



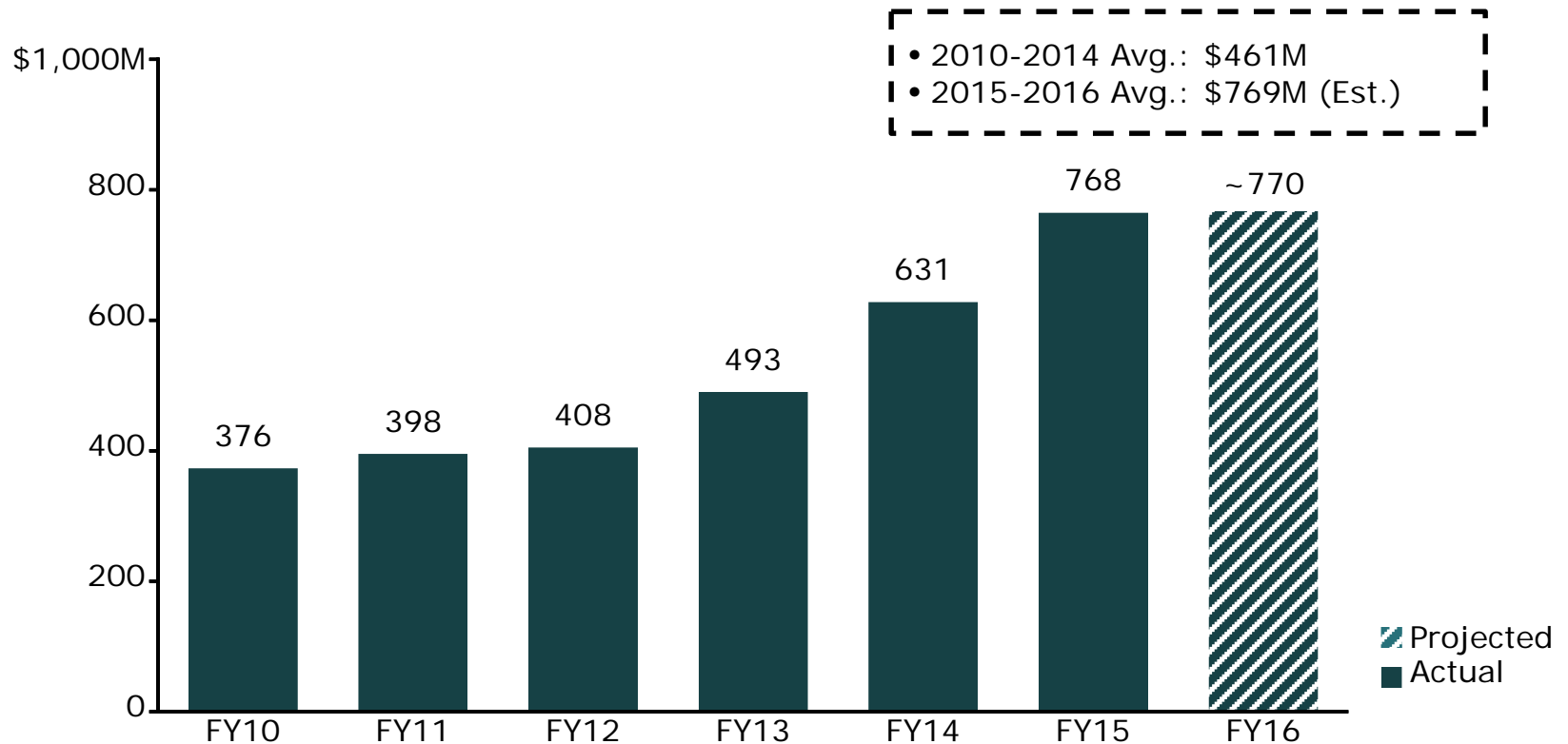
Massachusetts Bay Transportation Authority

