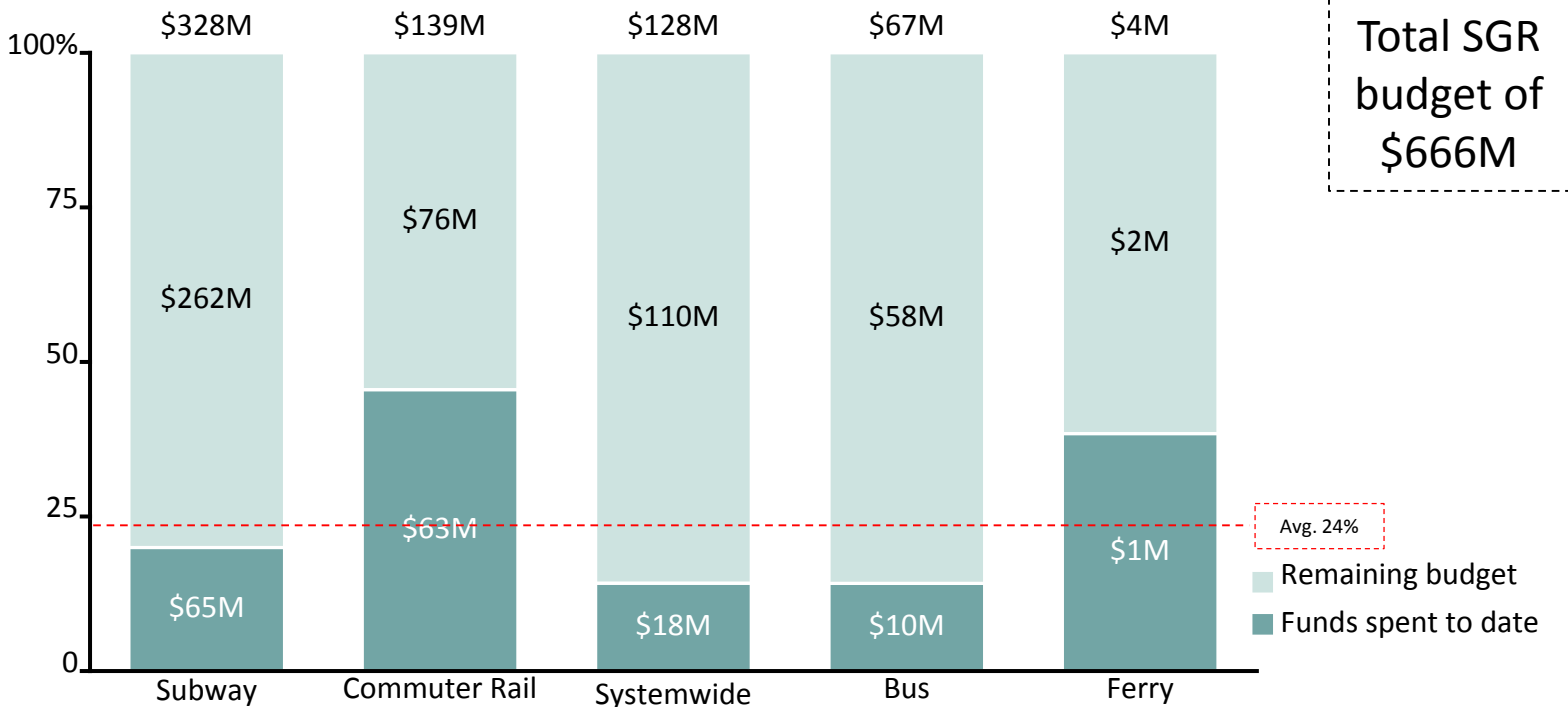
# SGR spending in Q1 FY16 vs. Annual SGR Budget by Asset Category

Average system wide SGR capital spend for FY2016 to date is 24% of total SGR budget



