

## Motorist Modernization

**Motorist Modernization Advisory Board – Phase II Monthly Meeting**  
**November 13, 2018**  
**Neil Kirkman Building, Conference Room B-202**  
**2900 Apalachee Parkway, Tallahassee Florida 32399**  
**2:30 – 4:00 p.m., EST**

### Invitees

Stephen Boley  
Lt. Jason Britt  
Diane Buck  
Jay Levenstein  
Steve Burch  
Lisa Cullen  
Leticia Torres  
Det. Sgt. Ivan Doobrow  
TBD

### Representing

DHSMV  
DHSMV  
DHSMV  
DHSMV  
DHSMV  
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
- Policy and Decisions Review
- MM Phase II Program Update
  - Financial Review
  - Project Updates
- Communications Update
- Q&A
- Adjourn

## **MOTORIST MODERNIZATION ADVISORY BOARD PHASE II**

### **Monthly Meeting Minutes**

**Kirkman Building Conference Room B-202**

**September 11, 2018**

**2:30 to 4 p.m., EST**

### **WELCOME AND INTRODUCTIONS**

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

Advisory Board Phase II members included

- Stephen Boley DHSMV
  - Steve Burch DHSMV
  - Lt. Jason Britt DHSMV
  - Diane Buck DHSMV (via phone)
  - Jay Levenstein DHSMV
  - Lisa Cullen Florida Tax Collectors
  - Leticia Torres Florida Tax Collectors
  - Det. Sgt. Ivan Doobrow Law Enforcement (absent)
- Additional DHSMV members present included – Terrence Samuel, Kristin Green, Felecia Ford, Laura Freeman, Jessica Espinoza, Judy Johnson, Cheryln Dent, Chad Hutchinson, Craig Benner and Cathy Thomas.
- Visitors present included – Alyene Calvo and Colin Stephens from Ernst & Young, and Nathan Johnson and Michelle McGinley from Accenture. Scott Morgan attended. Rhonda Thomas from Brevard County Tax Collector, Andrew Bell from Florida Auto Tag Agencies, Michael Samaan from Auto Data Direct, Bob Priselac from Title Technology, Brandon Shelley from Orange Auto Tag Agency, Kayla Scarpone from FTCA and Ben Anderson with Okaloosa County Tax Collector also attended.

### **REVIEW OF MEETING MINUTES**

- Rachel Graham reviewed the meeting minutes from August 14, 2018. There were no corrections identified. A motion to approve the minutes was accepted by the board members and the August 14, 2018, meeting minutes were approved.

### **IV&V UPDATE**

- Alyene Calvo presented an overview of the August 2018 report for Phase II. The overall risk state was amber. There was one open deficiency regarding incomplete program governance. 3 out of 1,419 tasks were late. The Schedule Performance Index was .999. The program was within the established performance thresholds. The program completion date is projected to be 6.2 days late and the Schedule Quality Score was 96.3.

### **STAKEHOLDER OUTREACH**

- Terrence Samuel discussed the Tax Collector Education Forum on August 27. He stated demos of the DL Issuance system and MyDMV Portal were performed for Phase I. He stated changes for the Phase II Titles and Registrations team were also discussed.

- On October 1 – 3, 2018, Phase II Tax Collector Focus Group meetings will be held in Brevard County to discuss MyDMV Portal, Titles and Registration and Global/Batch items.

### **POLICY & DECISION REVIEW**

- POR02 – Defining Scope of Fleet Services; POR04 – Casual Title Transactions Through MyDMV Portal; POR06 – Transaction Services Offered in Phase II Kiosk Solution – Judy Johnson stated there were currently no new updates. She stated there were pending internal meetings to discuss some of these items further.
- REG04 – Should the system do a NMVTIS check prior to approval of a renewal? – Cathy Thomas stated this item would be closed and combined with REG05. The team decided it was not necessary to run NMVTIS on the renewals and run it on registration-only transactions. She stated there will be a phone conference with AAMVA on September 28 to discuss what information NMVTIS can offer versus what information NLETS can offer. She stated the team will report back after the call.
- TLE02 – Where Required Documents Would be Scanned – Ms. Thomas stated a meeting is being scheduled to discuss this further before a decision is made.
  - Lisa Cullen stated she would rather have the documents scanned on the backend rather than at the counters due to scanning at the counters slowing down the process.
  - Mr. Samuel asked what percentage of tax collectors have the capability to scan documents in their own offices.
  - Ms. Cullen stated she would probably need to survey that information. She stated any office that does high speed processing should have scanning capability. She stated counties that do not perform high speed processing may not have an issue scanning at the counter rather than on the backend.
  - Andrew Bell asked what the current turnaround time is from when the tax collectors submit the paperwork to the department until it is scanned in.
  - Ms. Thomas stated she believes it is about a week or less.
- DS01 – Regarding Retaining the Original License Number for Expired Dealers that Reapply After Their Delinquent Period – Felecia Ford stated the team met with the Business to discuss the recommendation to have the dealers retain their original dealer number if they re-apply after the license and delinquent dates have expired. Rick White will provide his recommendation to Robert Kynoch who will advise ESC on his final decision regarding the retention of the original dealer license number.

### **FINANCIAL REVIEW**

- There was no financial review at the meeting.

### **PROJECT UPDATES**

- Mr. Nathan Johnson stated all teams were currently working on requirements validation and detailed business requirements. He overviewed the increments each team was currently working on. Mr. Johnson stated the team would also begin discussing the release plan for Phase II. The tax collector SMEs will be on site next week. He stated a second quarterly All-Hands Meeting will be held in October.
- Titles & Registration – Cathy Thomas discussed the tax collector SMEs approving screens and RQs so the team can finalize them in Blueprint. She stated there will be a walkthrough of an original title and an original registration transaction at the Tax Collector Focus Group meetings in October.
- Dealer Services – Felecia Ford stated the team was scheduled to be completed with increment 1 by October 23. She stated the team is working on requirements validation and

mockups. She stated the SMEs from the field offices and manufactured housing that regulate the dealer licensing program will be meeting soon.

- Globals/Batch/Inventory – Jessica Espinoza stated the team is focusing on field specific functional areas, such as inventory orders and transfers.
- IFTA/IRP – Laura Freeman stated the team has been working on requirements validation and the content for an ITN. The team has been working on identifying letters.
- Portal/Fleet Services – Judy Johnson stated the team is working on registration services and writing eligibility rules for those transactions, which will be used in the field application as well.

### **COMMUNICATIONS UPDATE**

- There was no communications update at the meeting.

### **Q&A**

- Ms. Cullen commented on the success of the Tax Collector Education Forum.
- Mr. Samuel stated the team will invite Lisa Cullen and the IT Coalition Chair, Joe Sverak, to future implementation meetings.

### **ADJOURNMENT**

- Mr. Samuel adjourned the meeting at approximately 2:57 p.m.
- The next Advisory Board Phase II Meeting is scheduled for October 9, 2018.

### **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 (8/14/18)	4 Pages
MM Phase II IV&V Update	31 Pages
MM Phase II Decision Log	4 Pages
MM Phase II Legal Opinion Log	5 Pages
MM Phase II Financials	9 Pages
Phase II Traffic Light Report	1 Page

# Motorist Modernization Program (Phase II)

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

Independent verification and validation (IV&V)  
Monthly Assessment Report Summary  
*September 2018*

30 October 2018



Building a better  
working world

# Topics for discussion

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- ▶ General IV&V overview
- ▶ Overall risk state and trending
- ▶ IV&V ratings summary
- ▶ Key indicators
- ▶ Status of key deficiency recommendations
- ▶ Overall performance
- ▶ Project complete date slippage
- ▶ Forecast milestone slippage
- ▶ Open deficiencies and actions
- ▶ Process improvement recommendations
- ▶ Upcoming IV&V activities
- ▶ Supporting information
  - ▶ Summary of changes
  - ▶ Open deficiencies
  - ▶ Project milestones
  - ▶ Late tasks
  - ▶ Project schedule quality
  - ▶ Project budget

