

**Motorist Modernization Advisory Board – Phase II Meeting**  
**Tuesday, April 12, 2022**  
**2:30 to 4:00 PM**  
**VIA: Microsoft Teams**

**Invitees**

Stephen Boley  
Lt. Jason Britt  
Brett Saunders  
Jay Levenstein  
Steve Burch  
Scott Lunsford  
Sherri Smith  
Sgt. Derek Joseph  
TBD

**Representing**

FLHSMV  
FLHSMV  
FLHSMV  
FLHSMV  
FLHSMV  
Florida Tax Collectors  
Florida Tax Collectors  
Law Enforcement  
Law Enforcement

**Agenda**

- Roll Call
- Welcome
- Review and Approval of Last Meeting Minutes
- IV&V Update
- Stakeholder Outreach Update
- MM Phase II Program Update
  - Project Updates
- Communications Update
- Q&A
- Adjourn

**Motorist Modernization Advisory Board – Phase II Meeting**  
**Tuesday, March 8, 2022**  
**2:30 to 4:00 PM**  
**VIA: Microsoft Teams**

**WELCOME AND INTRODUCTIONS**

- The meeting was called to order at 2:30 p.m. Terrence Samuel began the meeting by welcoming members and visitors and proceeded with the roll call of board members.

Advisory Board Phase II members included:

- Lt. Jason Britt (absent)
  - Brett Saunders
  - Jay Levenstein
  - Scott Lunsford
  - Sherri Smith
  - Sgt. Derek Joseph
  - Steve Burch
  - Stephen Boley
- Additional FLHSMV members included – Terrence Samuel, Rachel Graham, Kristin Green, Catherine Alvarez, Michael Anderson, Elise Batchelor, Stacey Bayyari, Laura Freeman, Chad Hutchinson, Judy Johnson, Pavel Machado, Wendy Mechlin, Jennifer Miller, Judy Moats, Ann Naiman, Aundrea Powell, Cathy Thomas, Scott Tomaszewski, Janetta Melton, and Christie Utt.
  - Visitors included – Joseph Weldon and Michelle McGinley from Accenture, Margie France with Ernst & Young, and Beth Williams and Stormie Knight with the Florida Clerks also attended.

**REVIEW OF MEETING MINUTES**

- Rachel Graham reviewed the meeting minutes from February 8, 2022. No corrections were identified. A motion to approve the minutes was accepted by the board members and the February 8, 2022, meeting minutes were approved.

**PHASE II IV&V UPDATE**

- Margie France presented an overview of the IV&V report for Phase II. The current risk state was amber. There was one open deficiency (P2D5) concerning lack of an integrated resource pool. The schedule performance index was 0.900 and the “to complete schedule performance index (TSPI)” was 1.268 with the four-week moving average not improving. 36 of 1,616 total tasks contained in the project schedule were late. The program completion date was forecasted to be 33 days late. On January 24, 2022, the Executive Steering Committee approved the Change Request to re-baseline the Integrated Master Schedule (IMS). IV&V will continue to conduct analysis as the re-baselined schedule is being drafted and finalized.

## **STAKEHOLDER OUTREACH**

- There was no stakeholder outreach update at the meeting.

## **PHASE II PROJECT UPDATE**

- Joseph Weldon stated Team A (Title and Registration) has one story pending development for Milestone I related to regular registration correction. The team is testing Milestone I stories including title cancellation. The team is also working on development for Milestone J including original parking permit and re-create registration. SEU has dedicated additional testers to work on mark title sold stories. The team continued to meet with AAMVA to define the NMVTIS interface and related stories.
- Jennifer Miller stated Team B (MV Globals) continued to work on stories related to the agency administration, maintaining excluded plates, and reporting for Milestones I and J. The team is trending behind on Milestone I stories related to the electronic filing system (EFS). The team has been impacted by requirement questions which, in turn, has caused the backlog to remain behind. The team continued to work with internal Subject Matter Experts and external stakeholders regarding open refinement questions.
- Scott Tomaszewski stated for Deliverable 15 for the IFTA/IRP team, IFTA was deployed on March 3. The vendor demonstrated what is available and highlighted known features not included until the bugs are resolved (Bulk Decals up to 10,000). With the recent approved schedule Change Request, the team is green on the Stoplight Report except for ORION Integration (IRP Development). Additional cross-system enterprise dependencies are under development as of today, March 8. The team started Milestone E, Sprint 17 last week and carried over six pre-IRP Issuance stories and committed to only half the development capacity until cross-system work is completed. Mid-sprint planning is scheduled for March 9 to determine if all the pre-IRP issuance work is cleared from roadblocks. Developers continued to address interface bugs as reported by the vendor.
  - Key risks and issues for the team included:
    - Program Issue 46 – Availability of vendor developer resources continued to impact project. This issue was closed with approval of the Phase II IMS Change Request 19.
    - Risk 111 – Cross-team dependency
  - Important activities for the team included:
    - Continue support to Celtic while they complete their service endpoint configuration for IFTA end-to-end testing.
    - Cross team VOID workflow and refinement.
    - Business/SEU firsthand access to IFTA COTS solution – FLMCS.
- Mr. Weldon stated the Florida Smart ID (FSID) team worked with Thales on February 28 to deploy the FSID and verifier for law enforcement and proof of age to the Apple and Google stores. The team has been working on bugs identified during that deployment as well as enhancements.
  - Important activities for the team included:
    - Phase 2 – February 28 Go-live
      - Remote Enrollment
      - Move to GovCloud

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- Broadcast Messages
  - Phase 3 – August 2022
    - Online Authentication
    - Verifier Registration
    - Additional FSID Use Cases
  - Risks and issues for the team included:
    - Issue 42 – Risk 94 Realized – FSID Onboarding Trending Late
- Catherine Alvarez presented an overview for the Enterprise Content Management (ECM) Day 1 team and Jennifer Miller presented for the ECM Day 2 team. Ms. Miller stated the team released the schedule for the document conversion for the MV scan databases.
  - Day 1 Important activities for the team included:
    - Production Conversion completed with daily conversion jobs running at 6 p.m.
    - Performance Testing in Stage was successful. The team met identified minimum throughput requirements for batch jobs
    - Investigating potential of optimizing conversion process to increase throughput.
    - Go-Live date after data center migration
  - Day 2 Important activities for the team included:
    - Finalize taxonomy with Next Phase Solutions (NPS)
    - Finalize conversion strategy and mapping
    - Prepare for sample conversion in Stage
    - Develop Conversion Test Plan
  - Risks and issues for the team included:
    - Risk 101 – If NPS cannot quickly configure new documents to be added to the ECM as they are identified and refined by the Phase II Team, then it could impact the schedule as the team waits for implementation of the new document in the ECM.
- Aundrea Powell stated the MyDMV Portal/Fleet team completed Milestone J, Sprint 30. A demo for stop clearance and stop request was held. The team began Milestone J, Sprint 31. They are also developing and testing Milestones I and J stories. A key dependency for the team is to review if there will be any new features approved and any features that can be deployed earlier than the approved release schedule.
  - Important activities for the team included:
    - Continue testing Renewal Notification Change Request changes – TBD
    - Brainstorm on new features to add to MyDMV Portal Release
    - Wrap 7945 created for landing page verbiage update on convenience fee charges
  - Risks and issues for the team included:
    - Issue 15 – Two developer positions are currently open.

**COMMUNICATIONS UPDATE**

- Ann Naiman stated the team is working on the social media plan release and finalizing the forward-facing website for FSID. The team has met with the Florida Retail Federation and the Division of Alcoholic Beverages and Tobacco at the Department of Business and Professional Regulation to discuss FSID. The team will also be attending the Florida Clerks

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and Comptrollers Conference in Panama City, Florida, and plan to meet with the Florida Restaurant and Lodging, Department of Corrections, and Department of Revenue as well.

**Q&A**

- Scott Lunsford asked if the team has considered an online mark title sold process for MyDMV Portal?
- Mr. Samuel confirmed this has been discussed as part of Phase II.

**ADJOURNMENT**

- Mr. Samuel adjourned the meeting at approximately 3:00 p.m.
- The next Advisory Board Phase II Meeting is scheduled for April 12, 2022.

**Note: Handouts at this meeting included:**

Consolidated in a meeting packet and emailed to members:

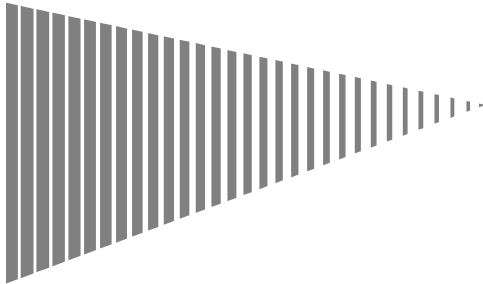
MM Advisory Board Phase II Agenda	1 Page
MM Advisory Board Phase II Meeting Minutes (2/8/22)	4 Pages
Phase II IV&V Update	10 Pages
Phase II Traffic Light Report	1 Page
Phase II Project Updates – State of the State	5 Pages

# Motorist Modernization Program Phase II (MMP2)

State of Florida Department of Highway Safety  
and Motor Vehicles (FLHSMV)

Independent Verification and Validation (IV&V)  
Monthly Assessment Report Summary  
*February 2022*

29 March 2022



Building a better  
working world

# Topics for discussion

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- ▶ General IV&V overview
- ▶ Overall risk state and trending
- ▶ Project complete date slippage
- ▶ Schedule variance
- ▶ Project budget
- ▶ Summary of changes
- ▶ Upcoming IV&V activities
- ▶ Supporting information

*Data contained in this MAR is as of 28 February 2022*

# General IV&V overview

**Overall IV&V risk state:**

**Green**

## **IV&V risk state**

- The overall IV&V risk state for the project is Green (no issues).
- There are no open IV&V deficiencies.
- A new project baseline was established on 11 February 2022 because of Change Request (CR) 19.

## **The MMP2 Project is within established schedule performance thresholds**

- The SPI is 1.000.
- 3 of 1,736 total tasks (0.17%) contained in the project schedule are late.
- SV is currently -29.6 hours.
- TSPI is 1.001.
- There are not enough data points to determine the four-week moving averages.

## **The MMP2 Project is within established cost performance thresholds**

- The CPI is 0.997.
- CV is currently -170.8 hours.
- The Project is currently on budget based on provided budget and spending information.
- There are not enough data points to determine the four-week moving averages.

## **The MMP2 Project is behind schedule**

- The Project completion date is forecast to be 20 June 2025, 11 days late.
- Future milestones are projected to be completed behind schedule.
- There are not enough data points to determine the four-week moving averages.



