



Capital Program Committee

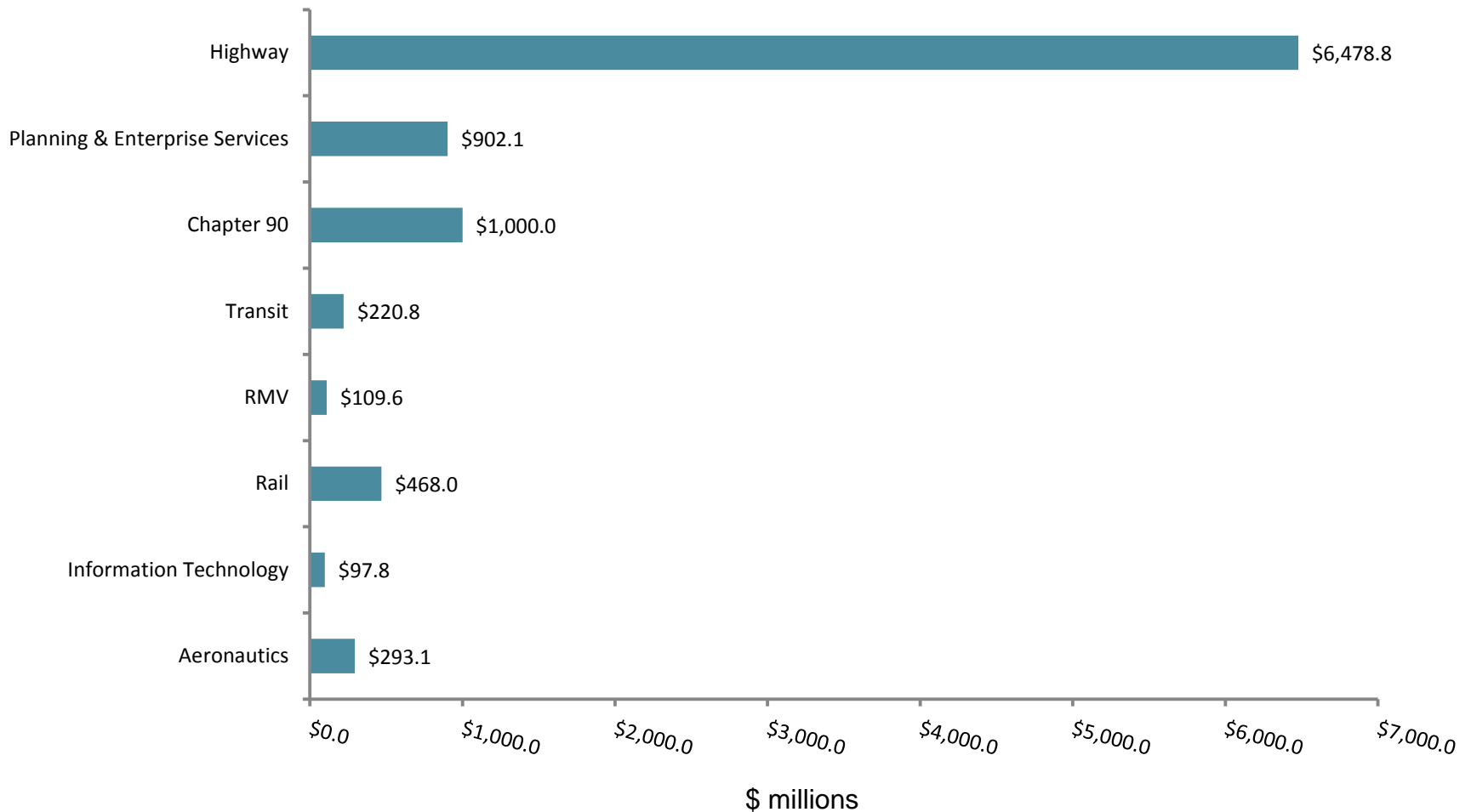
FY 18 Q1 Capital Spending Update

November 7, 2017

FY 2018 Q1 Capital Program Overview

- Summary Overview – Key Highlights for MassDOT
- FY 18 Q1 Actuals Compared to Plan
- Capital Planning Improvement Project
- Questions