Data contained in this MAR is as of 18 October 2018

# General IV&V overview

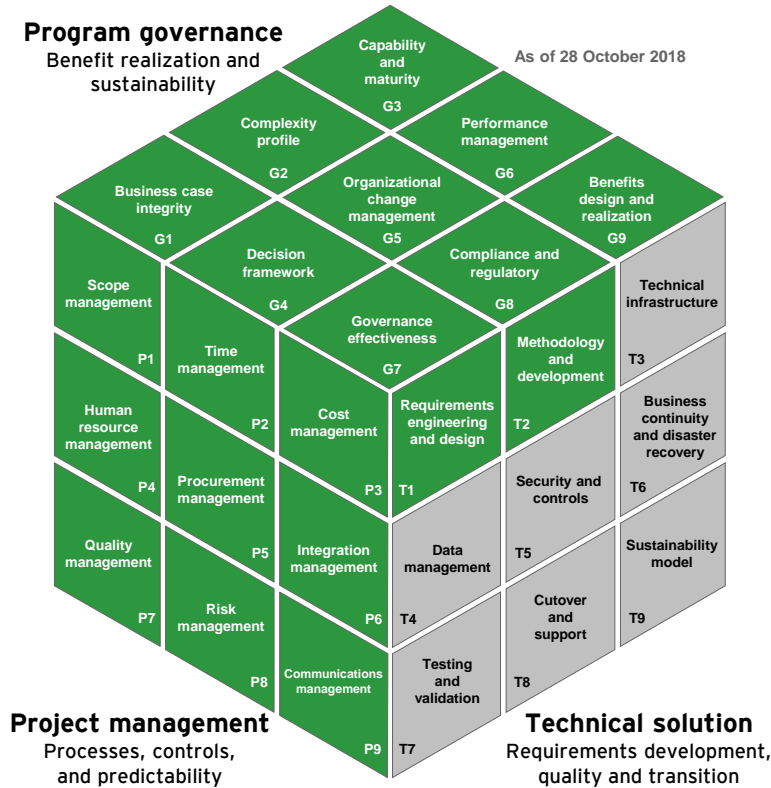
**Overall IV&V risk state:**

**Green**

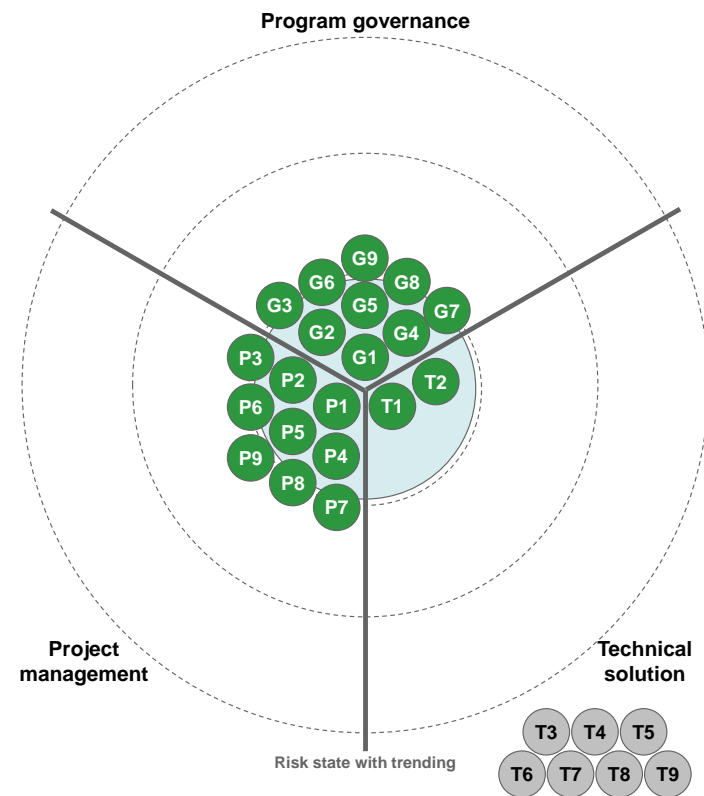
- ▶ There are no open IV&V deficiencies
  - ▶ No additional facets evaluated
  - ▶ No new deficiencies identified since the last report
- ▶ The Program is within established schedule performance thresholds
  - ▶ The schedule performance index (SPI) is 0.938
  - ▶ 10 of 1,430 total tasks (0.70%) contained in the project schedule are late
  - ▶ 5 of 375 total tasks (1.33%) for the current period are late
- ▶ The Program is within established cost performance thresholds
  - ▶ The cost performance index (CPI) is 1.000
  - ▶ The Program is currently on budget based on provided budget and spending information
- ▶ The Program is behind schedule
  - ▶ The program completion date is forecast to be 24 October 2023, 97.7 days late
  - ▶ Future milestones are projected to be completed behind schedule
  - ▶ The amount of time the project is behind schedule is increasing

# Overall risk state and trending

## Risk state of the MM Program (Phase II)



## Risk state with trending



Indicates that the area being assessed has critical issues that will result in significant risk to the project most likely resulting in either the inability to achieve the outcomes, inability to meet the projected schedule, or a significant cost over-run. Requires immediate action.



Indicates that the area being assessed has issues that need to be resolved; inefficiencies exist. Current process/method can be used with refinement.



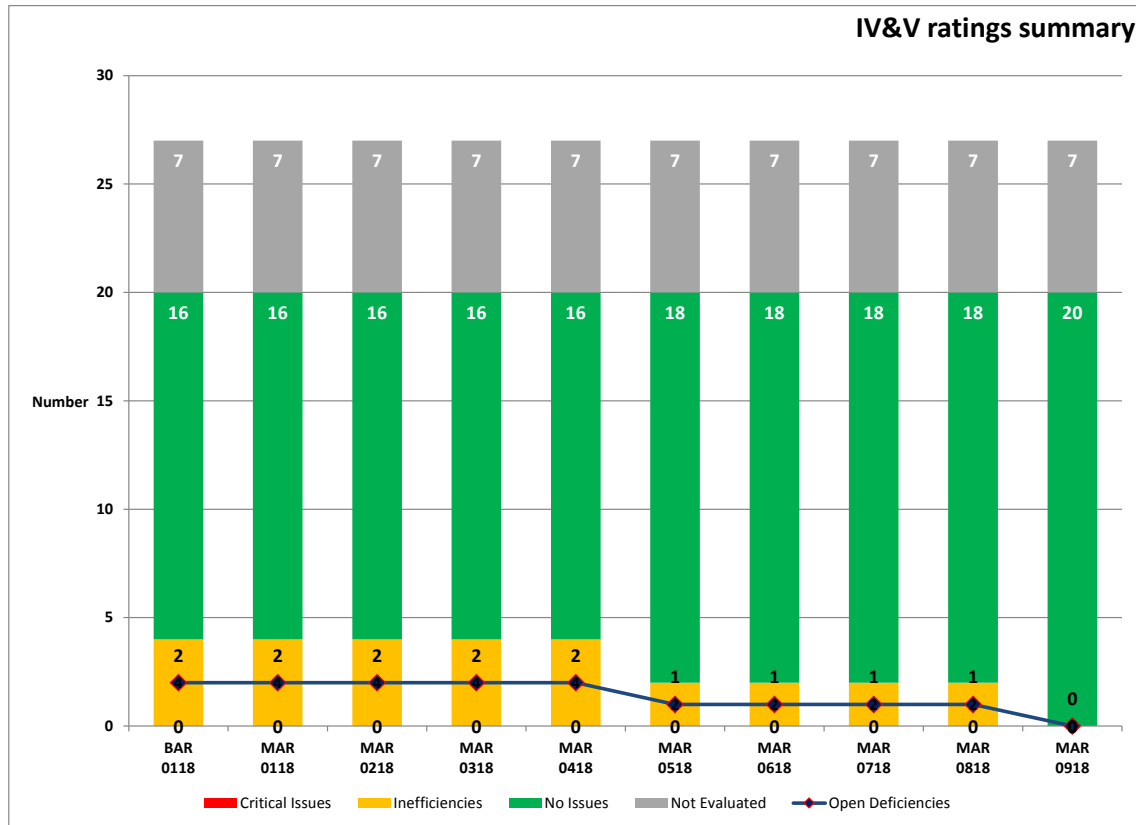
Indicates that the area being assessed did not have significant issues to report. Continued monitoring should be performed.



Indicates that the area being assessed has incomplete information available for a conclusive finding or is not applicable.



# IV&V ratings summary

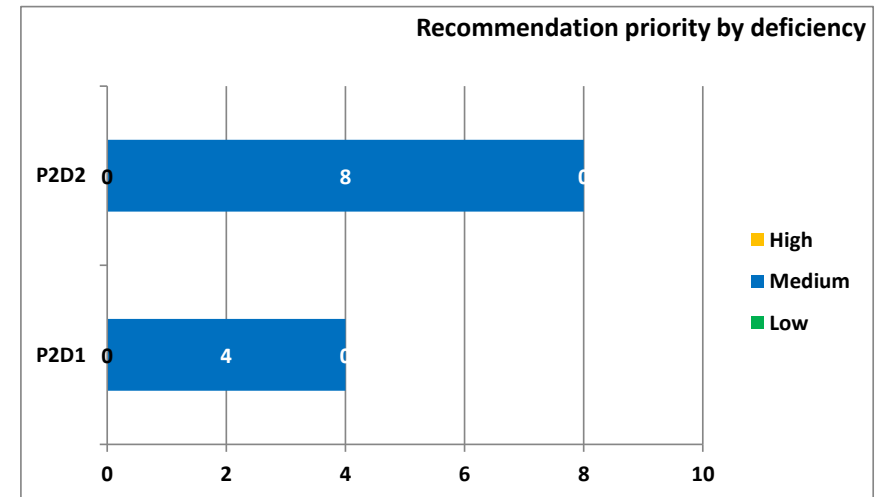
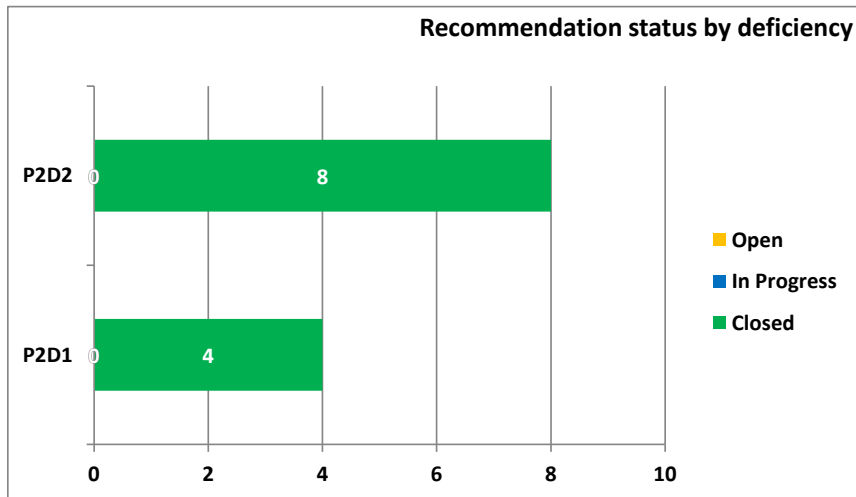
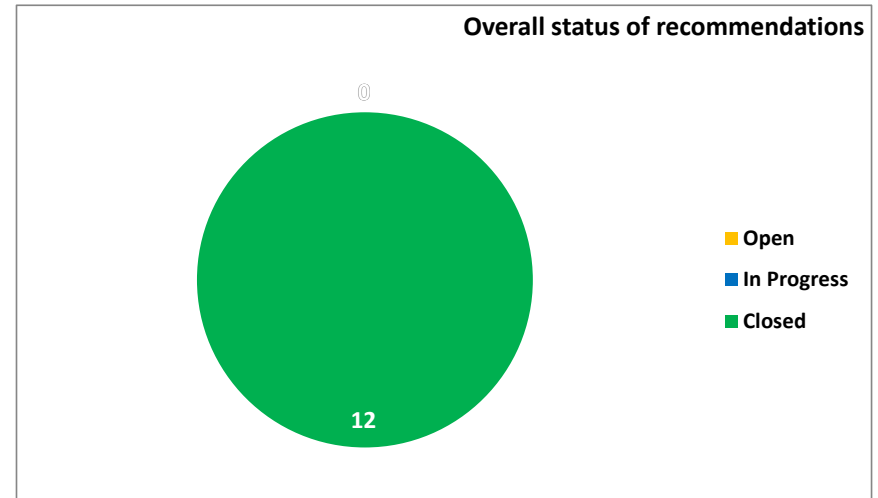
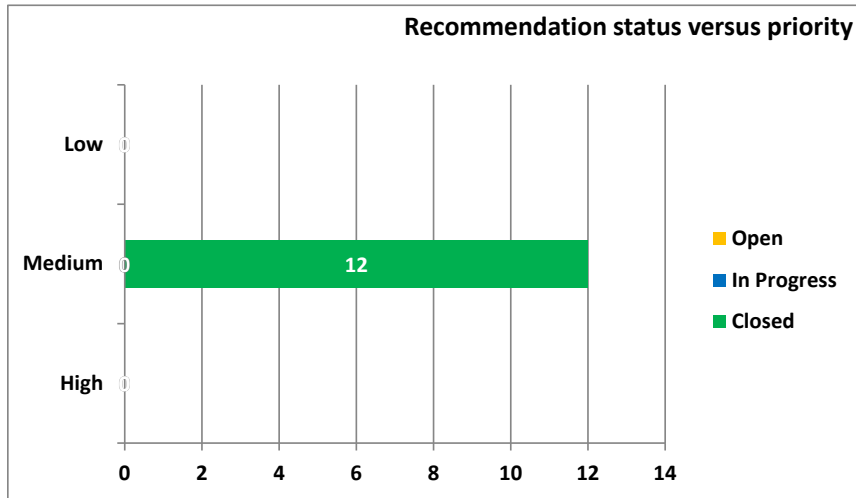


- This chart shows a summary of the IV&V cube facet ratings (red, amber, green and gray), and open deficiencies.
- Facet risk rating totals are as follows:
  - Red (critical issues): 0
  - Amber (issues): 0
  - Green (no issues): 20
  - Gray (not evaluated): 7
- Open deficiencies: 0
- Conclusions:
  - The MM Program Team has resolved all open deficiencies identified by the IV&V Team.