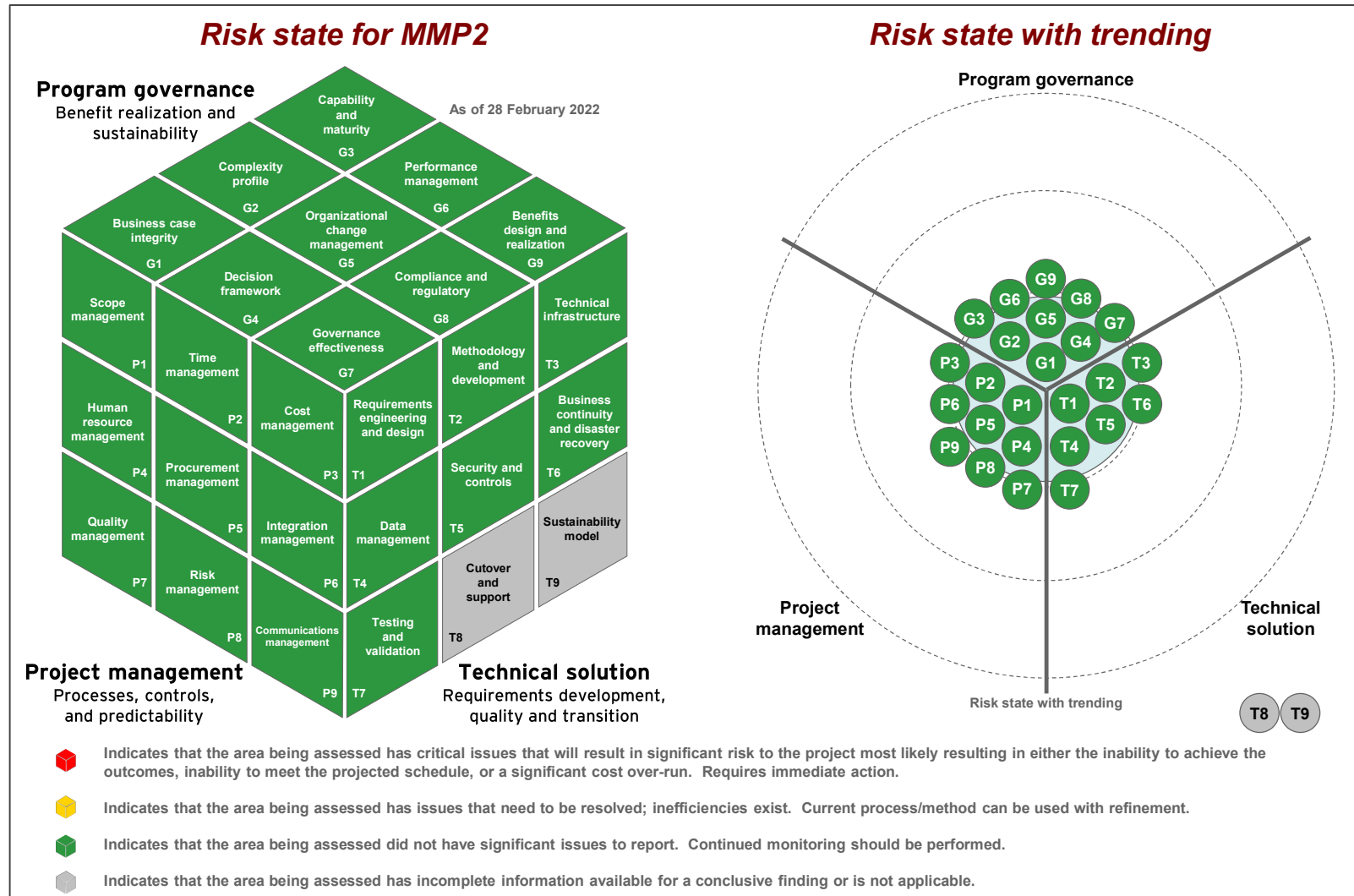
# General IV&V overview

## (continued)

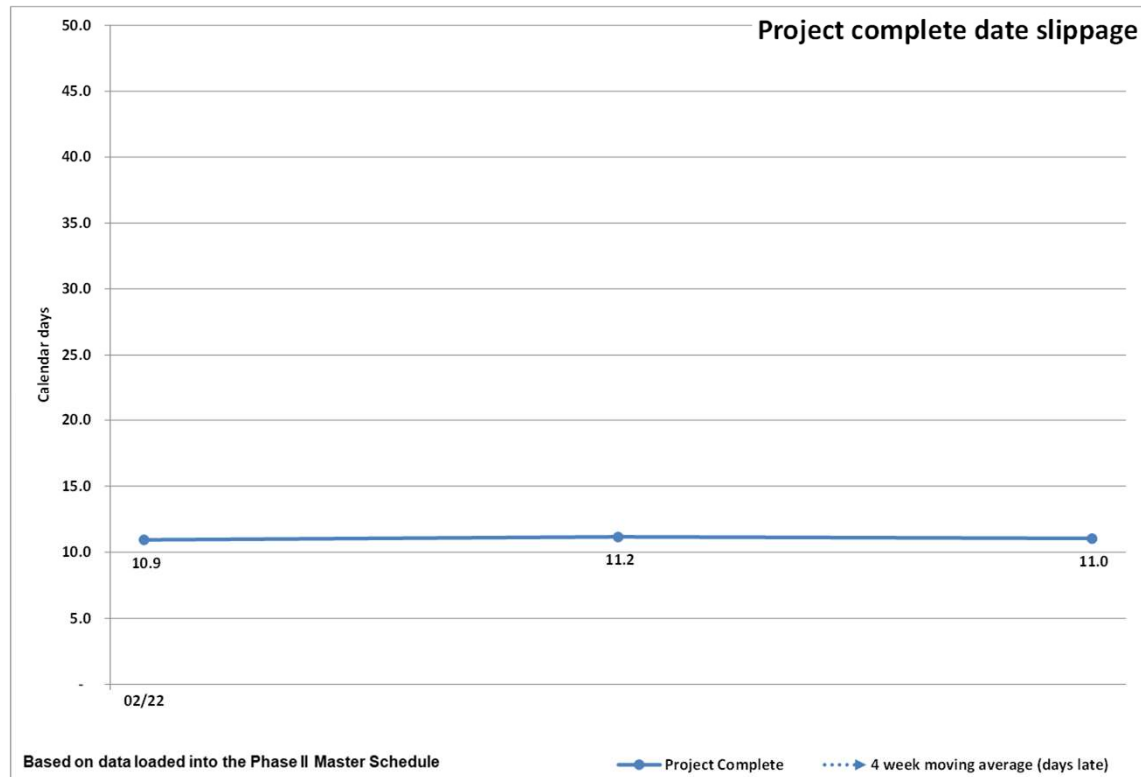
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- ▶ In the midst of the Omicron Variant, FLHSMV has sustained its flexibility in the way of work and continues to operate in a hybrid working environment. A little less than 50% of agency personnel are currently working on-site in some form or fashion.
- ▶ The agency continues to successfully navigate within the working environment with minimal disruption.
- ▶ FLHSMV continues to hire MMP2 resources as needed.
- ▶ Due to market conditions, the project is experiencing turnover causing challenges in retaining development staff.

# Overall risk state and trending

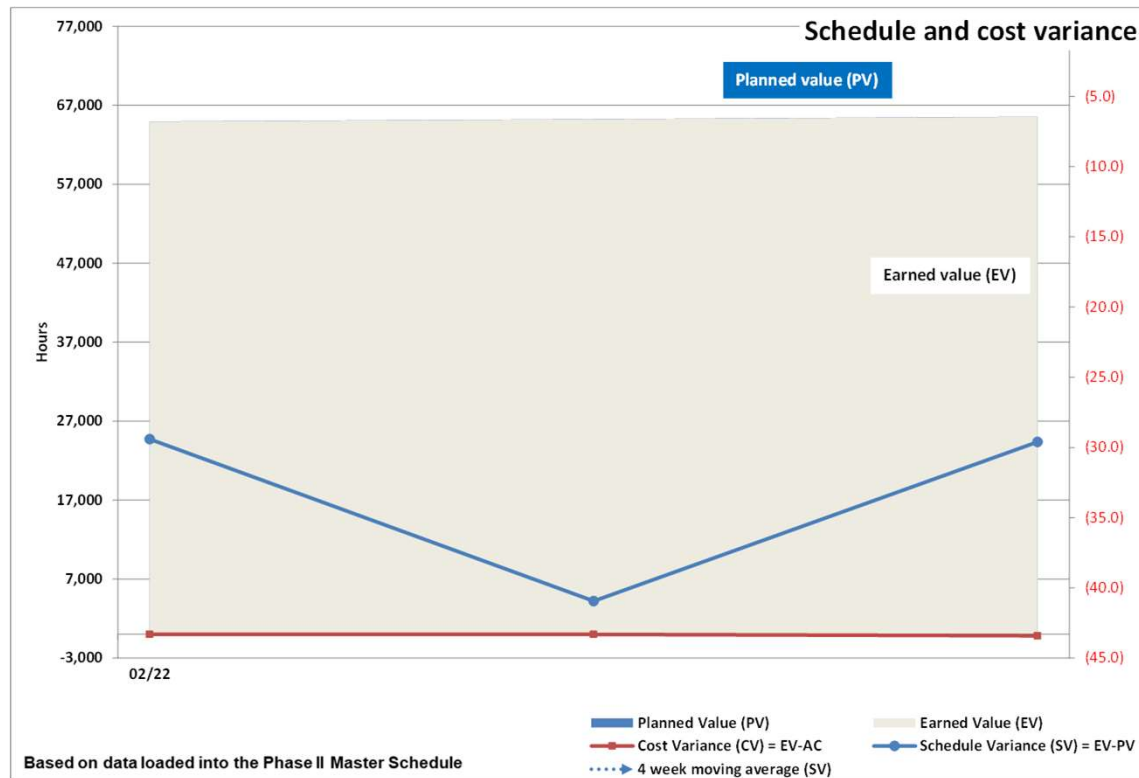


# Project complete date slippage



- This chart shows the forecast slippage of the project complete milestone based on historical performance using the schedule performance index (SPI).
- Summary:
  - The Project completion date is forecast to be 20 June 2025, 11 days late.
- Conclusions:
  - There are not enough data points to determine the four-week moving average for time the project is behind schedule.
  - The MMP2 Project is behind schedule