MassDOT FY18 – FY22 Capital Investment Plan forecasts \$9.5B in capital spending (excluding MBTA) over the next five years

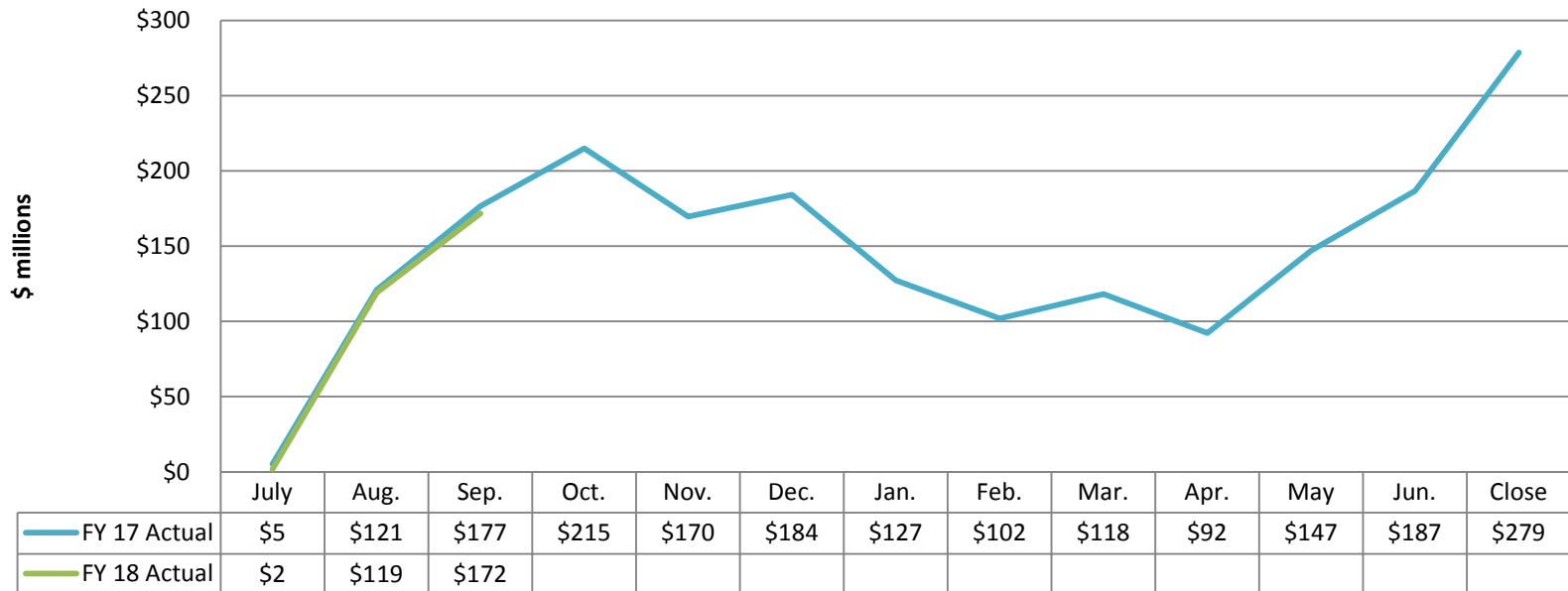


Major capital goals for FY 18

- Execute the approved FY 18-FY 22 Capital Investment Plan
- Begin the implementation of an enterprise-wide project management system to improve capital planning, project controls, reporting, and capital delivery in conjunction with MBTA's e-builder implementation
- Improve capital delivery process and advertising program to ensure alignment with the STIP