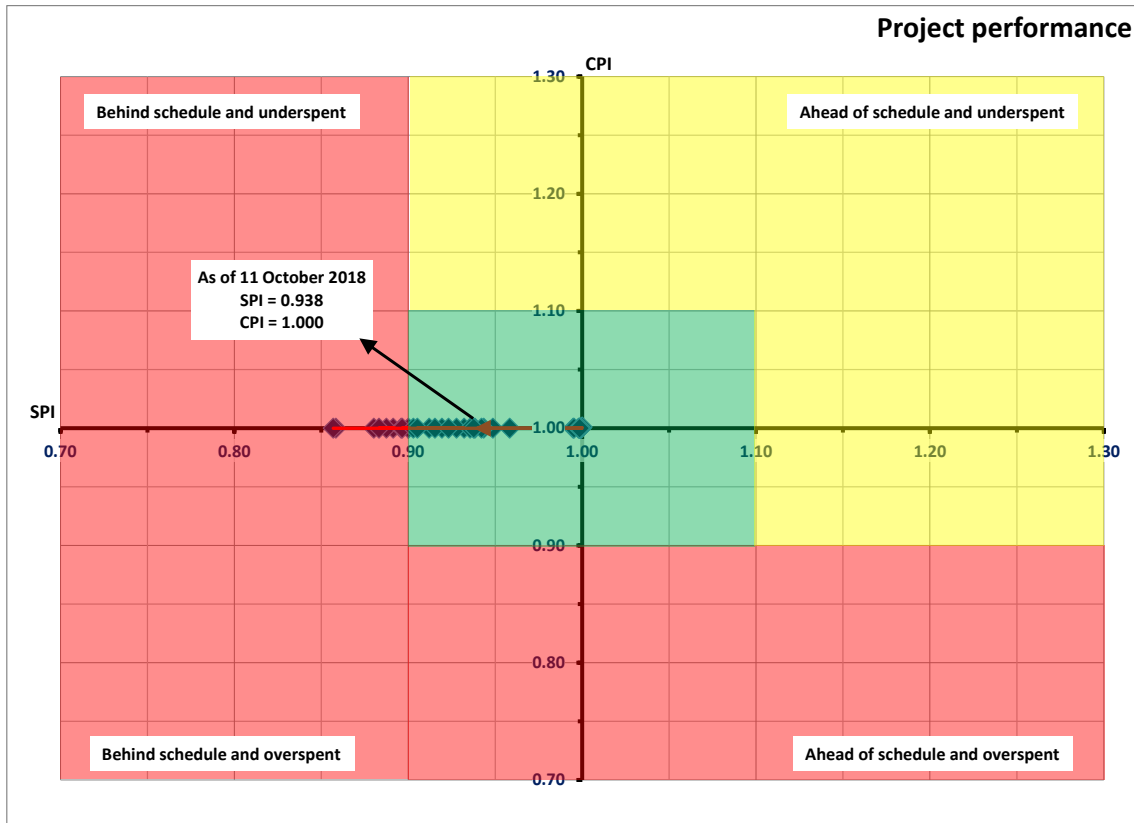
# Key indicators

Indicator	Value	Comment
Is the project approach sound?	Yes	<ul style="list-style-type: none"> <li>▶ The overall project approach is based on industry leading practices, methodologies and tools that have been used for other DHSMV projects.</li> </ul>
Is the project on time?	No	<ul style="list-style-type: none"> <li>▶ The Program is currently behind schedule.</li> <li>▶ The schedule performance index (SPI) is 0.938.</li> <li>▶ 5 of 1,430 total tasks (0.70%) contained in the project schedule are late.</li> <li>▶ 5 of 375 total tasks (1.33%) for the current period are late.</li> </ul>
Is the project on budget?	Yes	<ul style="list-style-type: none"> <li>▶ The Program is within established cost performance thresholds.</li> <li>▶ The cost performance index (CPI) is 1.000.</li> <li>▶ The Program is currently on budget based on provided budget and spending information.</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 MM Program (Phase II) is within the scope of the project as defined in the Schedule IV-B Feasibility Study.</li> </ul>
What are the project's future risks?	Unknown	<ul style="list-style-type: none"> <li>▶ The MM Program Team has resolved all open deficiencies identified by the IV&amp;V Team.</li> </ul>
Are the project's risks increasing or decreasing?	Steady	<ul style="list-style-type: none"> <li>▶ The MM Program Team has resolved all open deficiencies identified by the IV&amp;V Team.</li> </ul>
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>

# Status of key deficiency recommendations



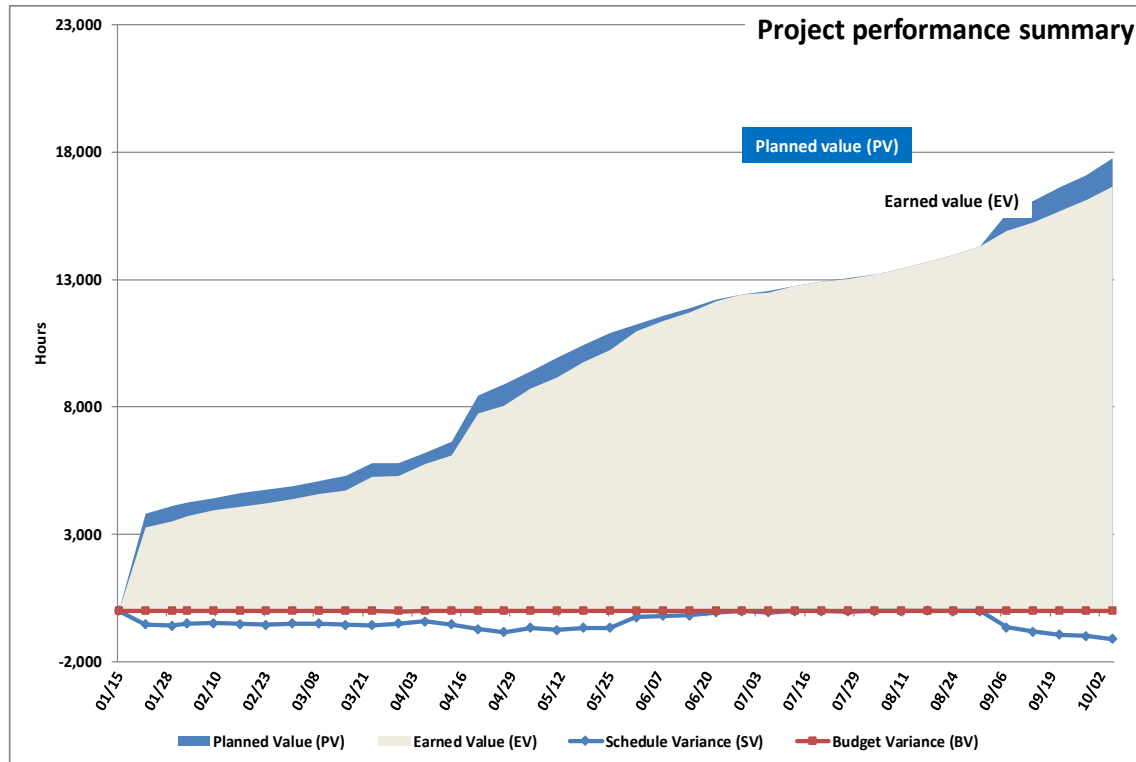
# Overall performance



- This chart shows the SPI and CPI plotted as points against the tolerance ranges set up for the project.
- Summary:
  - Schedule performance is within the established threshold.
  - Cost performance is within the established threshold.
- Conclusions:
  - The Program is currently behind schedule.

- ▶ 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.

# Overall performance (continued)

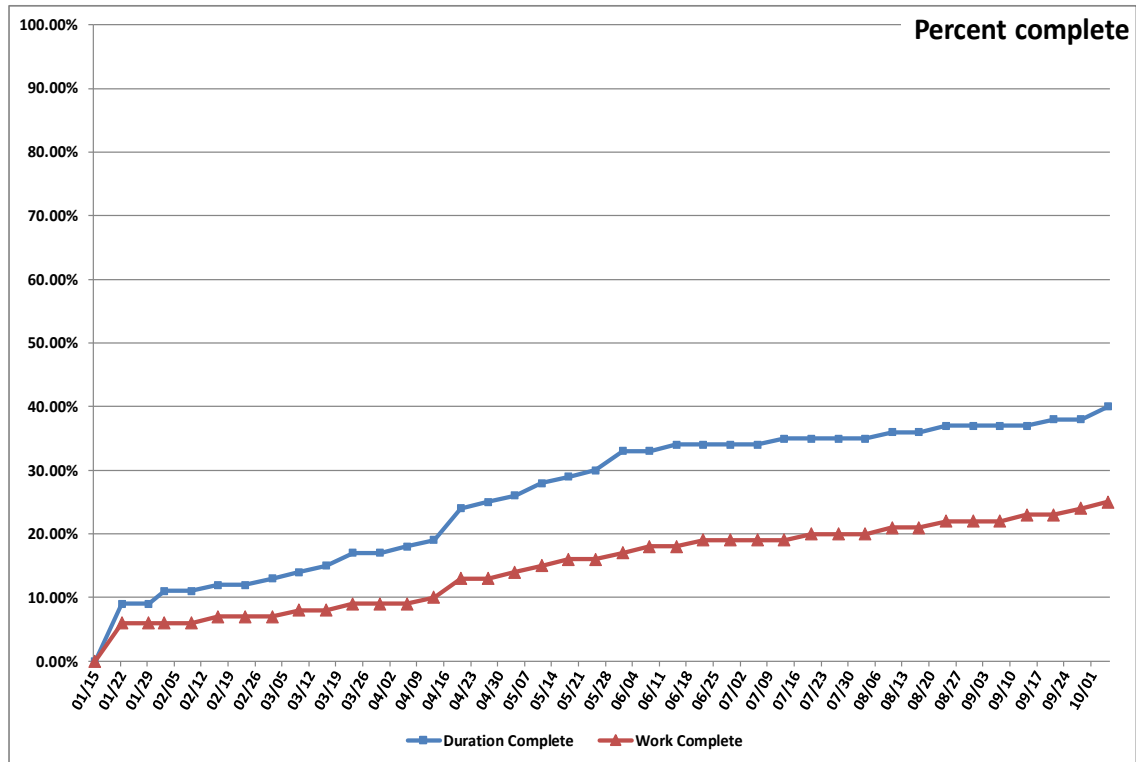


- This chart shows the cumulative planned value (PV) and earned value (EV) for the project.
- Summary:
  - Total EV is less than PV, indicating there is scheduled work that is not being completed.
  - The total amount of work not completed as scheduled is 1,106.9 hours.
- Conclusions:
  - The Program 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.