MBTA FY16 CIP vs. FY16 Projected Spending

May 2016



FY 2010 – FY 2016 MBTA Annual Capital Spending

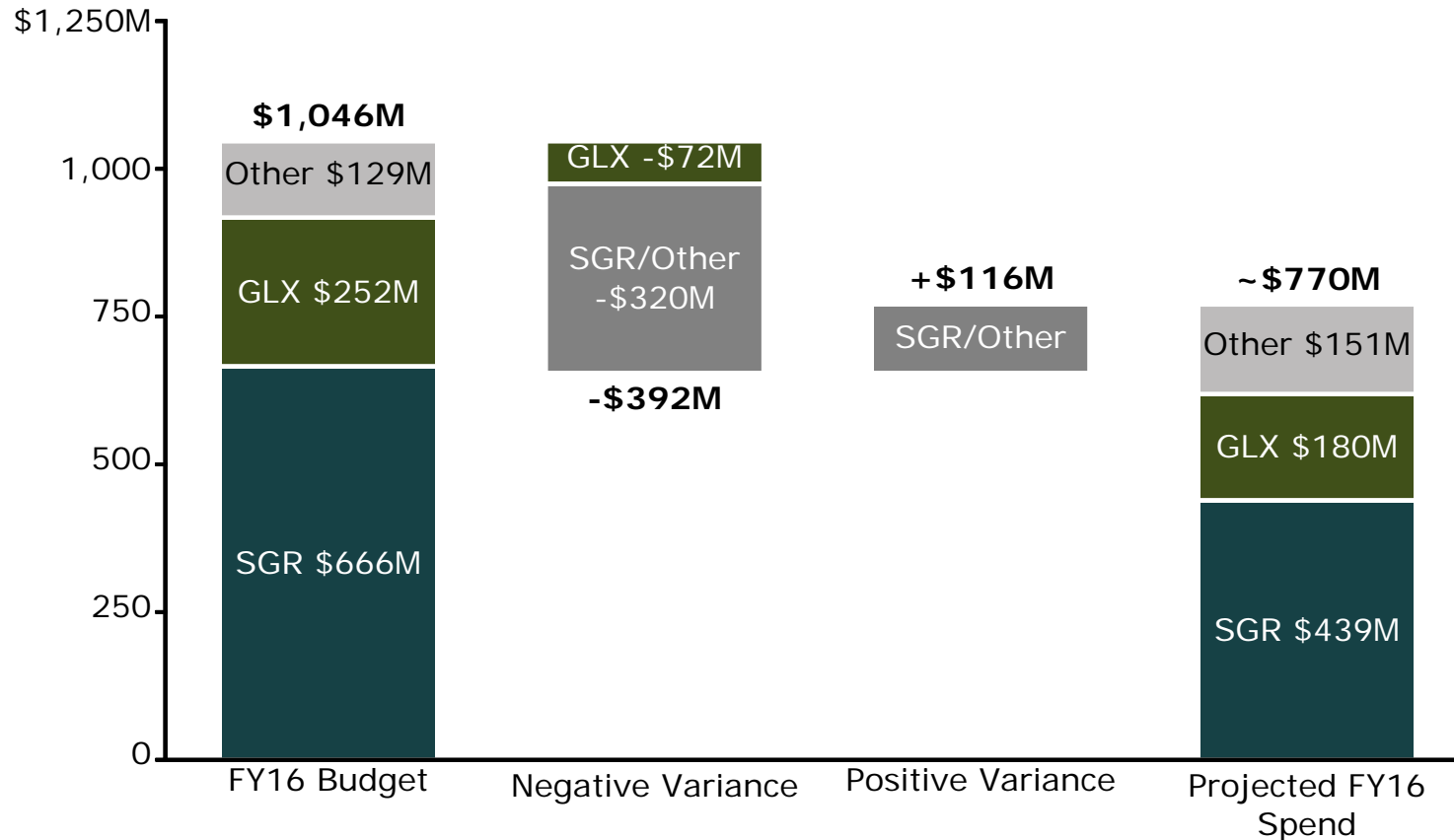


Note: Projected values are based on YTD spending, pro-rated for a full year (an estimate only)