# Schedule variance

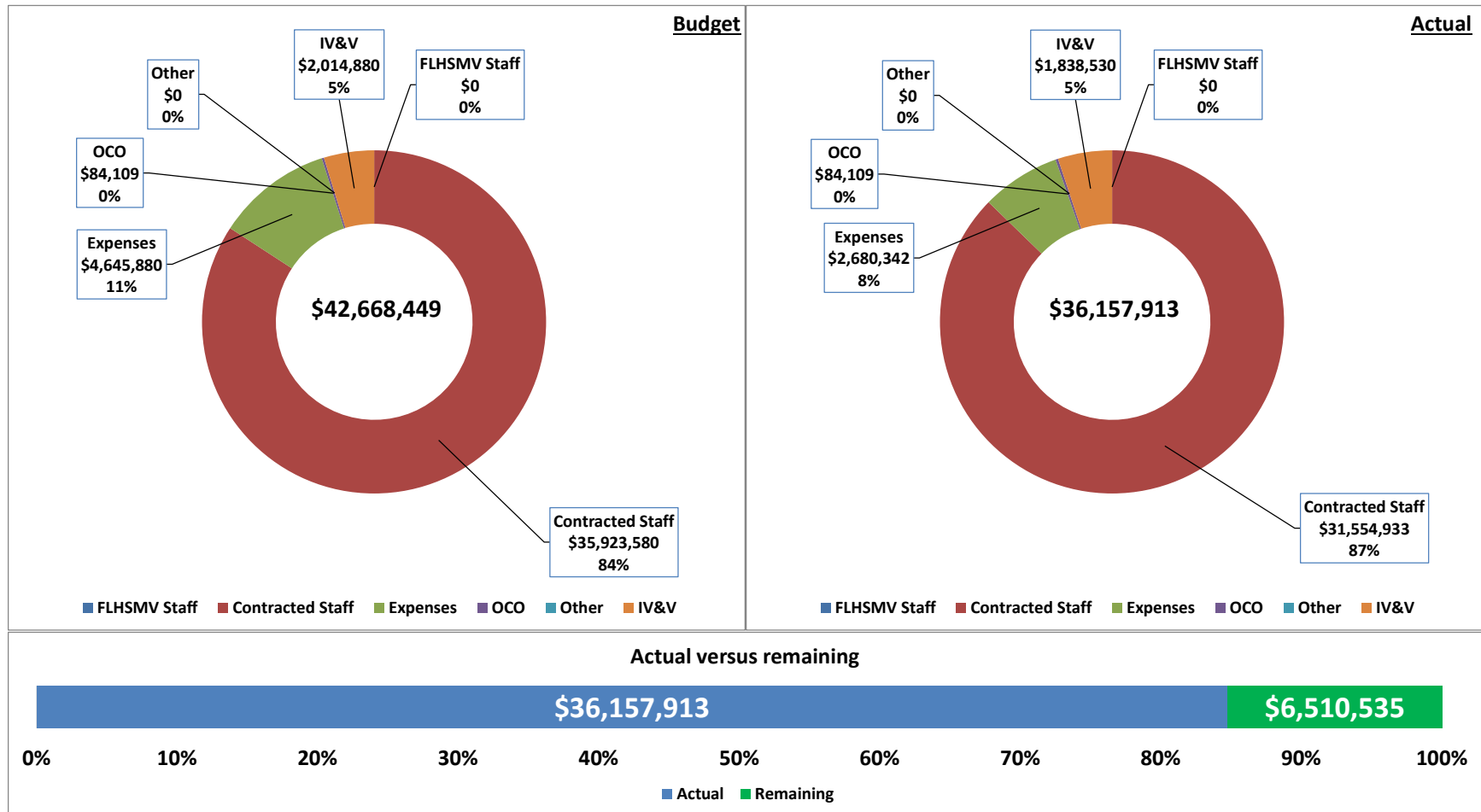


- This chart shows the cumulative planned value (PV) and earned value (EV) for the project.
- Summary:
  - Total EV is less than PV, indicating there is scheduled work that is not being completed as scheduled.
  - The total amount of work not completed as scheduled is 29.6 hours or 0.2 person months.
- Conclusions:
  - There are not enough data points to determine the four-week moving average for work not completed.
  - The MMP2 Project is behind schedule.

- ▶ Blue area indicates the cumulative PV as of the current reporting period.
- ▶ Grey area indicates the cumulative EV as of the current reporting period.

- ▶ PV is the work scheduled to be accomplished.
- ▶ EV is the value of the work actually performed.

# Project budget



# Summary of changes

Item	Description
Deficiencies addressed	<ul style="list-style-type: none"> <li>▶ The following deficiency has been addressed since the last report: <ul style="list-style-type: none"> <li>▶ P2D5 – Lack of an integrated resource pool.</li> </ul> </li> </ul>
New deficiencies	<ul style="list-style-type: none"> <li>▶ No new deficiencies since the last report</li> </ul>
Process improvement recommendations addressed	<ul style="list-style-type: none"> <li>▶ No process improvement recommendations addressed since the last report</li> </ul>
New process improvement recommendations	<ul style="list-style-type: none"> <li>▶ No new process improvement recommendations identified since the last report</li> </ul>
Risk ratings	<ul style="list-style-type: none"> <li>▶ The following risk rating has changed since the last report. <ul style="list-style-type: none"> <li>▶ P4 – Human Resource Management changed from Amber (issues and inefficiencies) to Green (no issues).</li> </ul> </li> </ul>
Maturity ratings	<ul style="list-style-type: none"> <li>▶ No maturity rating changes since the last report</li> </ul>
Interviews conducted	<ul style="list-style-type: none"> <li>▶ No interviews conducted since last report</li> </ul>
Artifacts received	<ul style="list-style-type: none"> <li>▶ Numerous artifacts received</li> </ul>

# Upcoming IV&V activities

- ▶ Participate in IV&V and Project meetings
- ▶ Review draft and final MMP2 Project materials provided to the IV&V Team
- ▶ Conduct interviews as required
- ▶ Schedule of immediate IV&V deliverables is as follows:

Deliverable	Planned draft	Planned final	Actual final	Comment
MAR – Jul 2021 (IVV-302BFQ)	08/13/2021	08/30/2021	09/03/2021	▶ Complete
MAR – Aug 2021 (IVV-302BR)	09/15/2021	09/30/2021	10/01/2021	▶ Complete
MAR – Sep 2021 (IVV-302BS)	10/14/2021	10/29/2021	10/29/2021	▶ Complete
MAR – Oct 2021 (IVV-302BT)	11/15/2021	12/02/2021	12/02/2021	▶ Complete
MAR – Nov 2021 (IVV-302BU)	12/14/2021	12/30/2021	12/20/2021	▶ Complete
MAR – Dec 2021 (IVV-302BV)	01/14/2022	02/01/2022	02/01/2022	▶ Complete
MAR – Jan 2022 (IVV-302BW)	02/14/2022	03/01/2022	03/01/2022	▶ Complete
MAR – Feb 2022 (IVV-302BX)	03/14/2022	03/29/2022	03/29/2022	▶ Complete
MAR – Mar 2022 (IVV-302BY)	04/14/2022	04/29/2022		
MAR – Apr 2022 (IVV-302BZ)	05/13/2022	05/31/2022		
MAR – May 2022 (IVV-302CA)	06/14/2022	06/29/2022		
MAR – Jun 2022 (IVV-302CB)	07/15/2022	08/01/2022		

# Supporting information

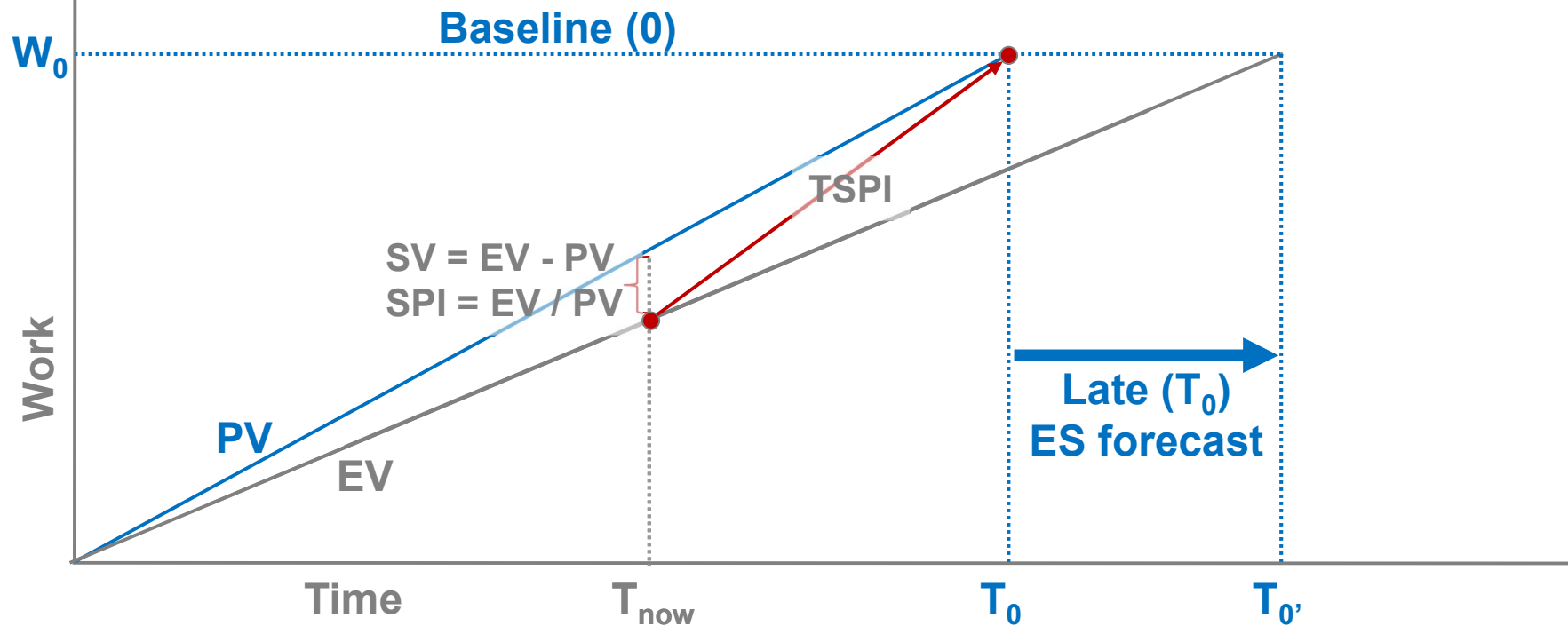
- ▶ EVM basics
- ▶ Key indicators
- ▶ IV&V ratings summary
- ▶ Status of key deficiency recommendations
- ▶ Open deficiencies and recommendations
- ▶ Open process improvement recommendations
- ▶ Schedule and cost performance
- ▶ Major project and release milestones
- ▶ Late tasks
- ▶ Project schedule quality
- ▶ Project budget



# EVM basics

## Supporting information

PV	Planned Value – work scheduled to be accomplished (hours)
EV	Earned Value – value of the work performed (hours)
SV	Schedule Variance – difference between EV and PV (+/- hours)
SPI	Schedule Performance Index – a measure of schedule efficiency (ratio)
TSPI	To complete SPI – required future schedule efficiency (ratio)
ES	Earned Schedule – Used to forecast future milestone completion dates



# Key indicators

## Supporting information

Indicator	Value	Comment
Is the project approach sound?	Yes	
Is the project on time?	No	<ul style="list-style-type: none"> <li>▶ The MMP2 Project is within established schedule performance thresholds</li> <li>▶ The completion date is forecast to be 20 June 2025, 11 days late.</li> <li>▶ The SPI is 1.000 and there are not enough data points to determine the four-week moving average.</li> <li>▶ 0.17% total tasks contained in the project schedule are late and there are not enough data points to determine the four-week moving average.</li> <li>▶ SV is currently -29.6 hours (0.2 person-months) and there are not enough data points to determine the four-week moving average.</li> <li>▶ TSPI is 1.001 and there are not enough data points to determine the four-week moving average.</li> </ul>
Is the project on budget?	Yes	<ul style="list-style-type: none"> <li>▶ The MMP2 Project is within established cost performance thresholds</li> <li>▶ The CPI is 0.997 and there are not enough data points to determine the four-week moving average.</li> <li>▶ CV is currently -170.8 hours and there are not enough data points to determine the four-week moving average.</li> <li>▶ The Project is currently on budget based on provided budget and spending data.</li> </ul>
Is scope being managed so there is no scope creep?	Yes	<ul style="list-style-type: none"> <li>▶ The work being completed as part of the MMP2 Project is within the scope of the project as defined in the Schedule IV-B Feasibility Study</li> <li>▶ Additional change requests are reviewed and approved based on the established change management process</li> </ul>