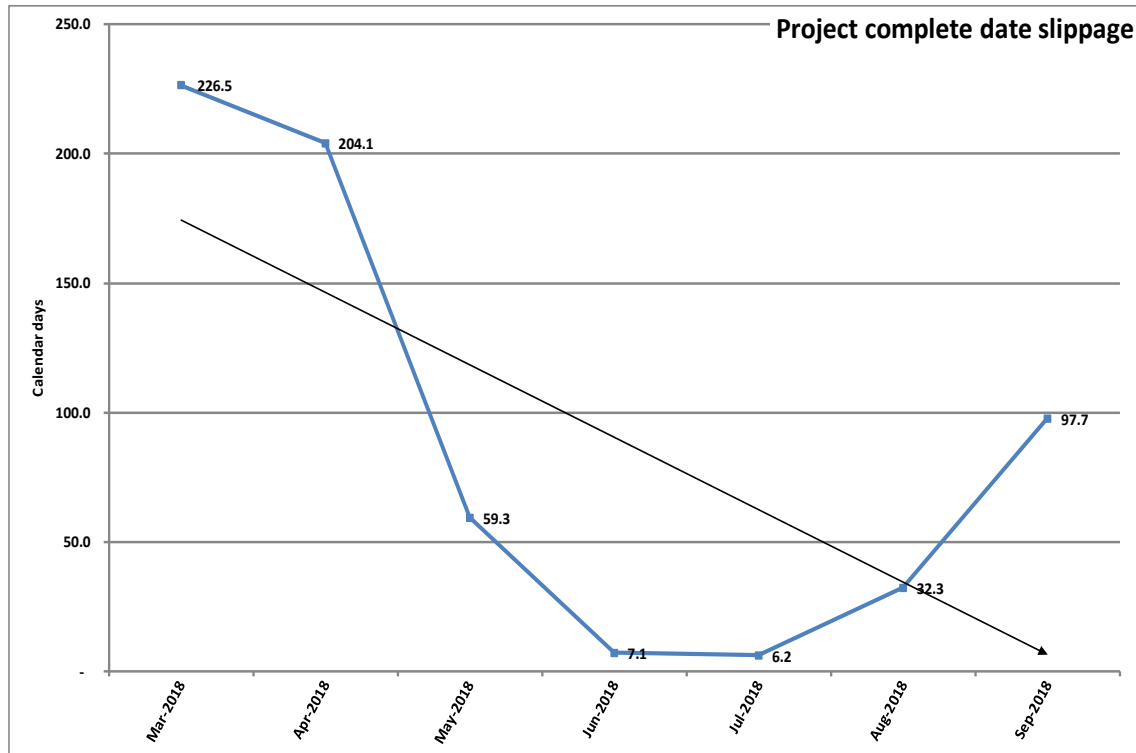
# Overall performance (continued)



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

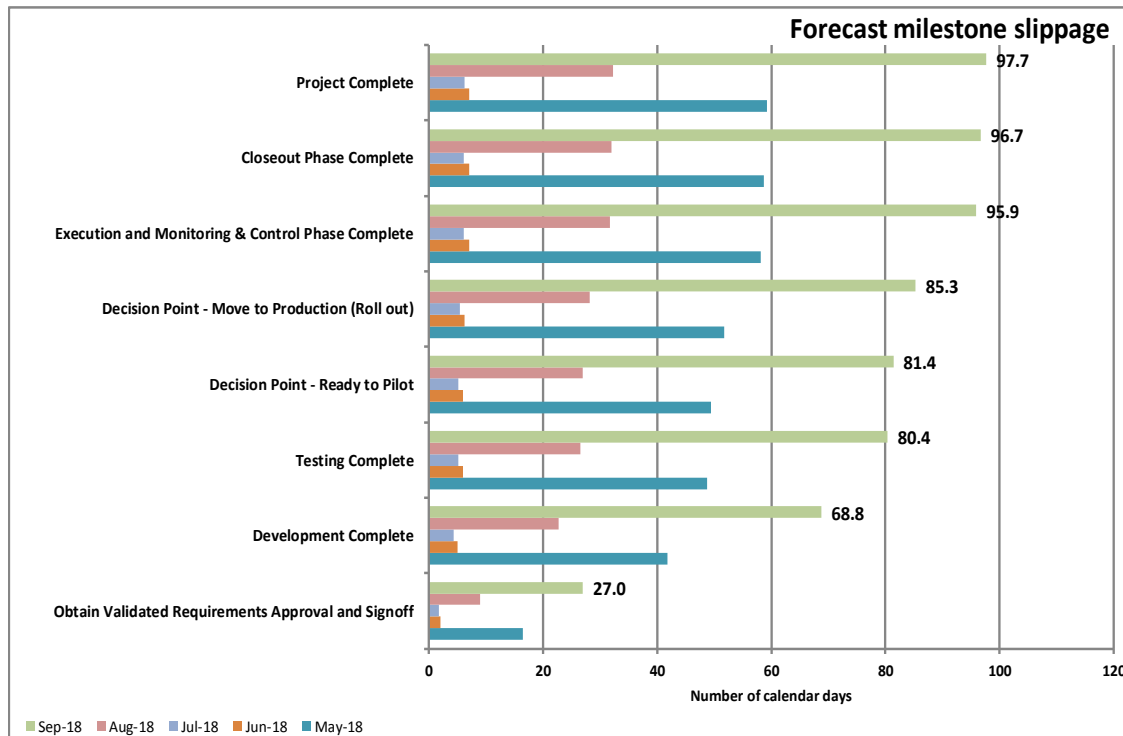
- ▶ Blue line is duration percent complete.
- ▶ Red line is work percent complete

# 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 program is behind schedule.
- Conclusions:
  - The program completion date is forecast to be 24 October 2023, 97.7 days late.
  - Future milestones are projected to be completed behind schedule.
  - The amount of time the project is behind schedule is decreasing.

# Forecast milestone completion



- This chart shows the projected completion dates for future milestones based on historical performance using the schedule performance index (SPI).
- Summary:
  - The program is behind schedule.
- Conclusions:
  - The program completion date is forecast to be 24 October 2023, 97.7 days late.
  - Future milestones are projected to be completed behind schedule.
  - The amount of time the project is behind schedule is decreasing.



# Open deficiencies and actions

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Deficiency	Actions taken
▶ P2D1 – Incomplete program governance	▶ This deficiency is closed.

# Process improvement recommendations

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Recommendation	Progress update / resolution	Status
▶ No process improvement recommendations identified since the last report.		

# Upcoming IV&V activities

- ▶ Participate in IV&V and Program meetings
- ▶ Review draft and final MM Program 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 – Jan 2018 (IVV-302AA)	02/14/2018	03/01/2018	02/26/2018	▶ Complete
MAR – Feb 2018 (IVV-302AB)	03/14/2018	03/29/2018	03/21/2018	▶ Complete
MAR – Mar 2018 (IVV-302AC)	04/13/2018	04/30/2018	04/20/2018	▶ Complete
MAR – Apr 2018 (IVV-302AD)	05/14/2018	05/30/2018	05/21/2018	▶ Complete
MAR – May 2018 (IVV-302AE)	06/14/2018	06/29/2018	06/21/2018	▶ Complete
MAR – Jun 2018 (IVV-302AF)	07/16/2018	07/31/2018	07/23/2018	▶ Complete
MAR – Jul 2018 (IVV-302AG)	08/14/2018	08/29/2018	08/29/2018	▶ Complete
MAR – Aug 2018 (IVV-302AH)	09/17/2018	10/02/2018	10/01/2018	▶ Complete
MAR – Sep 2018 (IVV-302AI)	10/18/2018	11/02/2018		▶ In progress

# Supporting information

- ▶ Summary of changes
- ▶ Open deficiencies
- ▶ Project milestones
- ▶ Late tasks
- ▶ Project schedule quality
- ▶ Project budget

# Summary of changes

## *Supporting information*

Item	Description
Deficiencies addressed	▶ P2D1 – Incomplete program governance.
New deficiencies	▶ No new deficiencies identified since the last report.
Risk ratings	<ul style="list-style-type: none"><li>▶ G4 – Decision framework changed from Amber (issues and inefficiencies) to Green (no issues).</li><li>▶ G7 – Governance effectiveness changed from Amber (issues and inefficiencies) to Green (no issues).</li></ul>
Maturity ratings	<ul style="list-style-type: none"><li>▶ G4 – Decision framework changed from Level 3 (defined) to Level 4 (managed).</li><li>▶ G7 – Governance effectiveness changed from Level 2 (repeatable) to Level 3 (defined).</li></ul>
Interviews conducted	▶ No interviews conducted since last report
Artifacts received	▶ Numerous artifacts received.

# Open deficiencies

## Supporting information

Areas and implications	Recommendations	Actions taken
<b>P2D1 – Incomplete program governance</b>		
<ul style="list-style-type: none"> <li>▶ G4 – Decision framework</li> <li>▶ G7 – Governance Effectiveness</li> <li>▶ Implications: <ul style="list-style-type: none"> <li>▶ Limited capacity to facilitate timely decision making.</li> <li>▶ Misalignment in project operational decisions to the intended project objectives.</li> <li>▶ Inconsistent decision awareness.</li> </ul> </li> </ul>	<ol style="list-style-type: none"> <li>1. Complete the definition of the AB including a regular cadence for meetings.</li> <li>2. Confirm that all appropriate AB members, delegates, and other requested resources attend all project Board meetings and are involved in all project decisions when necessary.</li> <li>3. Revise the Tier 3 governance project approval process to include a quantitative impact analysis on the MM Program. <ol style="list-style-type: none"> <li>a. The analysis should include impacts on project and operational resources, scope, schedule and budget.</li> </ol> </li> <li>4. Use the quantitative impact analysis to guide the prioritization of projects approved by Tier 3 governance that may impact the MM Program.</li> </ol>	<ol style="list-style-type: none"> <li>1. Closed.</li> <li>2. Closed.</li> <li>3. Closed.</li> <li>4. Closed.</li> </ol>

# Project milestones

## Supporting information

WBS	Title	Completion date				
		Original	Scheduled	Planned	Forecast	Actual
3.4.10	Obtain Validated Requirements Approval and Signoff	07/30/19	07/30/19	07/30/19	08/25/19	
3.5.14.5	Development Complete	12/03/21	12/03/21	12/03/21	02/09/22	
3.5.15.5	Testing Complete	07/29/22	07/29/22	07/29/22	10/17/22	
3.5.18.5	Decision Point - Ready to Pilot	08/19/22	08/19/22	08/19/22	11/08/22	
3.5.18.7	Decision Point - Move to Production (Roll out)	11/07/22	11/07/22	11/07/22	01/31/23	
3.5.18.12	Statewide Implementation Complete	06/05/23	06/05/23	06/05/23	09/08/23	
3.7	Execution and Monitoring & Control Phase Complete	06/12/23	06/12/23	06/12/23	09/15/23	
4.5	Closeout Phase Complete	06/29/23	06/29/23	06/29/23	10/03/23	
5	Project Complete	07/19/23	07/19/23	07/19/23	10/24/23	

1. Items highlighted are either currently late or projected to be late.
2. Original – Original contract completion date.
3. Scheduled – Scheduled completion date based on the latest schedule baseline.