MassDOT Capital Spending Trend¹ for FY 2018 on target with FY 2017

Capital Spending by Month FY 17 vs FY 18

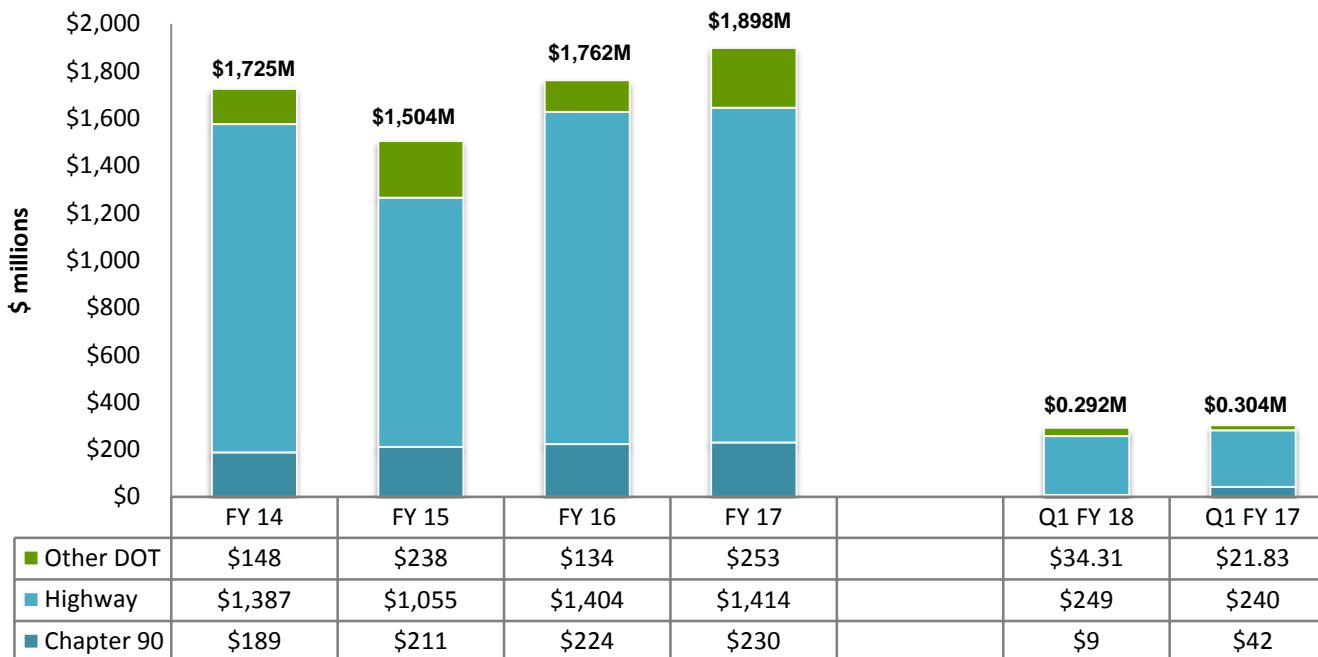


¹Excludes spending related to REP funds for MBTA projects and pass through projects.