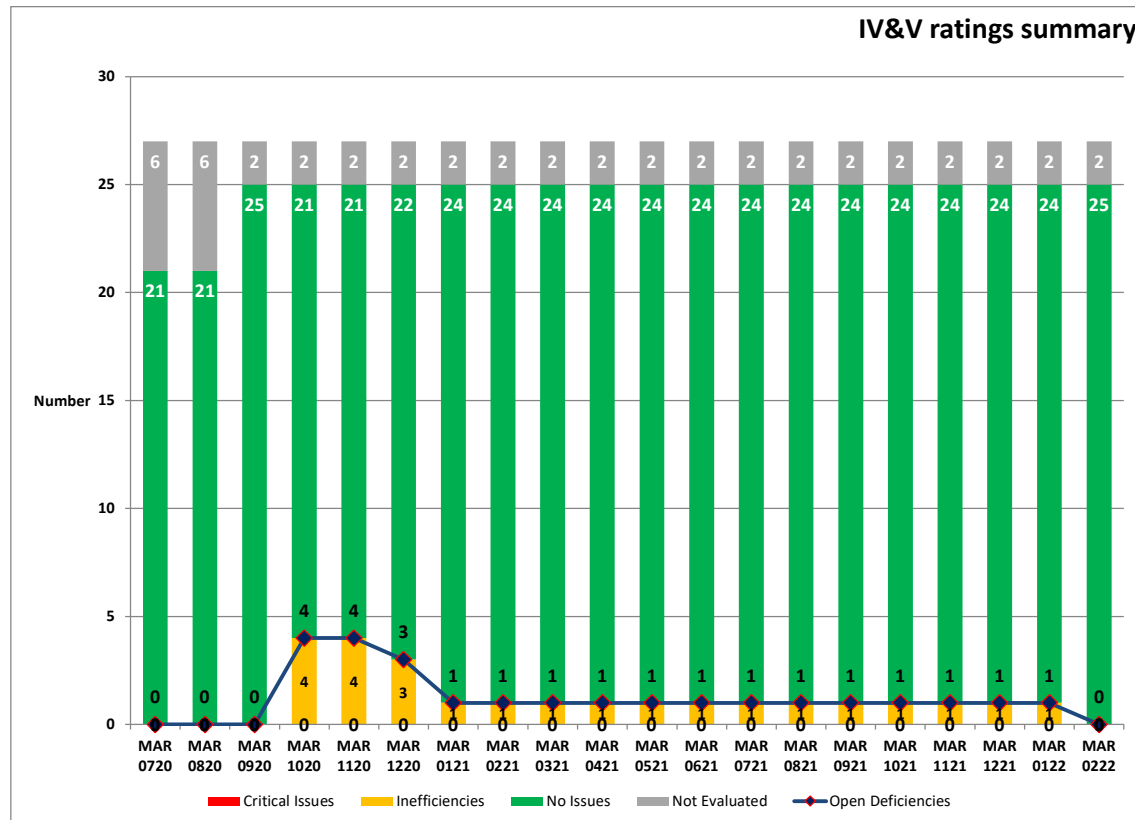
# Key indicators (continued)

## Supporting information

Indicator	Value	Comment
What are the project's future risks?	Steady	<ul style="list-style-type: none"> <li>▶ In the midst of the Omicron Variant, FLHSMV has sustained its flexibility in the way of work and continues to operate in a hybrid working environment. A little less than 50% of agency personnel are currently working on-site in some form or fashion.</li> <li>▶ The project is challenged to staff to desired development capacity; this impacts the ability to deliver on the current schedule.</li> <li>▶ The Change Request to update the Modernization Phase II Integrated Master Schedule to adjust for impacts to the schedule was approved by the Executive Steering Committee on January 24, 2022. Planning efforts continue for iterative releases.</li> </ul>
Are the project's risks increasing or decreasing?	Steady	
Are there new or emerging technological solutions that will affect the project's technology assumptions?	No	<ul style="list-style-type: none"> <li>▶ New and emerging technologies were considered in the Feasibility Study</li> <li>▶ None have an adverse effect on the project's technological assumptions</li> </ul>

# IV&V ratings summary

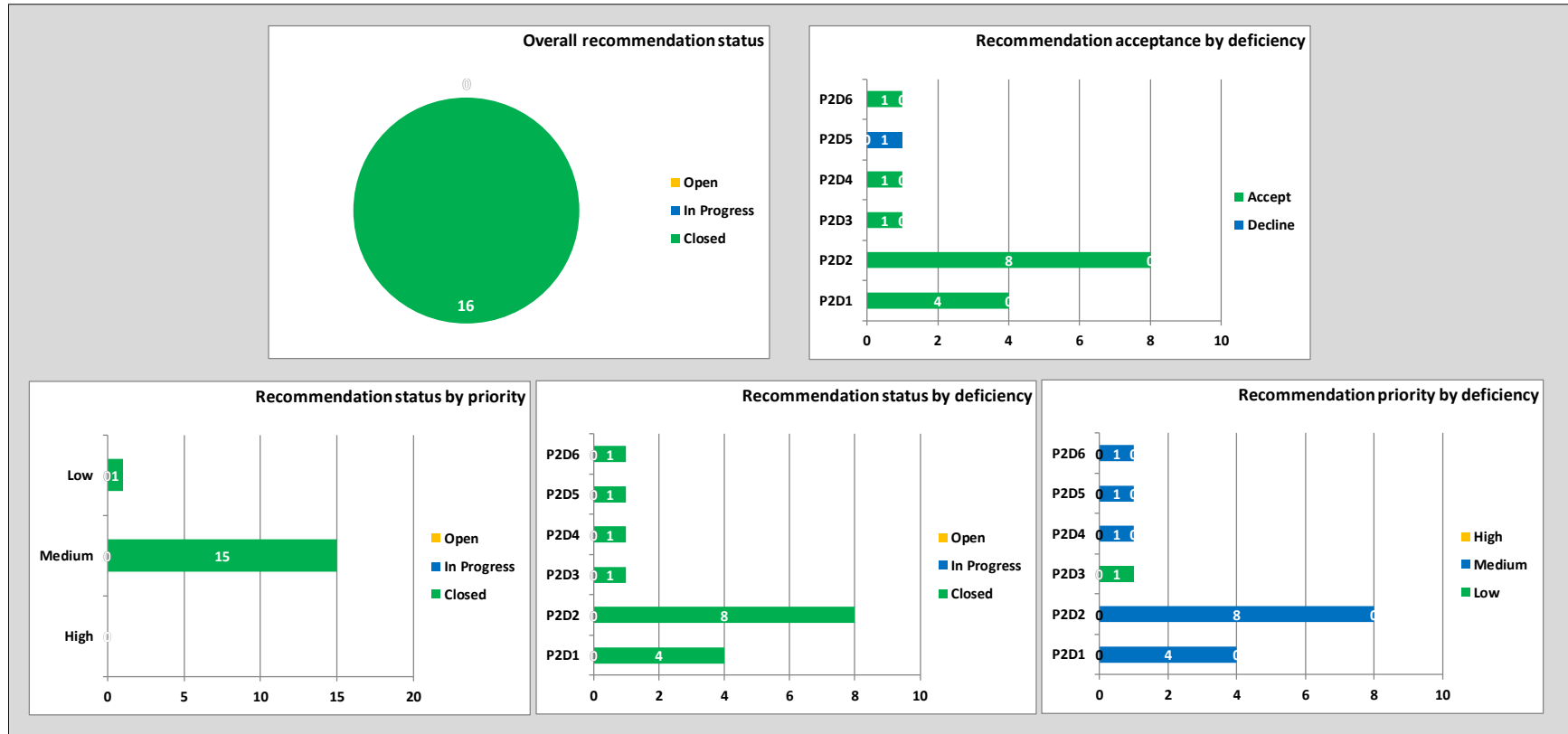
## Supporting information



- This chart shows a summary of the IV&V cube facet ratings (red, amber, green and gray), and open deficiencies.
- Facet risk rating totals are as follows:
  - Red (critical issues): 0
  - Amber (issues): 0
  - Green (no issues): 25
  - Gray (not evaluated): 2
- Open deficiencies: 0
- Conclusions:
  - The MM Program Team has satisfactorily addressed all open deficiencies identified by the IV&V Team.

# Status of key deficiency recommendations

## Supporting information



# Open deficiencies and actions

## Supporting information

### P2D5 – Lack of an integrated resource pool

- ▶ IV&V (MAR- October 2020)
  - ▶ Deficiency opened.
- ▶ IV&V (MAR – November 2020 to February 2021)
  - ▶ IV&V is monitoring the manual process.
- ▶ IV&V (MAR – March 2021)
  - ▶ FLHSMV Director approved hiring of five .NET development resources to increase capacity; hiring activities in progress. IV&V continues to monitor manual process.
- ▶ IV&V (MAR – April 2021)
  - ▶ One of five .NET development resources onboarded; hiring activities for remaining four continue. IV&V continues to monitor process.
- ▶ IV&V (MAR – May 2021 to June 2021)
  - ▶ IV&V continues to monitor process.
- ▶ IV&V (MAR – June 2021)
  - ▶ IV&V continues to monitor process.
- ▶ IV&V (MAR – July 2021)
  - ▶ For the last 90 days, FLHSMV has conducted replanning efforts because the progress of development and testing of the Phase II backlog has fallen behind the schedule in the approved Release Plan due to the availability of developers, testers and other key resources.
  - ▶ The project is developing a Change Request that will reflect the output of the replanning efforts and that Change Request will be presented in a future Executive Steering Committee meeting.
  - ▶ IV&V continues to monitor the pending change request and the project schedule.

# Open deficiencies and actions (continued)

*Supporting information*

## P2D5 – Lack of an integrated resource pool

- ▶ IV&V (MAR – August 2021)
  - ▶ Ad hoc Executive Steering Committee discussions are occurring as the development of the Change Request progresses.
  - ▶ IV&V continues to monitor the pending change request and the project schedule.
- ▶ IV&V (MAR – September 2021)
  - ▶ For the last 5 months, FLHSMV has conducted replanning efforts because the progress of development and testing of the Phase II backlog has fallen behind the schedule in the approved Release Plan due to the availability of developers, testers, and other key resources.
  - ▶ Ad hoc Executive Steering Committee discussions continue in order to finalize the Change Request.
  - ▶ The five vacant .NET development position have been filled.
  - ▶ IV&V continues to monitor the pending Change Request and the project schedule.
- ▶ IV&V (MAR – October 2021)
  - ▶ FLHSMV is working to propose for Executive Steering Committee approval, a modified replanning approach geared towards iterative implementations. This approach will provide prioritized, focused work for personnel, alleviate resource constraints, and will help the project deliver incremental scope faster than in a consolidated, larger deployment.
  - ▶ IV&V will monitor progress of the proposed replanning efforts, it's associated Change Request(s) and the project schedule.