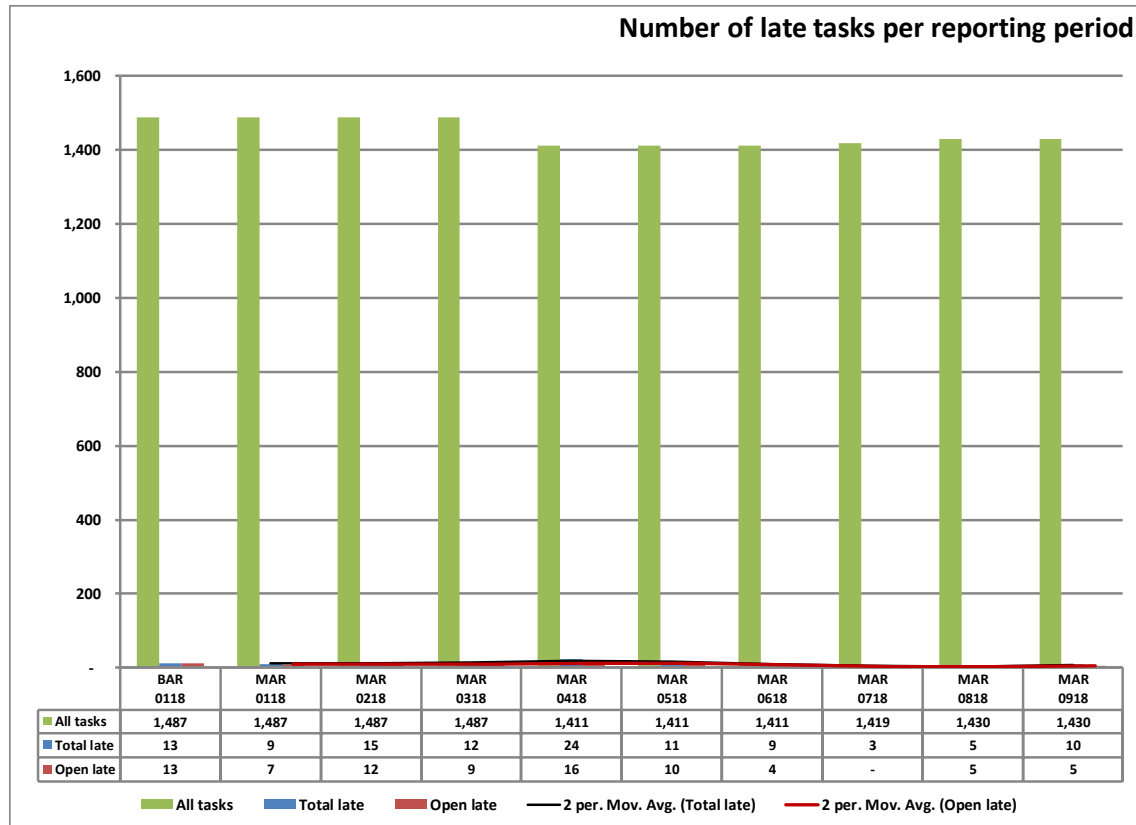
4. Planned – Planned completion date (should be the same as scheduled).
5. Forecast – Based on ES calculations and the current SPI.
6. Actual – The actual completion date

Late

97.7

# Late tasks

## Supporting information



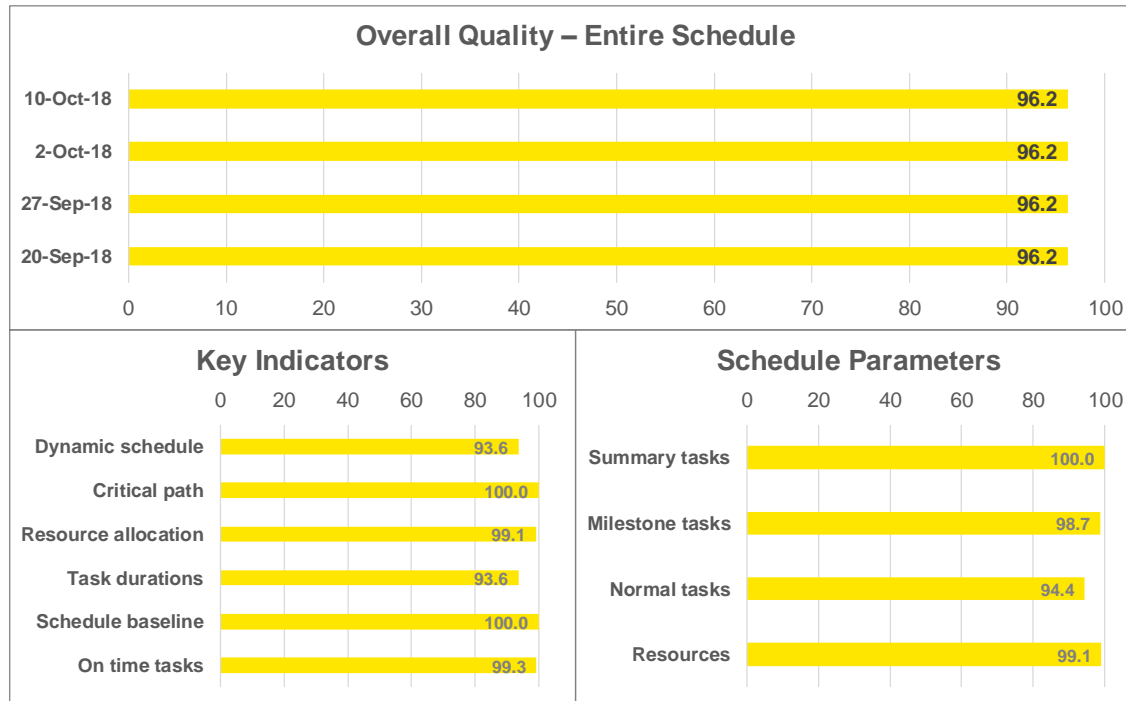
- This chart shows the number of tasks that are late for each of the IV&V reports for the following:
  - Total tasks late.
  - Tasks that are open (task completion percentage is greater than 0% and less than 100%).
- A task is automatically designated as “late” if it is not complete and the project status date is later than the baseline finish date for the task.
- Summary:
  - Total normal tasks: 1,430
  - Total tasks late: 10
  - Total open tasks late: 5
- Conclusions:
  - The total number of tasks designated as late is 0.70% of the total number of tasks.



# Project schedule quality

Entire schedule: 9/19/2016 to 7/19/2023

## 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: 96.2

- **Conclusions:**

- Overall schedule quality is consistent and excellent

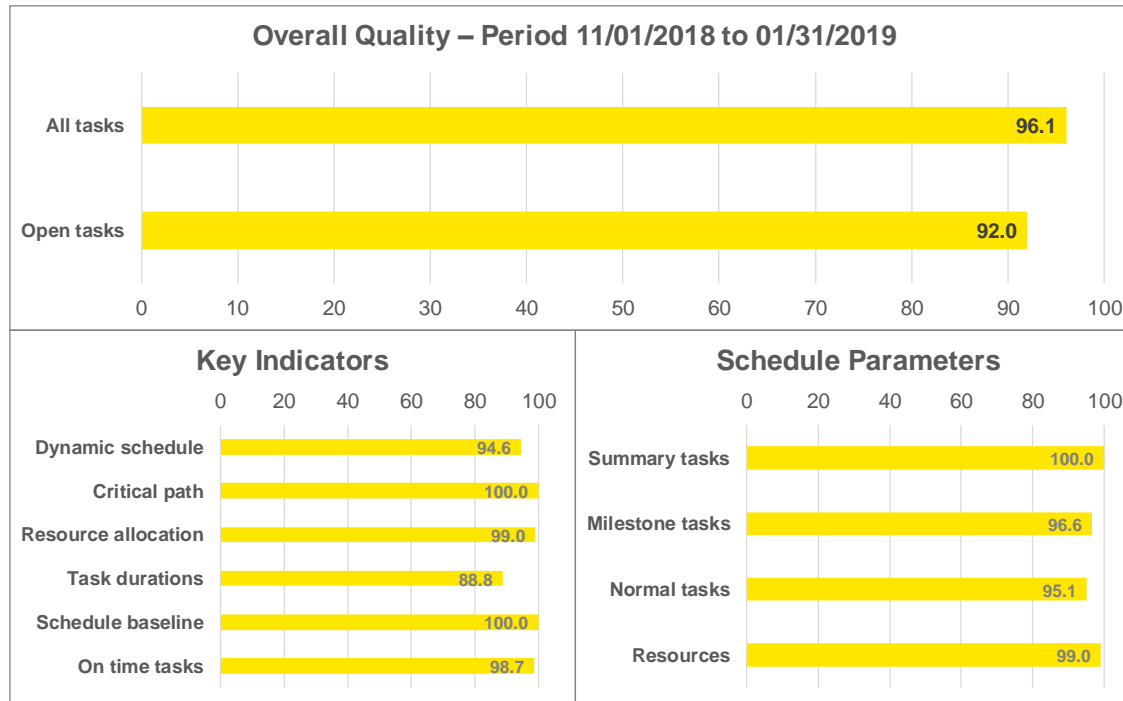
- ▶ Dynamic schedule – Task dependencies and constraints
- ▶ Critical path – Task dependencies
- ▶ Resource allocation – Resource assignments

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

# Project schedule quality

## Period: 11/01/2018 to 01/31/2019

### 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: 96.1
- Conclusions:
  - Overall schedule quality is consistent and excellent