# SGR spending in Q1 FY16 vs. Annual SGR Budget by Mode

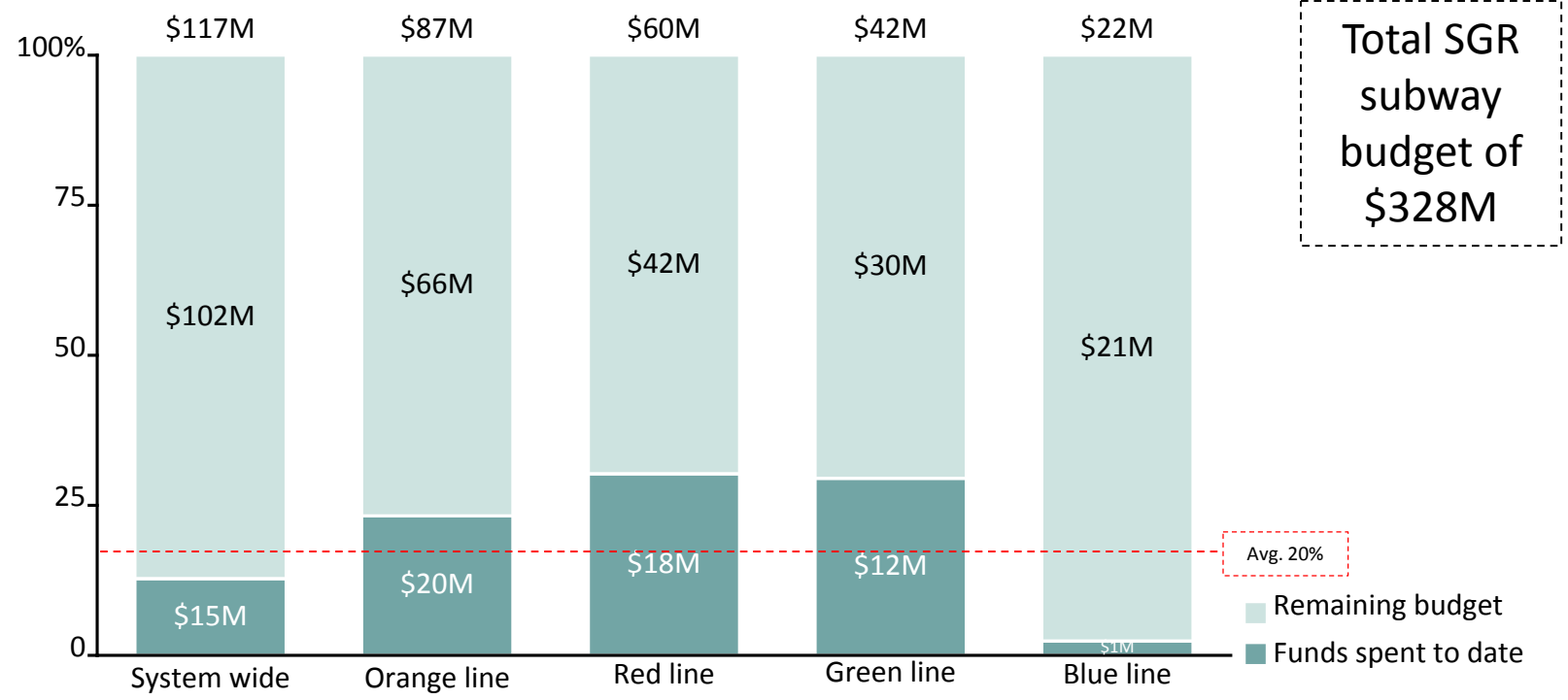
Average system wide SGR capital spend for FY2016 to date is 24% of total SGR budget