# Open deficiencies and actions (continued)

*Supporting information*

## P2D5 – Lack of an integrated resource pool

- ▶ IV&V (MAR – November 2021)
  - ▶ FLHSMV continues to work on the proposed approach focused on iterative implementations. Replanning has been in progress for the last 7 months.
  - ▶ IV&V will continue to monitor progress of the replanning efforts, the associated Change Request(s), and the project schedule.
- ▶ IV&V (MAR – December 2021)
  - ▶ Replanning has continued over the past 8 months. FLHSMV is in the final stages of preparing for Executive Steering Committee (ESC) approval for an iterative implementation approach; presentation is currently planned for the January 2022 ESC Meeting.
  - ▶ IV&V will continue to monitor progress of replanning, associated Change Request(s) and project schedule.
- ▶ IV&V (MAR – January 2022)
  - ▶ On January 24, 2022, the Executive Steering Committee approved the Change Request to re-baseline the Integrated Master Schedule (IMS). Planning efforts continue; the re-baselined schedule will be finalized in February 2022. IV&V will continue to monitor progress of planning activities and finalization of the re-baselined IMS. IV&V will continue to conduct analysis as the re-baselined schedule is being drafted and finalized.
- ▶ IV&V (MAR – February 2022)
  - ▶ Re-baselined IMS finalized in February 2022.
  - ▶ The approved Change Request and updated IMS alleviates the causes of the resource challenges previously experienced and addresses deficiency P2D5.
  - ▶ IV&V will continue to monitor the schedule and the planning efforts as they continue.
  - ▶ This deficiency is closed.



# Open process improvement recommendations

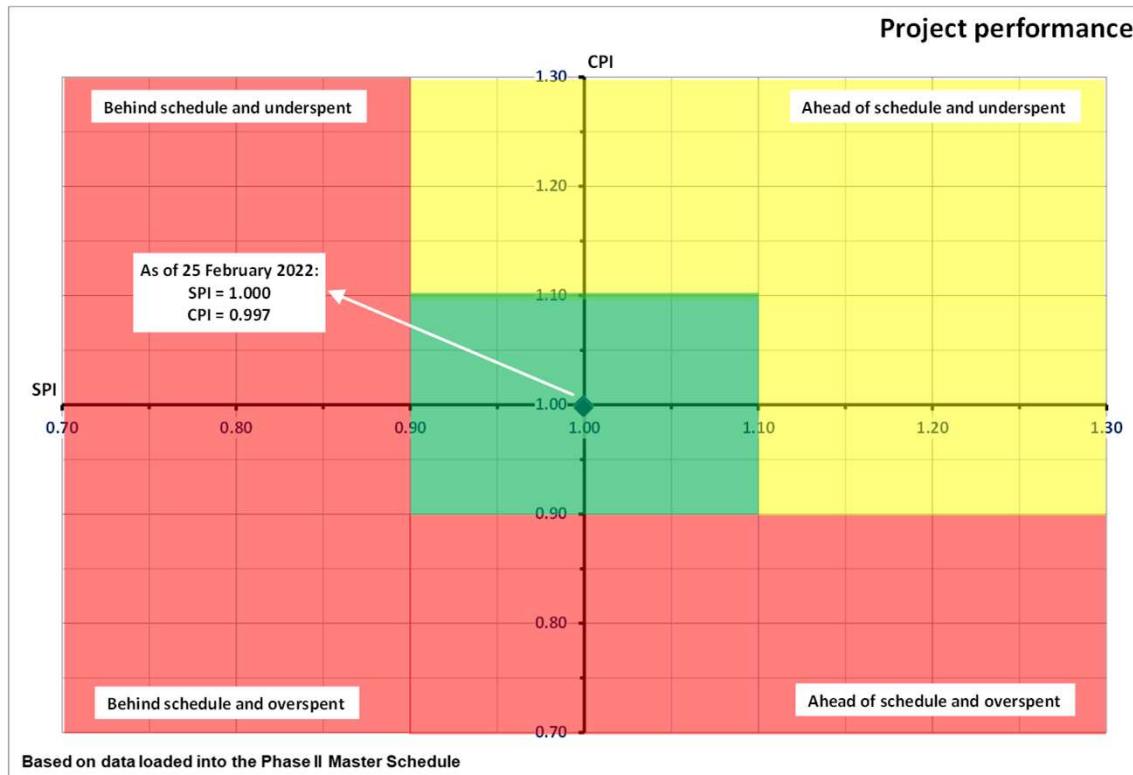
*Supporting information*

Recommendation	Actions taken

There are no open process improvement recommendations

# Schedule and cost performance

## Supporting information



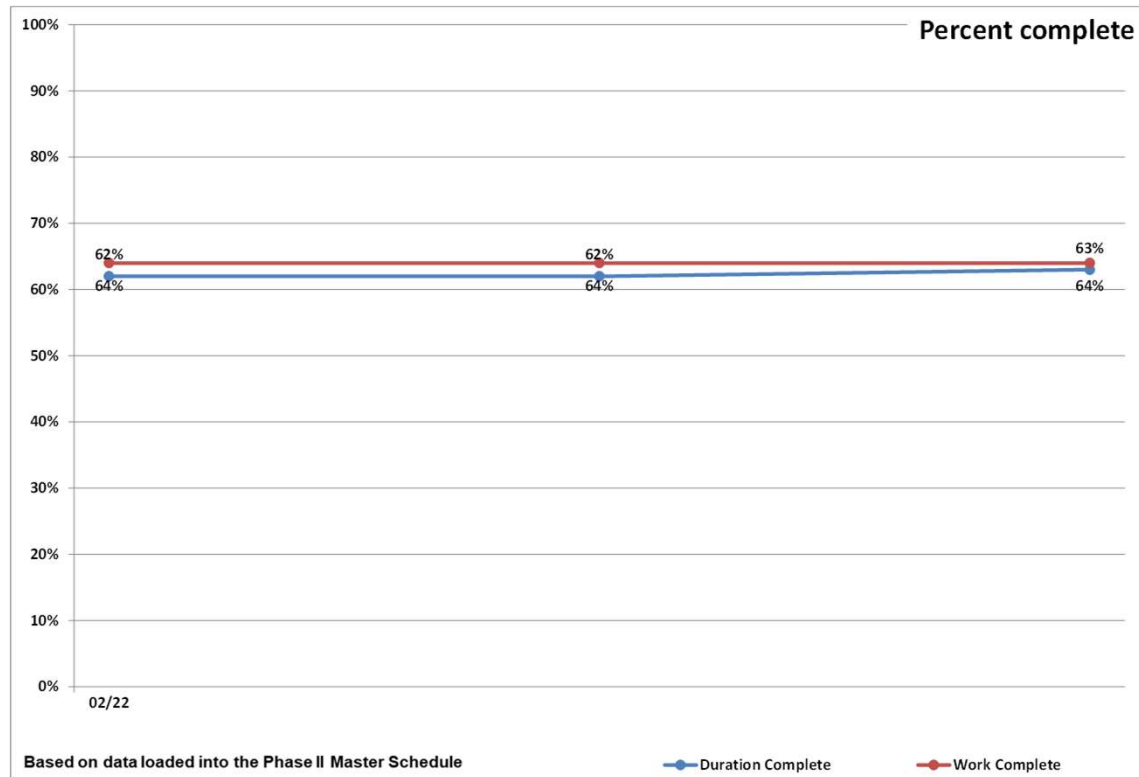
- This chart shows the SPI and CPI plotted as points against the tolerance ranges set up for the project.
- Summary:
  - Schedule and cost performance are within established thresholds.
- Conclusions:
  - The Project is behind schedule but within established performance thresholds.

- ▶ Green area indicates within tolerance of +/- 10% for both SPI and CPI.
- ▶ Amber area indicates review is required and corrective actions may be necessary.

- ▶ Red area indicates out-of-tolerance and corrective actions are necessary.

# Schedule and cost performance (continued)

## Supporting information

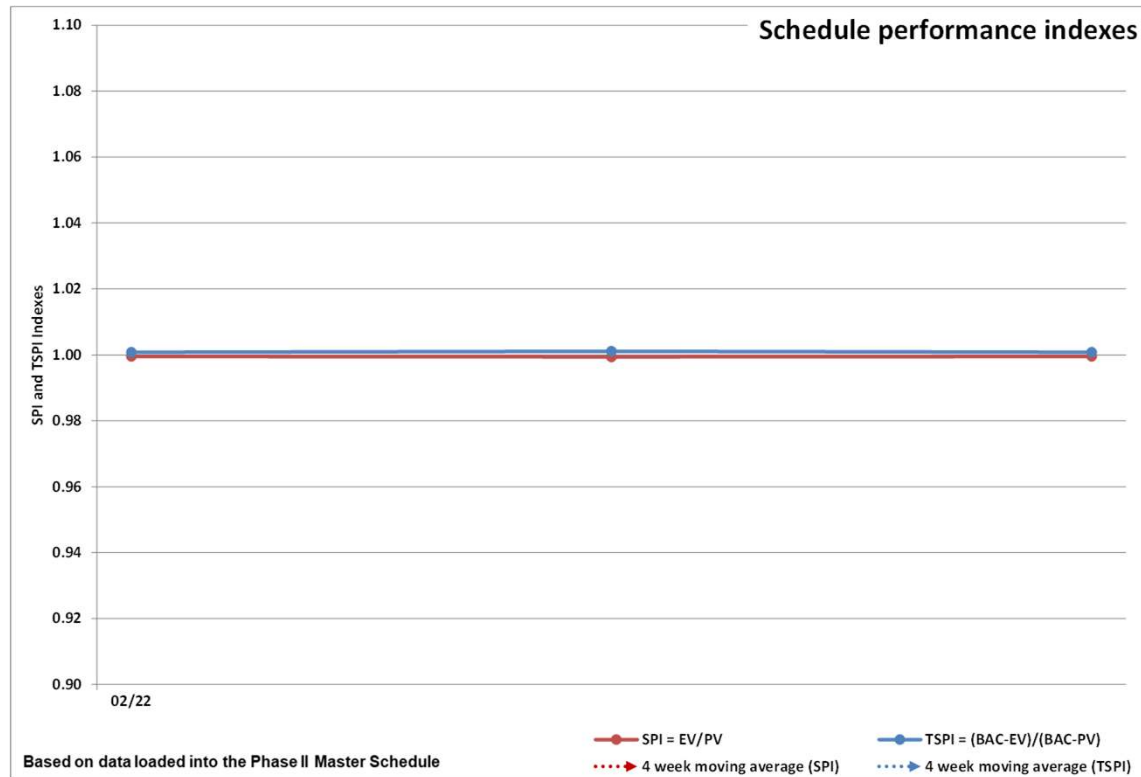


- This chart shows the percent complete for duration and work for the project.
- Summary:
  - Duration and work complete have been increasing since the beginning of the project.
- Conclusions:
  - None.