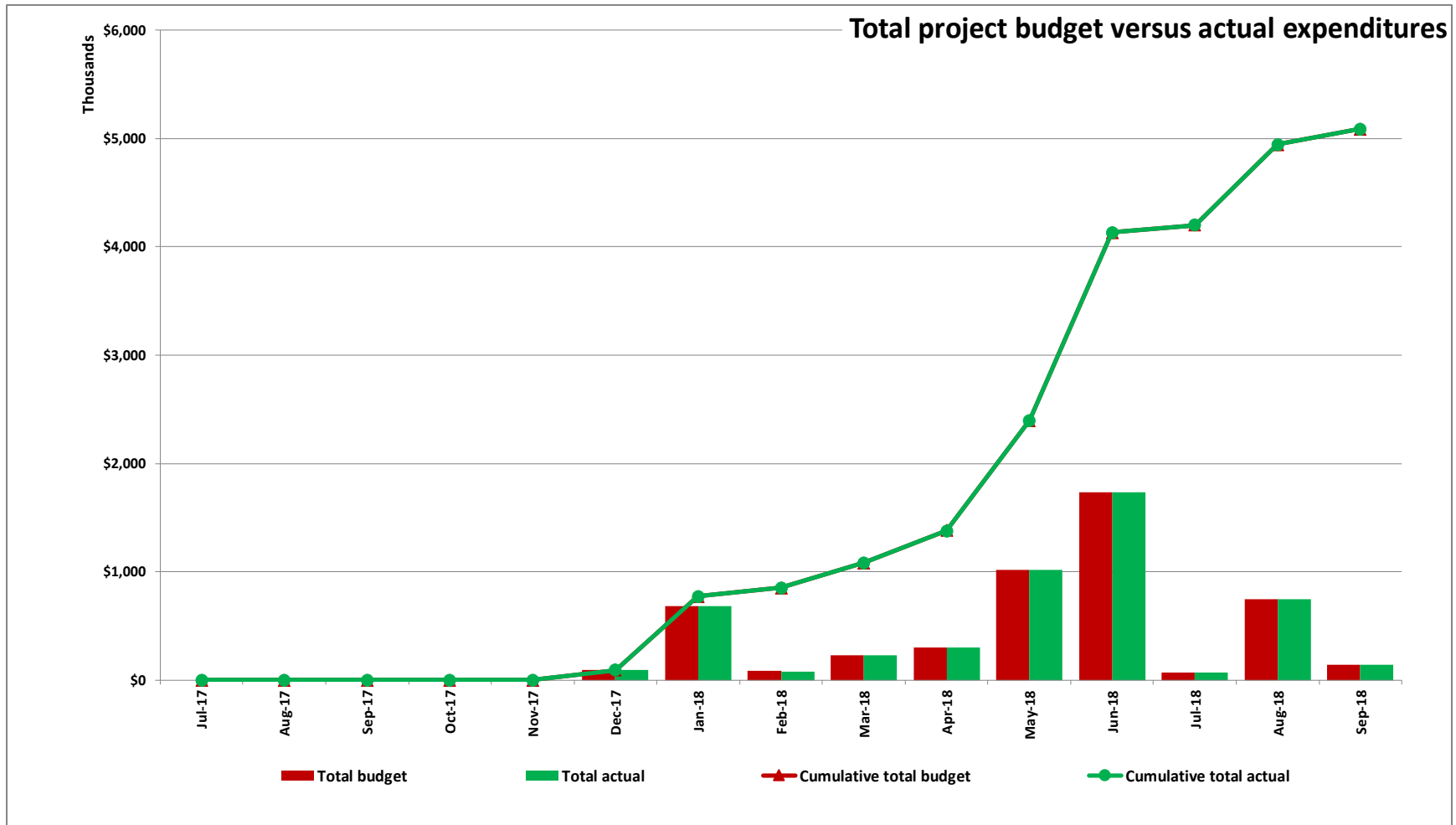
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- ▶ Critical path – Task dependencies
- ▶ Resource allocation – Resource assignments