YTD capital spending has been lower than expected due to delays in GLX and other projects

FY16 Capital Spending



Note: Projected values are based on YTD spending, pro-rated for a full year (an estimate only); Other includes modernization and non-GLX expansion projects



Key examples of negative plan variance

Key Projects/Programs		Type	FY 2016 Plan	FY 2016 Projected Actual*	Projected Variance*
1.	GLX	Exp.	\$251.8M	\$180.1M	(\$71.7M)
2.	Red/Orange Line – Vehicles Milestone Payment	SGR	\$79.2M	\$33.0M	(\$46.2M)
3.	CR Positive Train Control	Mod.	\$23.8M	\$0.5M	(\$23.3M)
4.	Elevator Program	SGR	\$26.6M	\$4.9M	(\$21.7M)
5.	Bus Procurement	SGR	\$19.6M	\$3.1M	(\$16.5M)
6.	Bridge Program	SGR	\$44.2M	\$29.5M	(\$14.7M)
7.	Winter Resiliency Program	Mod.	\$71.8M	\$58.8M	(\$13.0M)
8.	Red/Orange Line Infrastructure	SGR	\$22.8M	\$10.0M	(\$12.8M)
9.	Bus Overhaul Program	SGR	\$23.9M	\$13.4M	(\$10.5M)
10.	Power Program	SGR	\$21.0M	\$11.0M	(\$10.0M)
11.	Fitchburg Program/Small Starts	SGR/Mod	\$42.1M	\$34.4M	(\$7.7M)
12.	E&M Initiatives	SGR	\$37.7M	\$30.7M	(\$7.0M)
	Other—Negative Variance		\$334.3M	\$197.6M	(\$136.7M)
	Other—Positive Variance		\$47.2M	\$163.0M	+\$115.8M
			\$1,046.0M	~\$770M	~(\$276M)

Note: Projected values are based on YTD spending, pro-rated for a full year (an estimate only); Other includes all projects not listed above



Key examples of positive plan variance

Key Projects/Programs	Type	FY 2016 Plan	FY 2016 Projected Actual*	Projected Variance*
1. Kawasaki Coaches Overhaul (74)	SGR	\$0.05M	\$40.9M	+\$40.9M
2. Locomotive Procurement Milestone Payment	SGR	\$3.0M	\$33.0M	+\$30.0M
3. Government Center Station	SGR	\$19.4M	\$42.3M	+\$22.9M
4. Green Line Vehicles: Selective Systems Overhaul	SGR	\$8.7M	\$22.0M	+\$13.3M
5. South Coast Rail	Exp.	\$16.1M	\$24.8M	+\$8.7M
		\$47.2M	\$163.0M	+\$115.8M

*Projected values are based on YTD spending, pro-rated for a full year (an estimate only)



Initial observations on program delivery

- Current systems hinder effective decision making
 - › Information in CMS organized by grant, not by project or program
 - › Original budget and EAC not captured in CMS system
 - › Need for “single source of the truth” for project reporting, multiple databases used
 - › Funding not reflected in CMS on a timely basis
- Current quarterly and monthly reporting is not effective
 - › Need for summary portfolio-wide program report for senior management and standardized monthly program review by central office



FY17 Program Reporting Improvement Plan

A. Objectives

- Overarching: Create a Portfolio-Wide program report to improve Capital Delivery
- Phase I (90 days): D&C Portfolio - monthly program reporting
- Phase II (9 months): MBTA Portfolio – roll out the pilot to the full Capital Portfolio
- Phase III (1.5 years): PMIS (Program Mgmt. Information System)

B. Phase I Outcomes

- FY17 spend plan forecasting: link execution to CIP spend plan
- Program-level execution plans: link projects, programs, contracts, & fund sources

C. Phase I Schedule

- Pilot reports on 2 programs – Mid June
- Access Data Base refinement – Mid July
- Draft Portfolio Report – End of July
- Refined D&C Portfolio Report – End of August