- ▶ Blue line is duration percent complete.
- ▶ Red line is work percent complete

# Schedule and cost performance (continued)

## Supporting information



- This chart shows the TSPI and SPI indexes and associated trends.
- Summary:
  - The SPI four-week moving average is **steady**.
  - The TSPI four-week moving average is **steady**.
- Conclusions:
  - Future required schedule efficiency (TSPI) is **consistent with** the current schedule efficiency (SPI).

- ▶ Blue line is TSPI
- ▶ Red line is SPI

- ▶ TSPI is the future schedule efficiency required to complete the project as scheduled

# Major project milestones

## Supporting information

WBS	Title	Completion date			Days late/early
		Baseline	Forecast	Actual	
0	Motorist Modernization Phase II Project Plan	06/09/25	06/20/25		11.0
3	Execution and Monitoring & Control	05/28/25	06/07/25		11.0
3.2	Project Monitoring and Controlling	05/09/25	05/19/25		10.9
3.5	Design, Development and Implementation	05/20/25	05/30/25		11.0
3.5.15	Development	01/25/24	02/02/24		9.0
3.5.16	Release 1 - FRVIS Replacement and IFTA/IRP	11/07/24	11/17/24		10.2
3.5.17	Release 2 - Portal/Fleet	06/10/24	06/19/24		9.6
3.5.18	Release 3 - Batch, Back Office, Remaining functionality	05/20/25	05/30/25		11.0
3.5.19	Florida Smart ID	09/28/22	10/05/22		7.0
3.5.20	IFTA/IRP/Audit Project	07/01/24	07/10/24		9.6
3.5.21	Enterprise Content Management	07/29/22	08/04/22		6.8

1. Unable to forecast past due completion dates
2. Forecasts only include work effort loaded into the Phase II Master Schedule

	On Schedule
	Behind Schedule
	Past Due / Late

# Major project milestones (continued)

## Supporting information

WBS	Title	Completion date			Days late/early
		Baseline	Forecast	Actual	
3.7	Execution and Monitoring & Control Phase Complete	05/28/25	06/07/25		11.0
4.5	Closeout Phase Complete	06/09/25	06/20/25		11.0
5	Project Complete	06/09/25	06/20/25		11.0

1. Unable to forecast past due completion dates
2. Forecasts only include work effort loaded into the Phase II Master Schedule

	On Schedule
	Behind Schedule
	Past Due / Late

# Release milestones

## Supporting information

WBS	Title	Completion date			Days late/early
		Baseline	Forecast	Actual	
3.5.15.5.2	Milestone A	04/30/20	Complete	01/22/20	(99.0)
3.5.15.5.3	Milestone B	04/29/20	Complete	11/06/20	191.0
3.5.15.5.4	Milestone C	07/16/20	Complete	12/24/21	526.0
3.5.15.5.5	Milestone D	10/22/20	Complete	10/22/20	0.0
3.5.15.5.6	Milestone E	01/21/21	Complete	01/21/21	0.0
3.5.15.5.7	Milestone F	05/06/21	Complete	05/06/21	0.0
3.5.15.5.8	Milestone G	08/12/21	Complete	08/12/21	0.0
3.5.15.5.9	Milestone H	10/28/21	Complete	10/28/21	0.0
3.5.15.5.10	Milestone I	01/20/22	Past Due		36.0

1. Unable to forecast past due completion dates
2. Forecasts only include work effort loaded into the Phase II Master Schedule

	On Schedule
	Behind Schedule
	Past Due / Late

# Release milestones (continued)

## Supporting information

WBS	Title	Completion date			Days late/early
		Baseline	Forecast	Actual	
3.5.15.5.11	Milestone J	04/28/22	05/04/22		6.4
3.5.15.5.12	Milestone K	08/04/22	08/10/22		6.8
3.5.15.5.13	Milestone L	10/20/22	10/27/22		7.1
3.5.15.5.14	Milestone M	01/26/23	02/02/23		7.5
3.5.15.5.15	Milestone N	05/04/23	05/11/23		7.9
3.5.15.5.16	Milestone O	07/27/23	08/04/23		8.2
3.5.15.5.17	Milestone P	11/02/23	11/10/23		8.6
3.5.15.5.18	Milestone Q	01/25/24	02/02/24		9.0

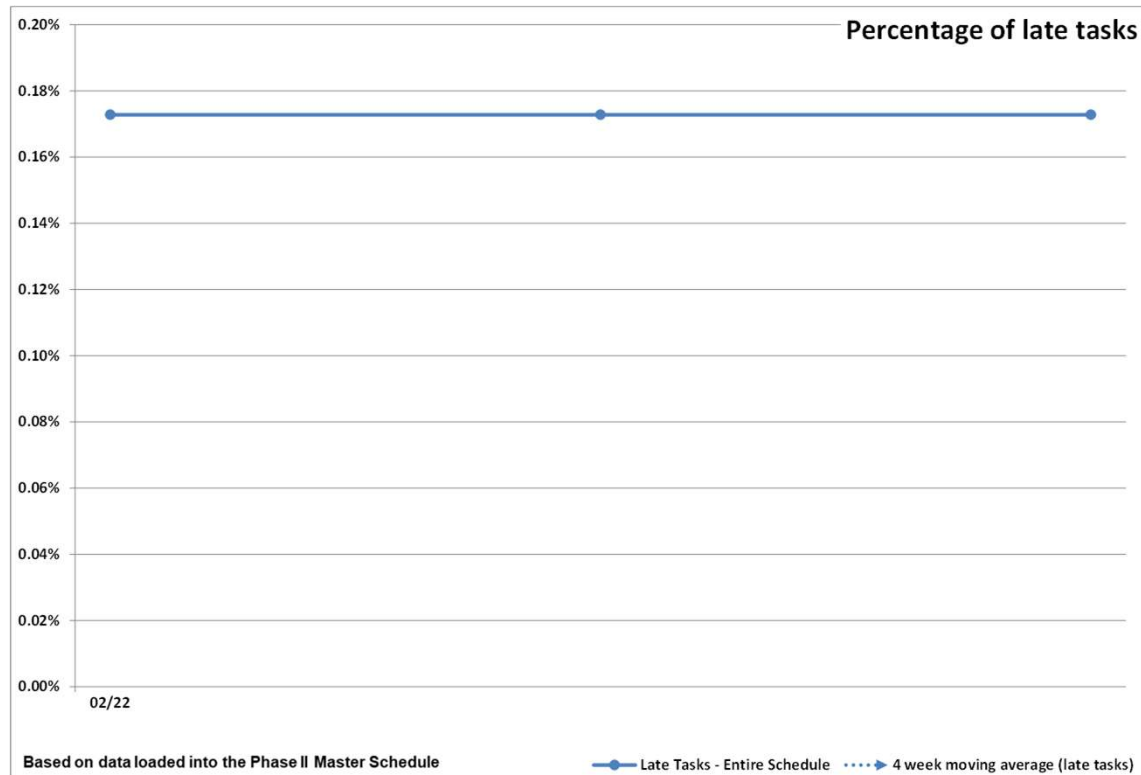
1. Unable to forecast past due completion dates
2. Forecasts only include work effort loaded into the Phase II Master Schedule

	On Schedule
	Behind Schedule
	Past Due / Late



# Late tasks

## Supporting information

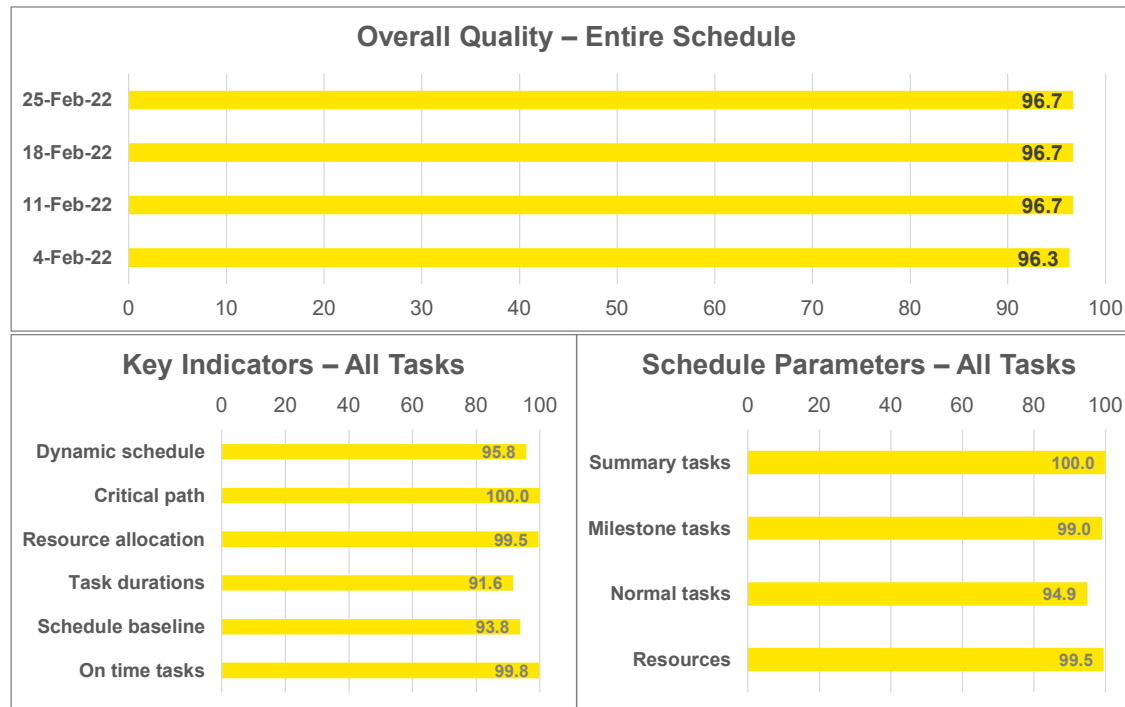


- This chart shows the percentage of tasks that are late for the entire schedule.
- A task is automatically designated as “late” if it is not complete and the project status date is later than the baseline finish date for the task.
- Summary:
  - 0.17% of total tasks contained in the project schedule are late.
- Conclusions:
  - There are not enough data points to determine the four-week moving average for the number of late tasks.
  - The MMP2 Project is behind schedule.