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

# Project budget

## Total project funding

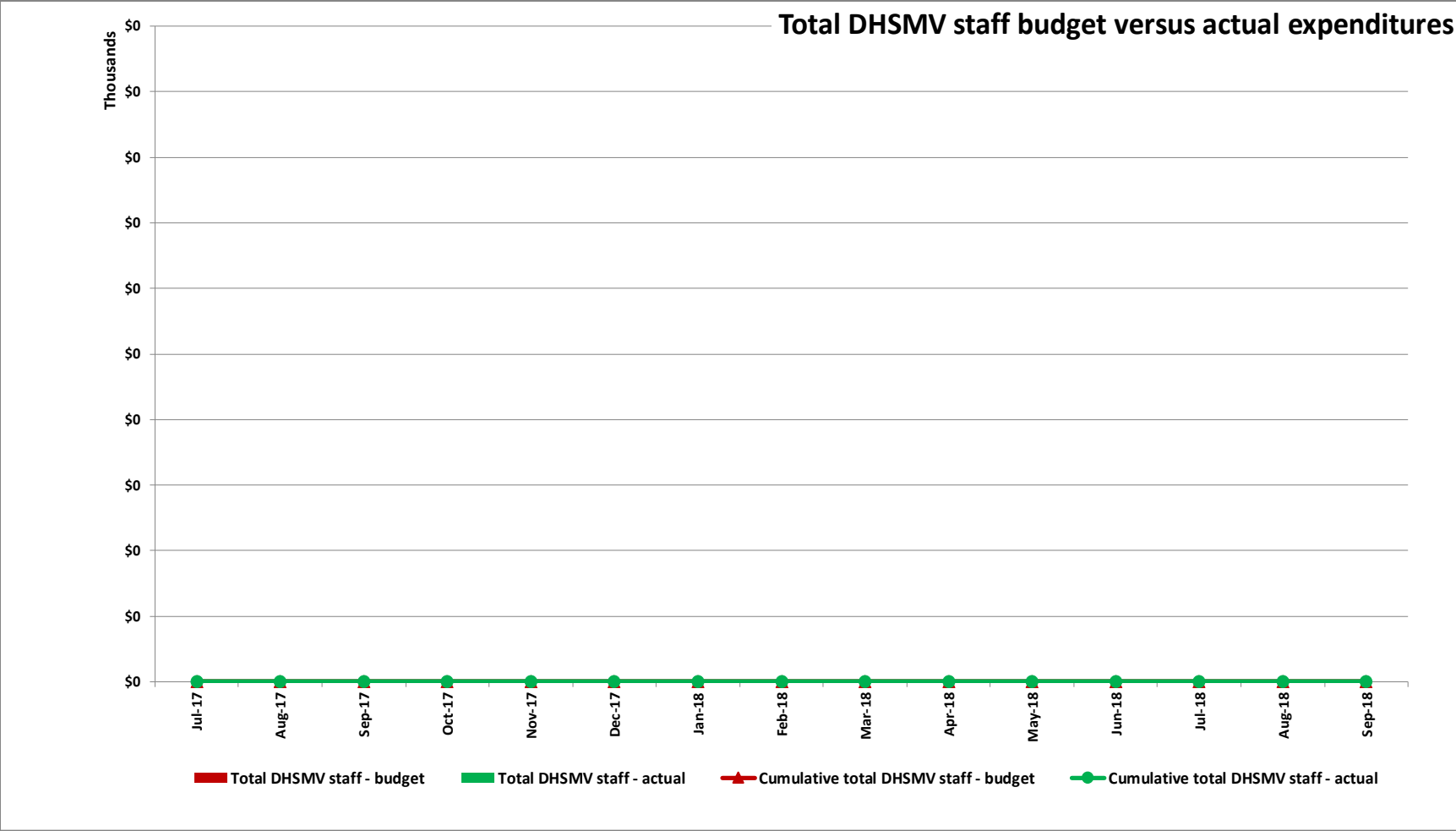
Supporting information



# Project budget

## DHSMV staff funding

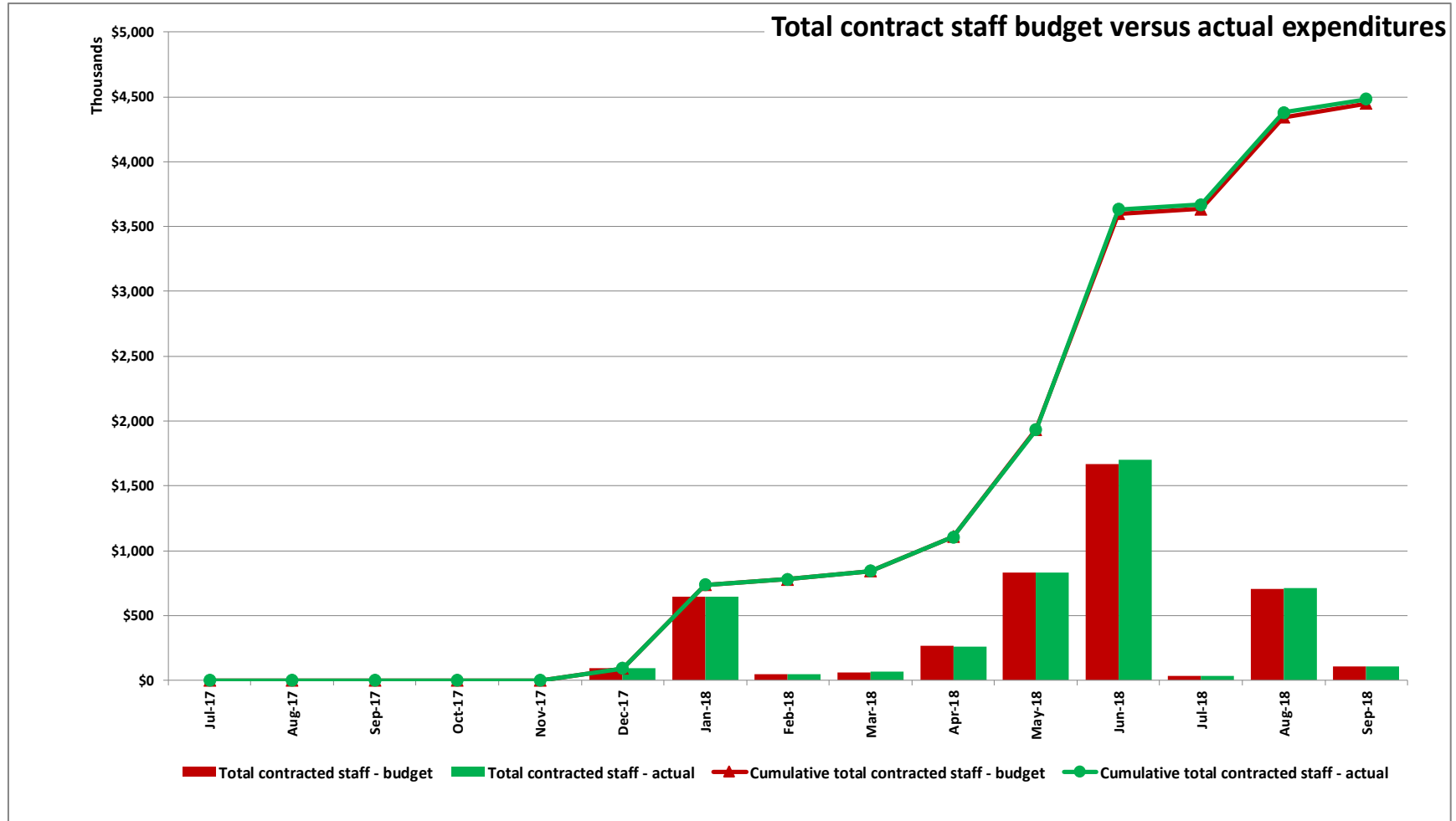
Supporting information



# Project budget

## Contract staff funding

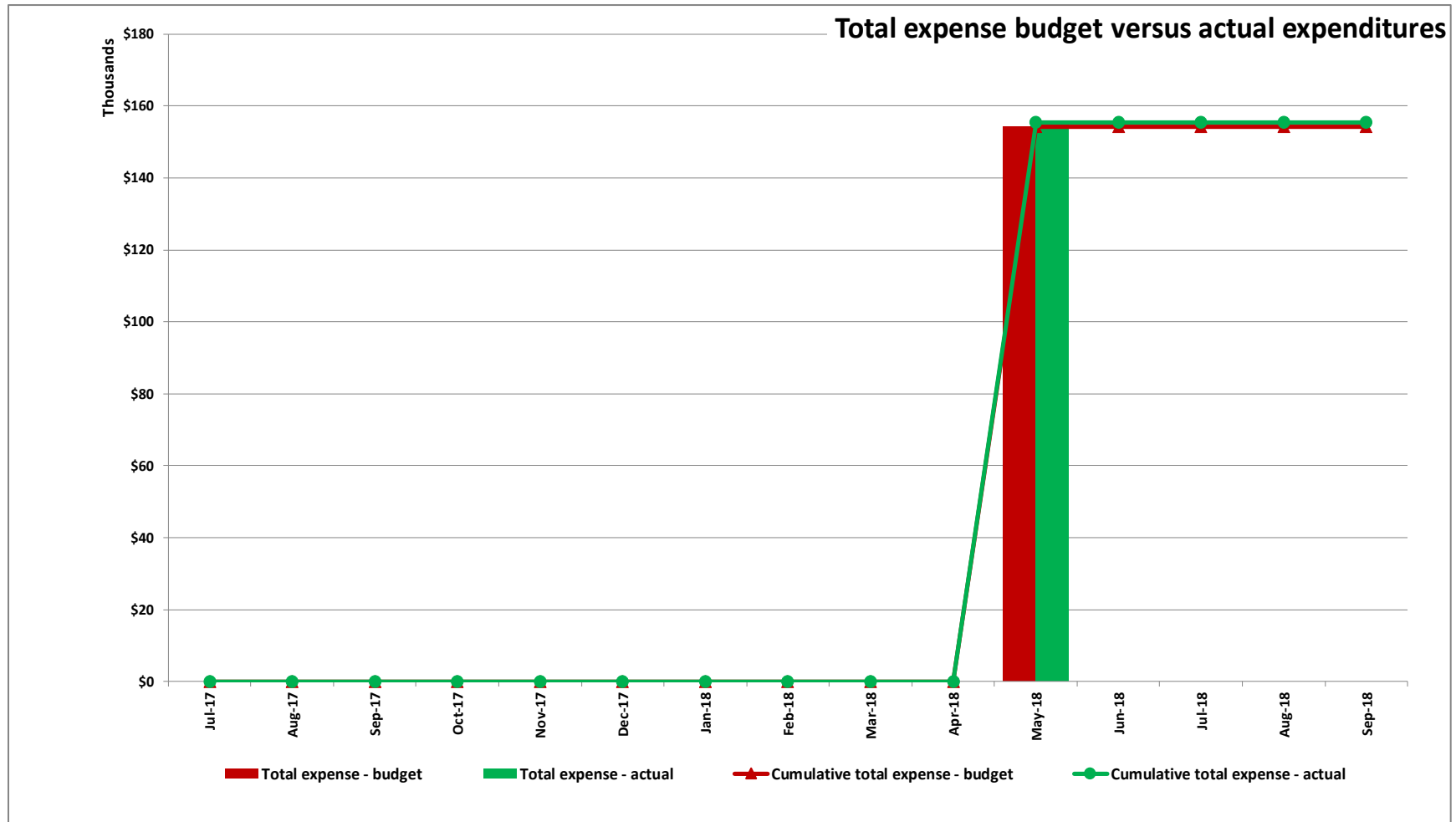
Supporting information



# Project budget

## Expense funding

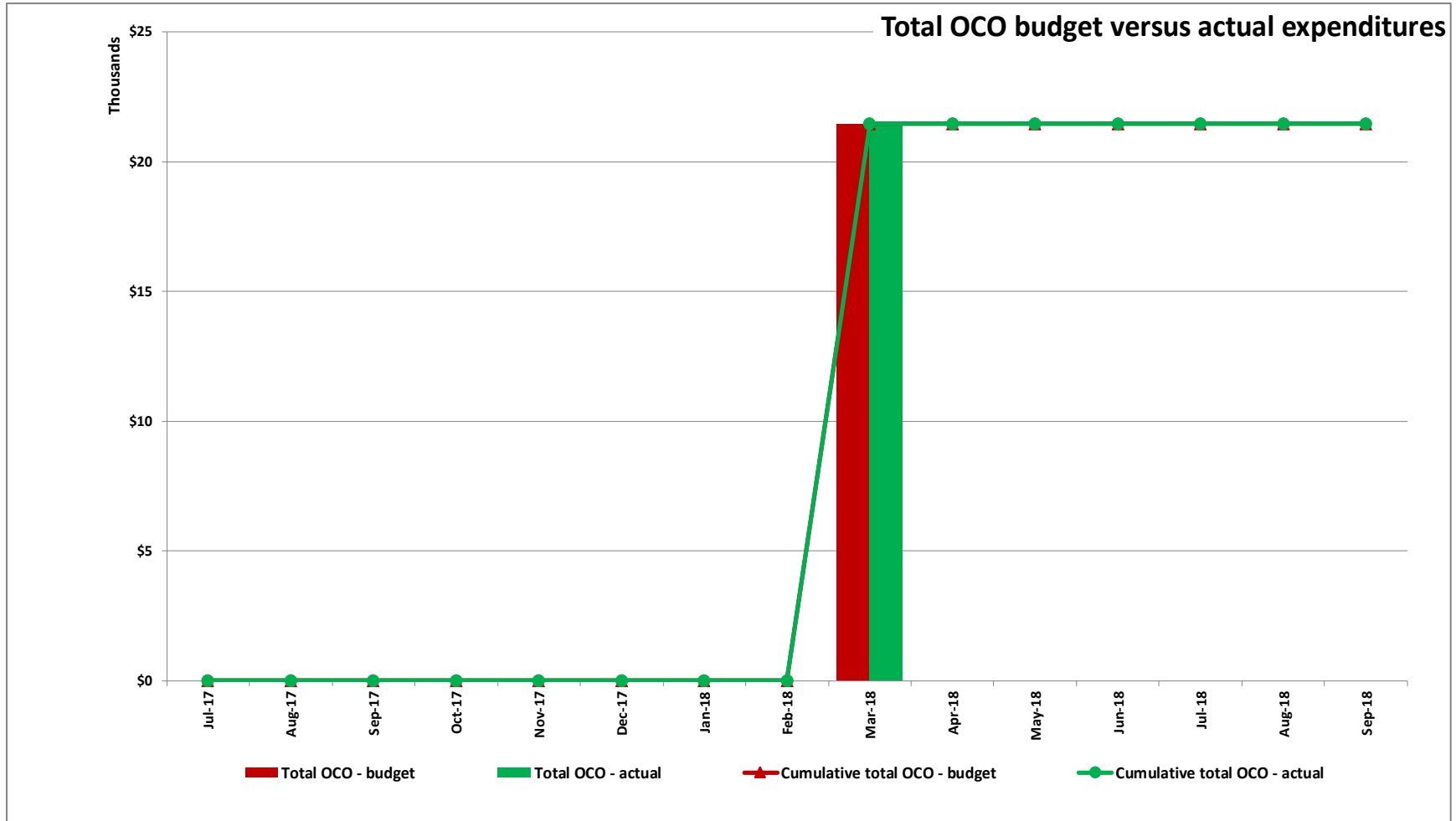
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# Project budget

## OCO funding

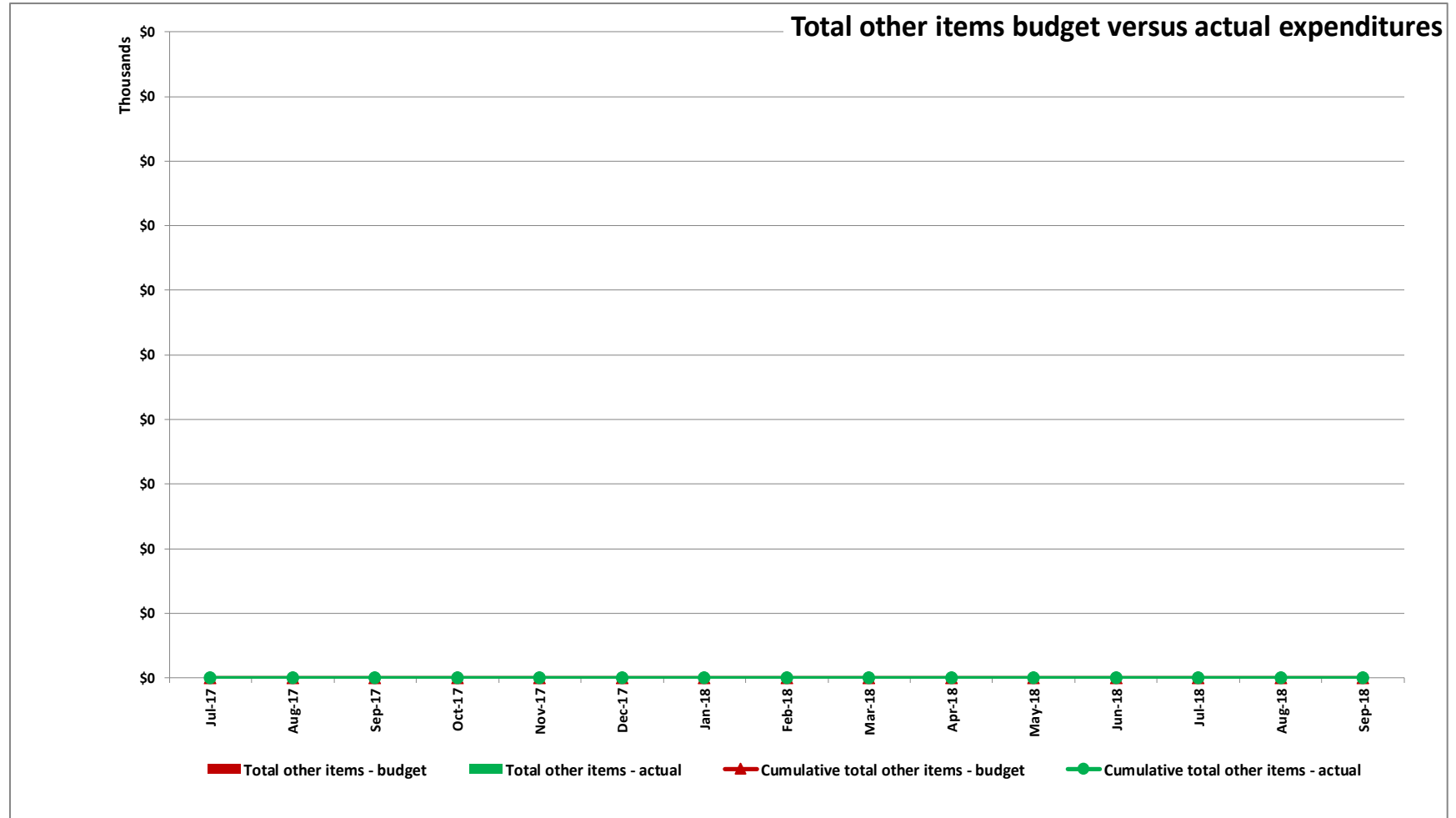
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# Project budget