FY2016 SGR Budget

# SGR spending in Q1 FY16 vs. Annual SGR Budget by Subway Line

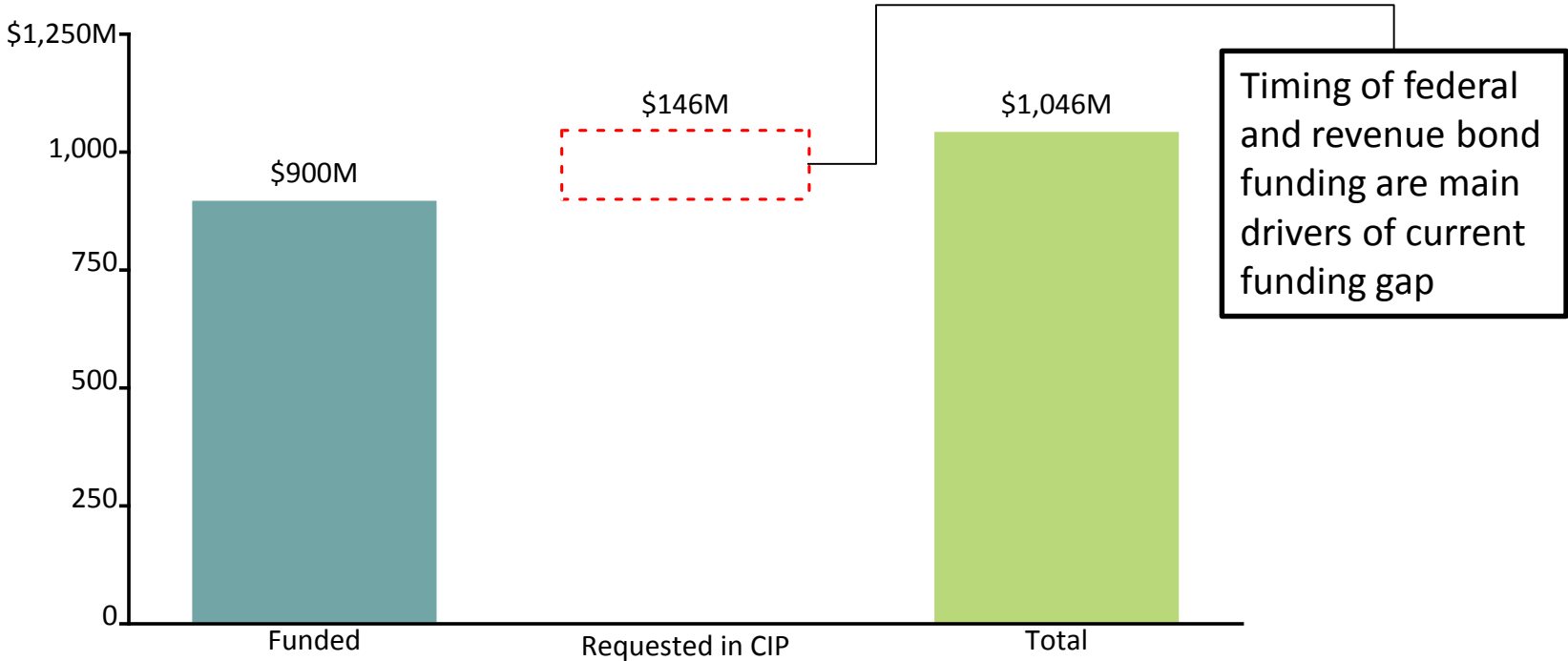
Average SGR capital spend across subway for FY2016 to date is 20% of total SGR budget



FY2016 SGR Budget

# Capital FY2016 Funding Status

In FY2016, \$900M of total capital funding has been secured for projects. An additional \$146M of funding is required to complete the total FY2016 published CIP capital budget of \$1,046M.