MassDOT Capital Spending¹ FY 2014 – FY 2017 and Q1 Comparison

- Overall capital spending on track with FY 17 Q1 spending

Historical Capital Spending and Q1 Comparison

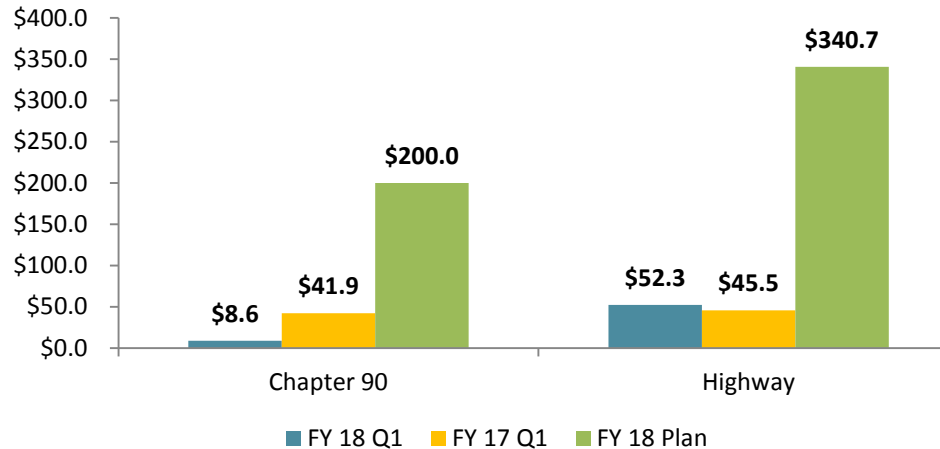


¹Excludes spending related to REP funds for MBTA projects and pass through spending (UMass Boston and Harbor Dredging).

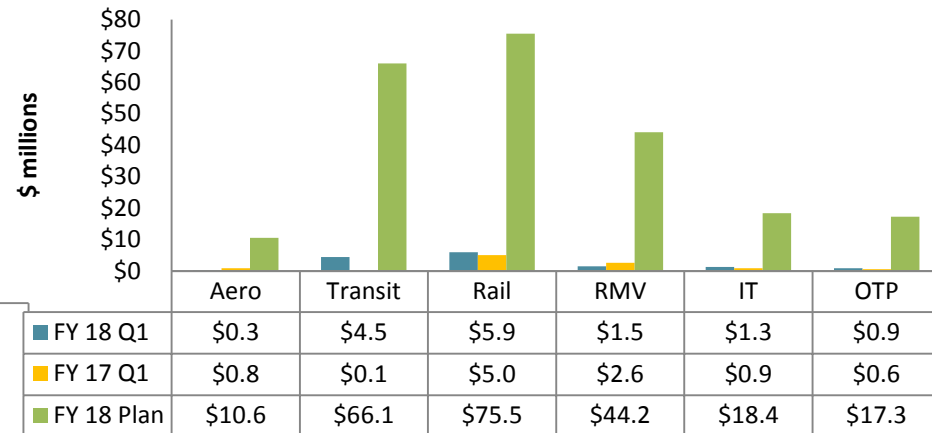
FY 2018 bond cap spending is on track with prior year same period spending

- Bond cap spending for Chapter 90 reflects delay in set up of new contracts in MMARs; pace of expenditures increasing
- Highway spending slightly ahead of prior year Q1 spending and is indicative of ongoing activity related to existing projects
- Rail and Transit spending tied to prior existing projects including new PVTA maintenance facility in Springfield
- RMV, IT, Aeronautics, and Planning & Shared Services all on track with prior year trend

State Bond Cap FY 18 Q1 vs FY 17 Q1 Actuals and FY 18 Plan (\$000's)



State Bond Cap FY 18 Q1 vs FY 17 Q1 Actuals and FY 18 Plan (\$000's)



Enterprise-Wide PMIS Implementation

MassDOT-wide Capital planning improvement discovery process launched

- Launched discovery stage of our capital improvement process across MassDOT and MBTA utilizing a team from Aurigo in October
- Aurigo currently working with both the Aeronautics Division and MassDOT's Federal Aid Programming and Reimbursement Office (FAPRO)
 - Aeronautics scope is focused on implementing the project management module of the Aurigo Masterworks platform to improve project controls and manage delivery of their capital program
 - FAPRO scopes involves automation of the federal aid programming and reimbursement processes and integration with the development of the STIP led by Planning
- Discovery for capital planning process is a three month effort focused on:
 - First month: documentation of the “as is” capital planning processes undertaken by each of the MassDOT and DOT groups involved in the capital plan
 - Months Two and Three: deep dive of the capital planning and STIP development process in the highway division
- Key deliverable will be a business requirement document for the implementation of Aurigo's capital planning module for MassDOT and the MBTA
 - Requirements will include interfaces required to align/link with the MBTA's e-builder implementation, MMARS, and highway's existing data management systems (Project Info, etc.)

-
- Questions?