# Project schedule quality

## MMP2 schedule

### Supporting information



- This chart shows the quality of the project schedule within each of the following areas:
  - Overall quality with trending
  - Key indicators
  - Schedule parameters
- Summary:
  - Overall quality: 96.7
- Conclusions:
  - Overall schedule quality is consistent and excellent

- ▶ Dynamic schedule – Task dependencies and constraints
- ▶ Critical path – Task dependencies
- ▶ Resource allocation –Resource assignments

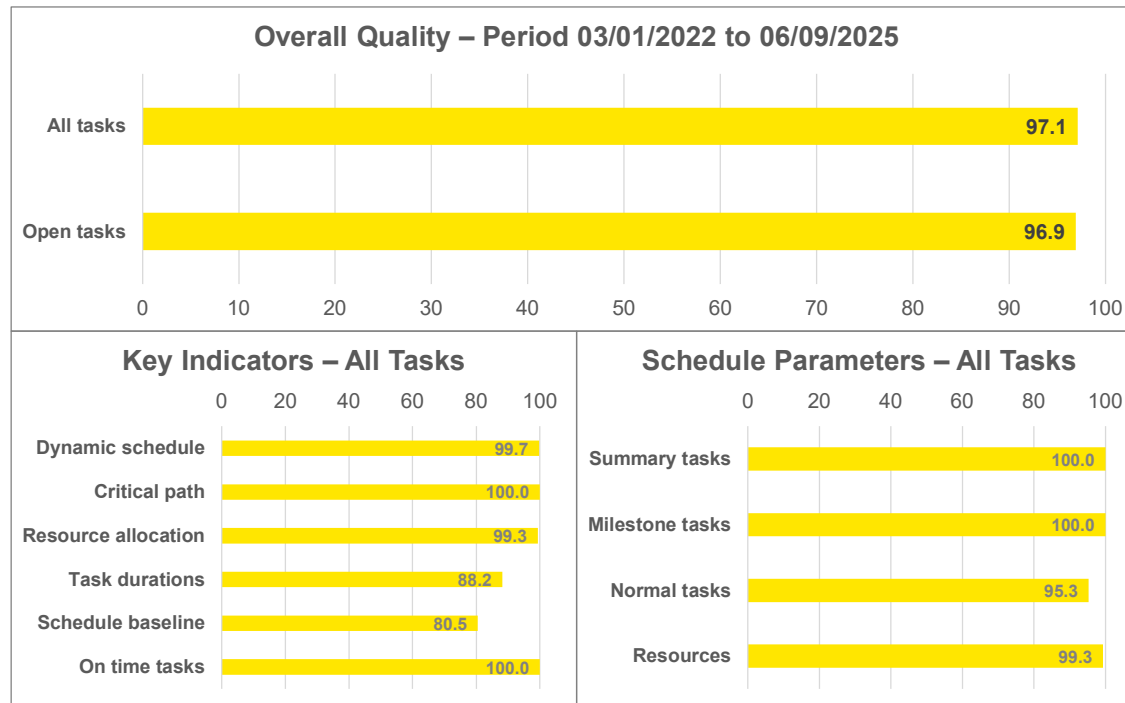
- ▶ Task durations – Task durations other that 8 to 80 hours
- ▶ Baseline – Full baseline defined for all tasks
- ▶ On time tasks – Tasks that are not late

Quality Value	
↑	90 or greater
↗	Between 75 and 90
→	Between 60 and 75
↘	Between 45 and 60
↓	Less than 45

# Project schedule quality

## MMP2 period

### Supporting information



▪ This chart shows the quality of the project schedule within each of the following areas:

- Overall quality with trending
- Key indicators
- Schedule parameters

▪ Summary:

▪ Overall quality: 97.1

▪ Conclusions:

▪ Overall schedule quality is consistent and excellent

- ▶ Dynamic schedule – Task dependencies and constraints
- ▶ Critical path – Task dependencies
- ▶ Resource allocation –Resource assignments

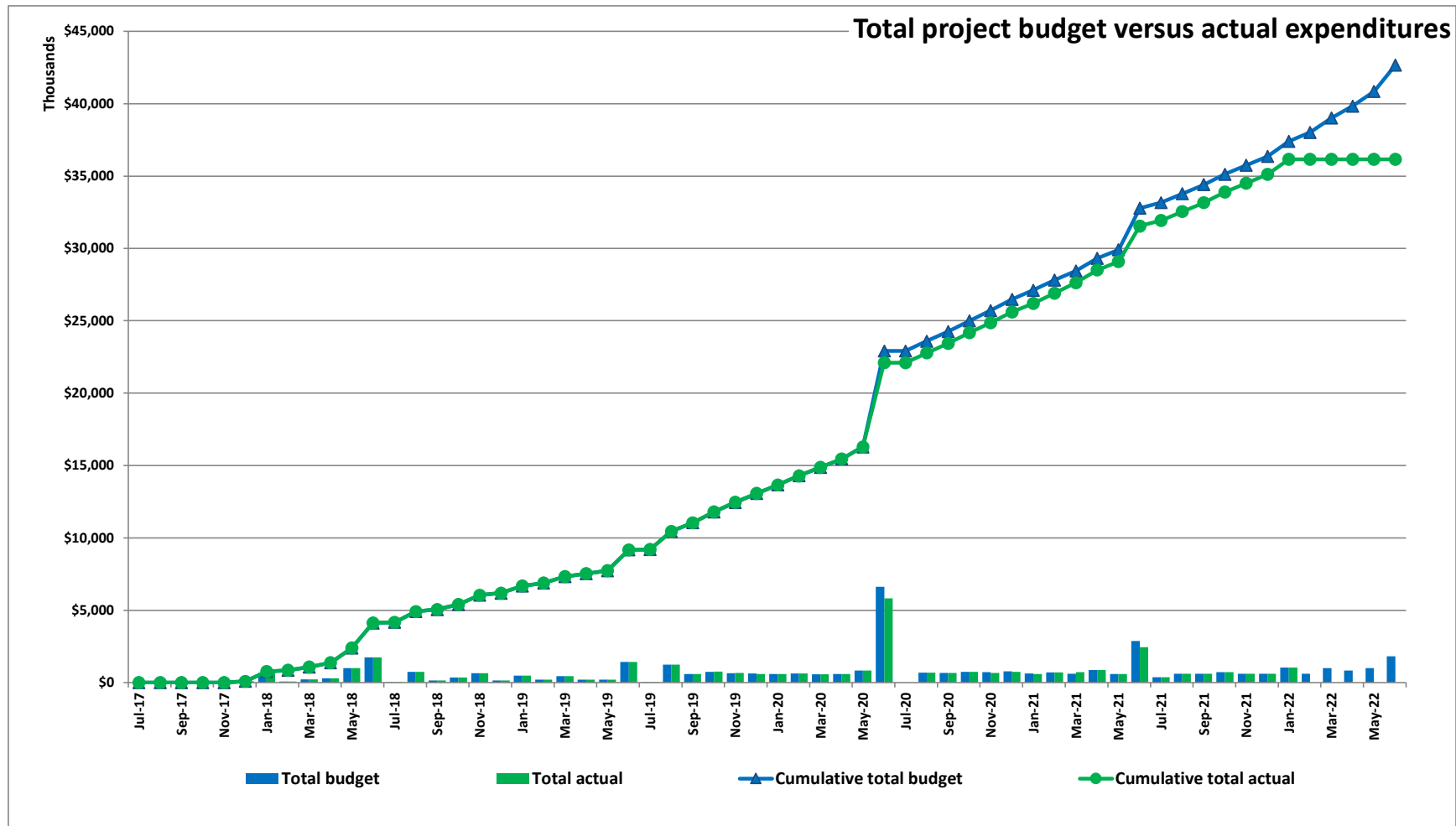
- ▶ Task durations – Task durations other that 8 to 80 hours
- ▶ Baseline – Full baseline defined for all tasks
- ▶ On time tasks – Tasks that are not late

Quality Value	
↑	90 or greater
↗	Between 75 and 90
→	Between 60 and 75
↘	Between 45 and 60
↓	Less than 45

# Project budget

## Total project funding

Supporting information



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**Motorist Modernization – Phase II: Office of Motorist Modernization**  
**Weekly Status Report for the week ending April 1, 2022**

**Phase II - Stoplight Report - as of 04/01/2022**

**Team A - T&R Issuance**

Current Sprint: Sprint 37 (Ends 04/12/2022)



Milestone:	I (01/18/2022)
Development:	Green
Testing:	Red
Business Actions:	Green
Technical Debt:	Green
Backlog Health:	Green

Milestone:	J (04/26/2022)
Development:	Red
Testing:	Red
Business Actions:	Green
Technical Debt:	Green
Backlog Health:	Red

Milestone:	Full Backlog
Development:	Yellow
Testing:	Red
Business Actions:	Green
Technical Debt:	Green
Backlog Health:	Yellow

	#stories	est dev hrs	
Not Started	-	-	0.0%
Refinement	-	-	0.0%
Development	-	-	0.0%
Testing	270	1,669	78.5%
Done	73	450	21.2%
Blocked	1	4	0.3%
Total:	344	2,123	

	#stories	est dev hrs	
Not Started	143	1,578	48.0%
Refinement	33	676	11.1%
Development	15	92	5.0%
Testing	77	440	25.8%
Done	5	40	1.7%
Blocked	25	353	8.4%
Total:	298	3,179	

	#stories	est dev hrs	
Not Started	1,722	17,800	70.3%
Refinement	42	816	1.7%
Development	17	60	0.7%
Testing	348	2,141	14.2%
Done	291	3,538	11.9%
Blocked	29	389	1.2%
Total:	2,449	24,744	

**Portal/Fleet Team**

Current Sprint: Sprint 32 (Ends 04/14/2022)



Milestone:	I (01/20/2022)
Development:	Red
Testing:	Red
Business Actions:	Green
Technical Debt:	Green
Backlog Health:	Yellow

Milestone:	J (04/28/2022)
Development:	Red
Testing:	Red
Business Actions:	Yellow
Technical Debt:	Green
Backlog Health:	Yellow

Milestone:	Full Backlog
Development:	Red
Testing:	Red
Business Actions:	Green
Technical Debt:	Green
Backlog Health:	Yellow

	#stories	est dev hrs	
Not Started	-	-	0.0%
Refinement	-	-	0.0%
Development	4	16	14.3%
Testing	6	56	21.4%
Done	18	140	64.3%
Blocked	-	-	0.0%
Total:	28	212	

	#stories	est dev hrs	
Not Started	1	4	4.8%
Refinement	9	96	42.9%
Development	3	48	14.3%
Testing	5	48	23.8%
Done	3	48	14.3%
Blocked	-	-	0.0%
Total:	21	244	

**Team B - MV Globals**

Current Sprint: Sprint 37 (Ends 04/13/2022)



Milestone:	I (01/19/2022)
Development:	Red
Testing:	Red
Business Actions:	Green
Technical Debt:	Green
Backlog Health:	Red

Milestone:	J (04/26/2022)
Development:	Green
Testing:	Green
Business Actions:	Green
Technical Debt:	Green
Backlog Health:	Yellow

Milestone:	Full Backlog
Development:	Red
Testing:	Red
Business Actions:	Green
Technical Debt:	Green
Backlog Health:	Red

	#stories	est dev hrs	
Not Started	1	24	5.6%
Refinement	-	-	0.0%
Development	2	40	11.1%
Testing	6	120	33.3%
Done	9	184	50.0%
Blocked	-	-	0.0%
Total:	18	368	