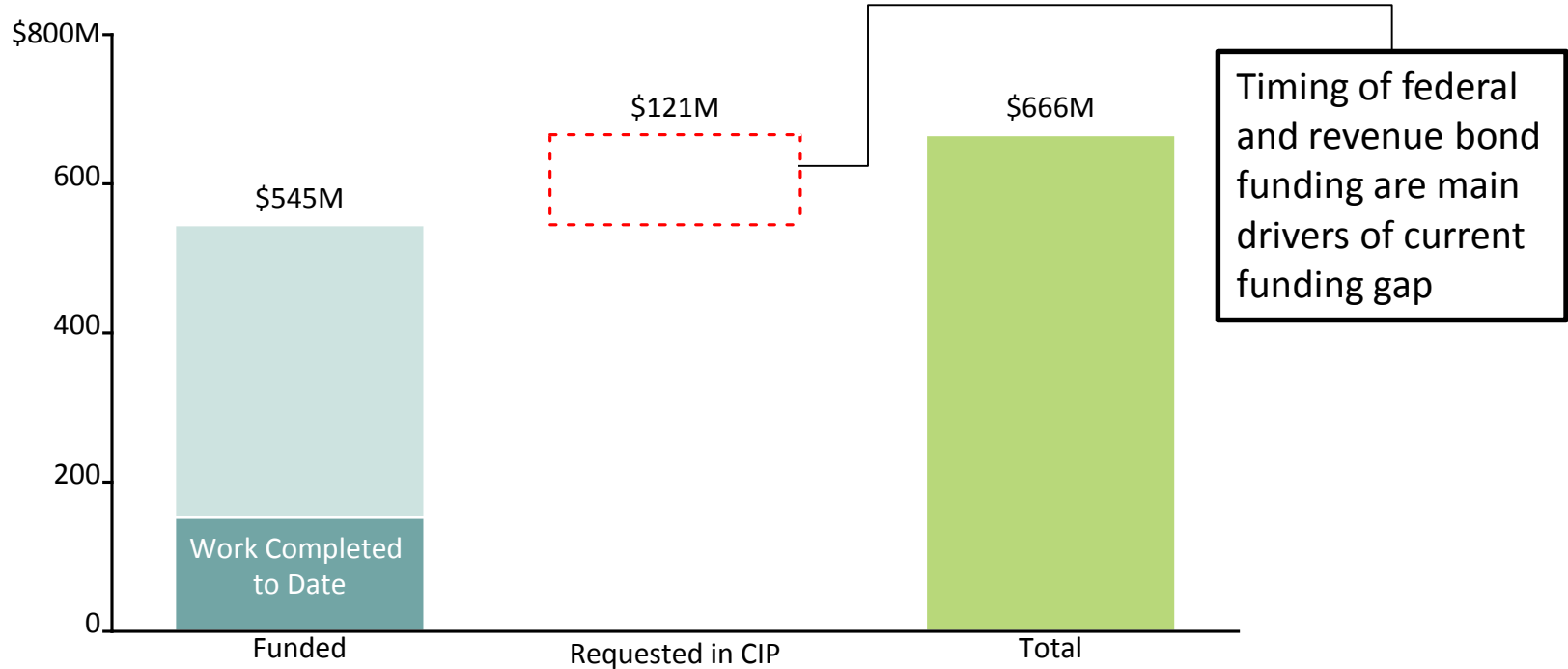


Note: Funded refers to projects with an established federal, revenue bond, state capital grants. Requested projects are currently without a established funding source.



# SGR FY2016 Funding Status

In FY2016, \$545M of total capital funding has been secured for SGR projects . An additional \$121M of funding is required to complete the FY2016 \$666M SGR portion of the CIP.



Note: Funded refers to projects with an established federal, revenue bond, state capital grants.  
Requested projects are currently without a established funding source.

# Historic Barriers to Executing Capital Programs

## Limited work zone access for maintenance and construction

- Limited time to access to ROW to perform maintenance and construction
- Priority is transportation services 365 days a year, with extended service demands on weekends (average of 2.5 hrs/night of access)
  - Necessary Safety procedures
  - Competing priorities for access

## Alternative Transportation Requirements

- Limited availability of bus operators to staff multi-diversions and/or consecutive
- Impacts regular operations staffing due to availability of OT

## Personnel resources

- Need internal or consultant resource to manage initiatives outside of day-day operating responsibilities

## Project vs. program approach

- Grant funding process
- CIP process has focused on department specific priorities due to ongoing urgency of SGR needs

# Strategies to Accelerate SGR Program Execution

## Limited work zone access for maintenance and construction

- Additional work zone diversions
- Multiple weekend rail shutdowns
- Multi-week duration shutdowns
- Mid-day single track operations

## Alternative Transportation Requirements

- Alternative transportation service reductions/exclusions
- External resources to support bus needs
- Public engagement to explain necessity for long term operational improvements

## Personnel resources

- Temporary staffing or short term consultant contracts for program oversight

## Project vs. program approach

- New CIP process via MassDOT identifying program opportunities
- Aligning stakeholders for planning and realistic scheduling
- Consistent SGR program funding

## **Team currently working on addressing SGR and Capital Spending for FY2017**

- Documenting existing pipeline projects continuing into the next fiscal year
- Identify potential additional SGR and Capital projects to add to FY2017 capital program
- Develop investment packages focused on service reliability
- Identify and establish baseline funding assumptions and sources
- Score and prioritize recommendations for FMCB approval

## **Connect FY2017 capital strategy with 5YR & 20YR MassDOT CIP**

- Establish medium and long term investment framework with FMCB and Public
- Structure investment packages informed by investment framework and data
- Address barriers to capital investment
- Find new ways to deliver projects faster, on budget, and in sustainable ways