	#stories	est dev hrs	
Not Started	15	208	46.9%
Refinement	2	24	6.3%
Development	1	40	3.1%
Testing	2	104	6.3%
Done	11	232	34.4%
Blocked	1	8	3.1%
Total:	32	616	

	#stories	est dev hrs	
Not Started	702	9,176	67.8%
Refinement	2	24	0.2%
Development	5	-	0.5%
Testing	8	224	0.8%
Done	318	4,284	30.7%
Blocked	1	8	0.1%
Total:	1,036	13,716	

**IFTA/IRP**

Current Sprint: Sprint 18 (Ends 04/12/2022)



Milestone:	E (04/26/22)
Development:	Yellow
Testing:	Green
Business Actions:	Green
Technical Debt:	Green
Backlog Health:	Green

Milestone:	F (06/28/2022)
Development:	Green
Testing:	Green
Business Actions:	Green
Technical Debt:	Green
Backlog Health:	Green

Milestone:	Full Backlog
Development:	Green
Testing:	Green
Business Actions:	Green
Technical Debt:	Green
Backlog Health:	Green

	#stories	est dev hrs	
Not Started	118	672	55.7%
Refinement	55	-	25.9%
Development	5	532	2.4%
Testing	20	20	9.4%
Done	14	176	6.6%
Blocked	-	-	0.0%
Total:	212	1,400	

	#stories	est dev hrs	
Not Started	173	1,215	98.9%
Refinement	1	-	0.6%
Development	-	30	0.0%
Testing	-	-	0.0%
Done	1	29	0.6%
Blocked	-	-	0.0%
Total:	175	1,274	

**Enterprise Team**

Current Sprint: Sprint 37 (Ends 04/12/2022)



Milestone:	Milestone I
Development:	Green
Testing:	Green
Business Actions:	Green
Technical Debt:	Green
Backlog Health:	Green

Milestone:	Milestone J
Development:	Green
Testing:	Green
Business Actions:	Green
Technical Debt:	Green
Backlog Health:	Green

Milestone:	Full Backlog
Development:	Green
Testing:	Green
Business Actions:	Green
Technical Debt:	Green
Backlog Health:	Green

	#stories	est dev hrs	
Not Started	-	n/a	-
Refinement	-	n/a	-
Development	-	n/a	-
Testing	-	n/a	-
Done	-	n/a	-
Blocked	-	n/a	-
Total:	-	-	

	#stories	est dev hrs	
Not Started	1	n/a	-
Refinement	-	n/a	-
Development	3	n/a	-
Testing	-	n/a	-
Done	-	n/a	-
Blocked	-	n/a	-
Total:	4	-	

	#stories	est dev hrs	
Not Started	66	n/a	64.7%
Refinement	-	n/a	0.0%
Development	6	n/a	5.9%
Testing	1	n/a	1.0%
Done	28	n/a	27.5%
Blocked	1	n/a	1.0%
Total:	102	-	

**Florida Smart ID**

Current Sprint: Phase II - Sprint 16 - Production Support (Ends 04/12/2022)



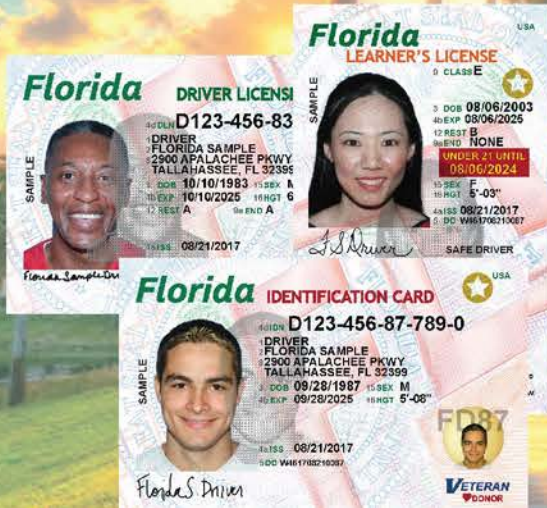
Milestone:	C (Feb 2022)
Development:	Red
Testing:	Red
Business Actions:	Green
Technical Debt:	Green
Backlog Health:	Green

Milestone:	D (Aug 2022)
Development:	Yellow
Testing:	Yellow
Business Actions:	Green
Technical Debt:	Green
Backlog Health:	Green

Milestone:	Full Backlog
Development:	Green
Testing:	Green
Business Actions:	Green
Technical Debt:	Green
Backlog Health:	Green

	#stories	orig dev est	
Not Started	-	-	0.0%
Refinement	-	-	0.0%
Development	-	-	0.0%
Testing	6	-	24.0%
Done	18	-	72.0%
Blocked	1	-	4.0%
Total:	25	-	

	#stories	orig dev est	
Not Started	1	-	16.7%
Refinement	4	-	66.7%
Development	1	-	16.7%
Testing	-	-	0.0%
Done	-	-	0.0%
Blocked	-	-	0.0%
Total:	6	-	



# Motorist Modernization Phase II – April 12, 2022

STATE OF THE STATE





# IFTA / IRP Project Update

## Key Dates, Activities Milestones

Contract Signed – **06/2020 to Celtic**

### Deliverables in next 30-60 Days & Status

- D15: Development Completion software Milestone – IFTA release – **03/21/2022**
- D17: Final Legacy Data Mapping to COTS - Iteration 1 – **03/31/2022**

### Important Activities – April

- Continue Celtic support while they address IFTA bugs completing end to end testing, and IRP service endpoint development.
- Complete VOID workflow and refinement.
- Business/SEU continue testing of IFTA code in the COTS solution - FLMCS.

## Key Dependencies/Assumptions

- Dependent enterprise core services being stable and available ahead of IFTA/IPR planned development.
- Managing impacts to project development due to Blueprint upgrade and environment migration efforts.

## IFTA/IRP Specific Risks & Issues – Program Level

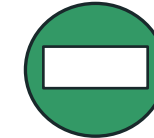
- P2 – Risk #111 – Cross-team Dependency

## Team Profile

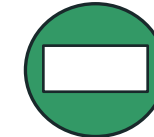
# User Stories: 559\*

# Developers: 2.5 \*

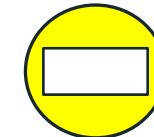
# Testers: 3\*



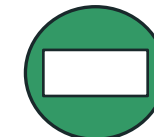
Business Actions



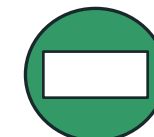
COTS Configuration



ORION Integration



Data Conversion



Scope / Schedule



# Florida Smart ID Project Update

## Key Dates, Activities Milestones

Contract Signed – **06/2020 to Thales**

Deliverables in next 30-60 Days & Status

- Onboarding Additional mDL Vendors – **04/12/2021 – 06/11/2021**

Important Activities

- Phase 2: 02/28/2022 Go Live
  - Remote Enrollment
  - Move to GovCloud
  - Broadcast Messages
- Phase 3 – Aug 2022:
  - Registration/Insurance
  - Online Authentication
  - Verifier Registration
  - Additional FSID Use Cases

## Key Dependencies/Assumptions

- Keep initial release meaningful, but sized for “success” given short timeline
- Other vendors are dependent upon Thales Remote Enrollment updates planned for Phase 2

## mDL Specific Risks & Issues – Program Level

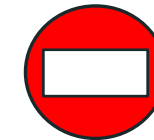
- Issue 42 - Risk 94 FSID Onboarding Realized**
- Issue 62 - FSID Phase 3 Delayed Start**

## Team Profile

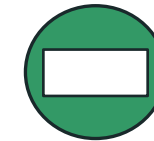
# User Stories: 106

# Developers: .5

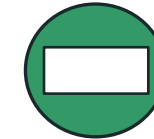
# Testers: 3+



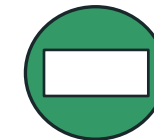
Business Actions



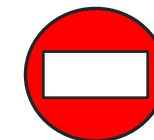
Florida SMART ID Configuration



FLHSMV Integration



Security / Technology



Scope / Schedule

# Enterprise Content Management (ECM) Project Update

## Key Dates, Activities Milestones

- Contract Signed – **OnBase Software; 06/2020 to Next Phase Solutions**

## Day 1 - Important Activities – Apr

- Daily Prod conversion jobs run at 6pm
- Go-Live Date after data center migration
  - Data Center Stability 4/15 – 5/26
  - Pilot/SEU Verification 5/25 – 6/3
  - Statewide Implementation 6/3

## Day 2 - Important Activities – Apr

- Completed MVScan Taxonomy/discovery of data elements needed for FRVIS retrieval
- Completed MVScan source to target mappings
- Preparing sample documents to support conversion build/implement conversion

## Key Dependencies/Assumptions

- Keep initial release meaningful, but sized for “success” given short timeline
- SEU production smoke testing doesn’t exceed the planned 72 hours

## ECM Specific Risks & Issues – Program Level

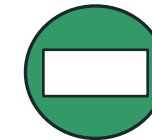
**Risk 101** – IF NPS can’t quickly configure new documents to be added to the ECM as they are identified and refined by the Phase II Team, THEN it could impact the schedule as the team waits for implementation of the new document in the ECM. (Opened 8/17/21)

## Team Profile

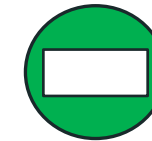
# User Stories: N/A

# Developers: 2

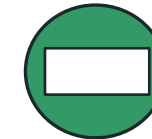
# Testers: 3+



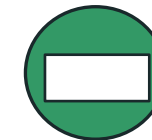
Business Actions



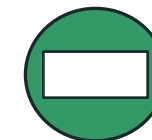
ECM Configuration



ORION Integration



Security / Technology



Scope / Schedule

# Portal Fleet(MyDMV Portal Phase II)Project Update

## Key Dates, Activities Milestones

- Milestone J Sprint 32 Sprint
    - Developing and Testing Milestone I and J Stories
- 

## Important Activities – April

- Continue testing Renewal Notification CR changes - TBD
- Brainstorm on new features to add to MyDMV Portal Release and gathering status on the transactions
- Creating CR for Wrap 7945 for landing page verbiage update on convenience fee charges

## Key Dependencies/Assumptions

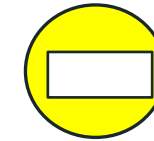
- Reviewing if there will be any new features approved and any features that can be deployed earlier than the approved release schedule.

## Portal Specific Risks & Issues – Program Level

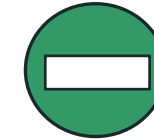
- Issue 15 – Have 1 developer positions currently open – onboarding a new developer during Sprint 32

## Team Profile

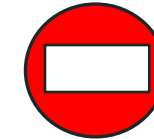
# User Stories: 1130  
# Developers: 2  
# Testers: 7+



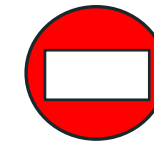
Business Actions



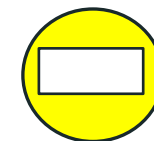
Technical Debt



Development (I and J)



Testing(I and J)



Backlog Health