## Other items funding

*Supporting information*

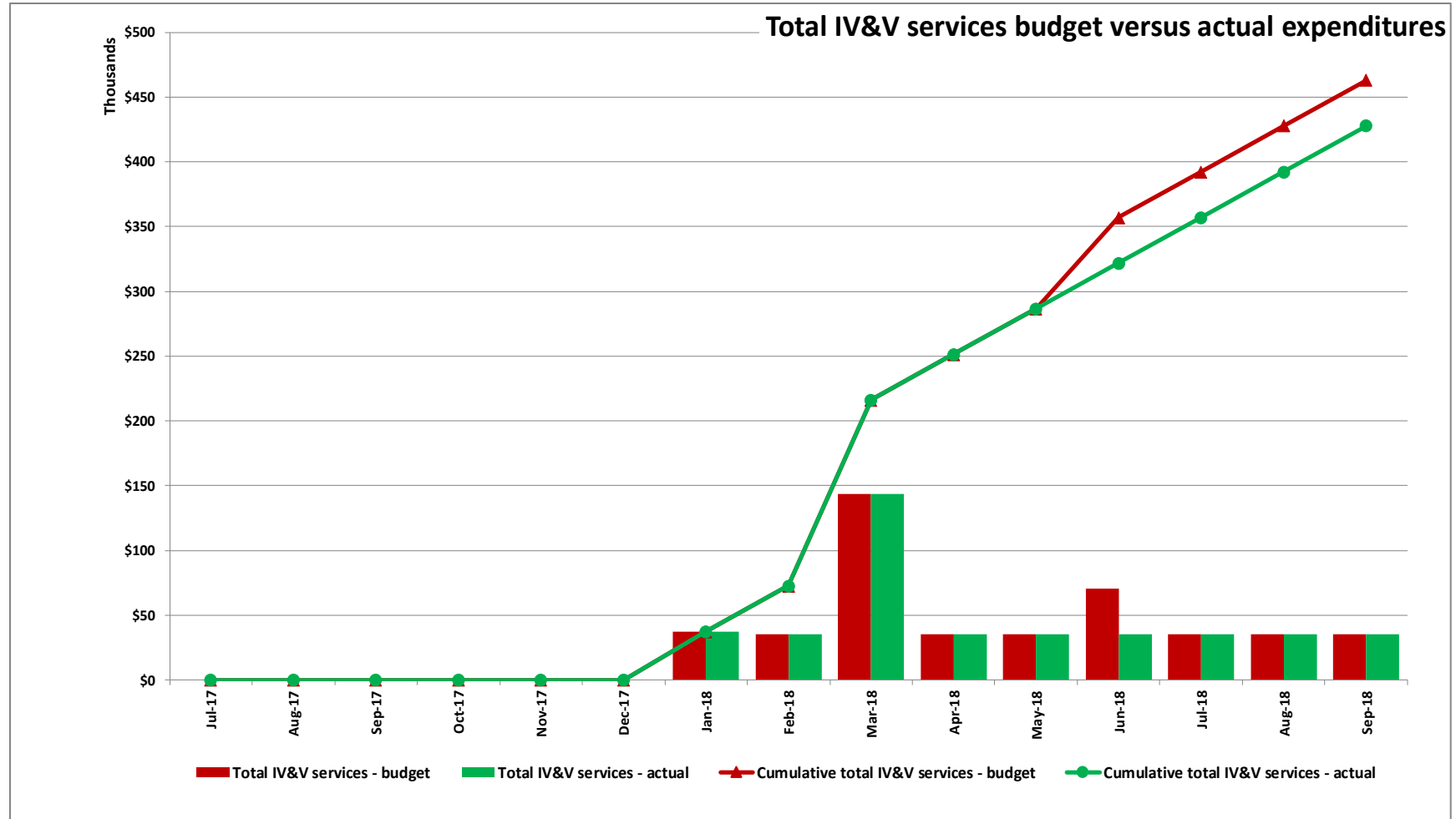




# Project budget

## IV&V services funding

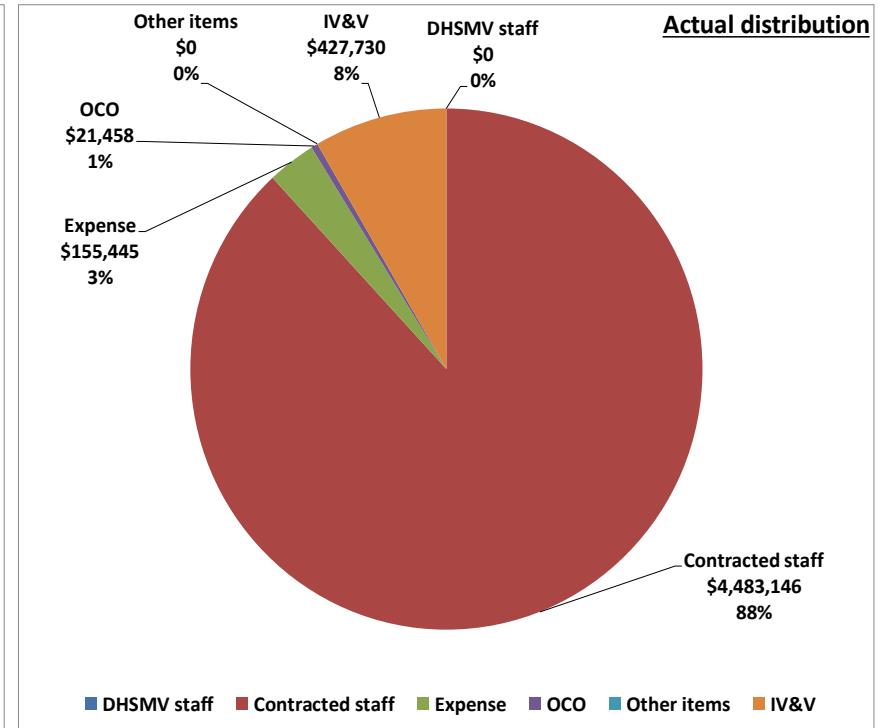
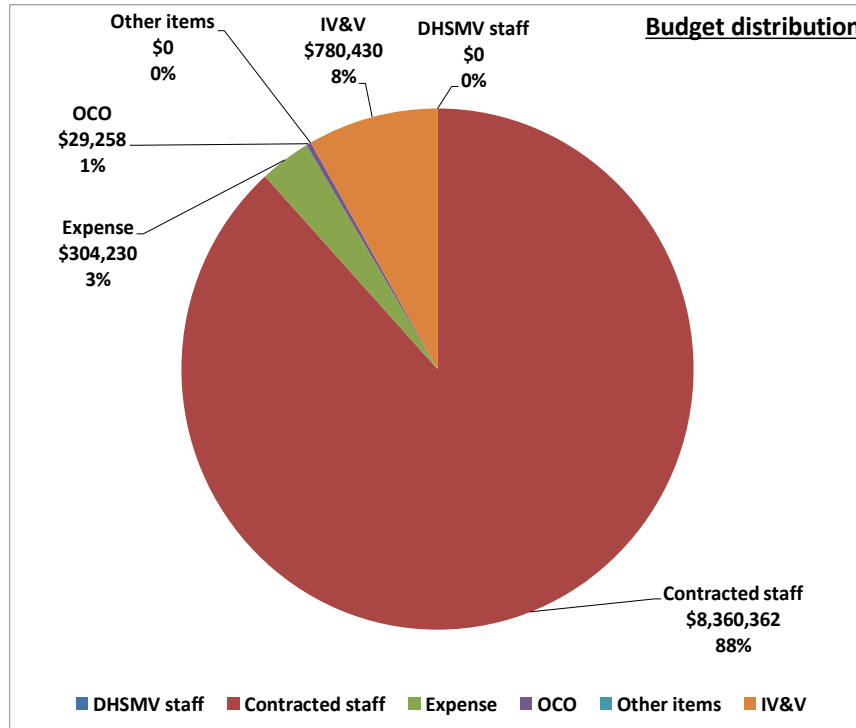
Supporting information



# Project budget

## Budget and actual distribution

*Supporting information*



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# **A SAFER FLORIDA**

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## **HIGHWAY SAFETY AND MOTOR VEHICLES**



# **Motorist Modernization Financials**

**November 13, 2018**



# Motorist Modernization Phase I Financial Review

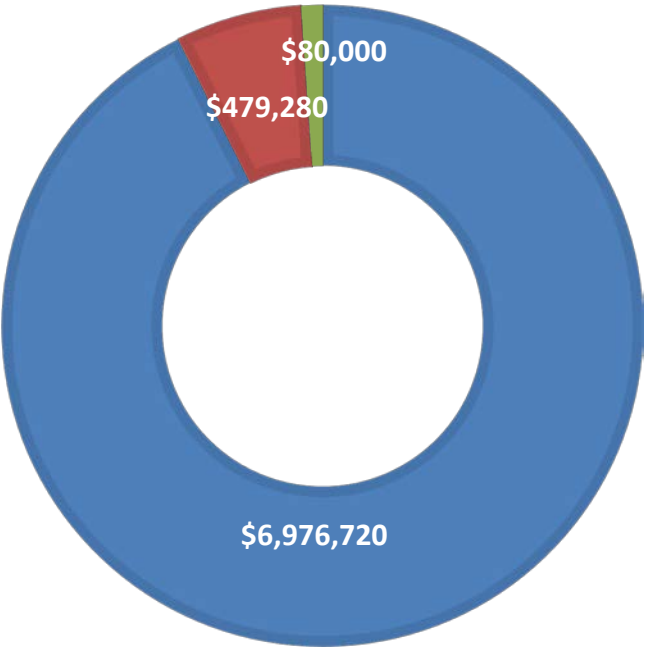
## Phase I LBR Requests – Total Project

Fiscal Year	Total Request	Contracted Services	IV&V Services	Expense (Software, Travel, etc.)	OCO
2014-2015	\$ 2,500,000 *	\$ 1,514,762	\$ 619,186	\$ 61,478	\$ -
2015-2016	\$ 6,362,609	\$ 5,468,933	\$ 479,280	\$ 382,501	\$ 31,895
2016-2017	\$ 8,749,351	\$ 7,907,512	\$ 479,280	\$ 336,688	\$ 25,871
2017-2018	\$ 9,857,775	\$ 8,506,720	\$ 479,280	\$ 865,000	\$ 6,775
2018-2019	\$ 7,536,000	\$ 6,976,720	\$ 479,280	\$ 80,000	\$ -
2019-2020	\$ 1,823,620	\$ 1,803,620		\$ 20,000	\$ -
Total	\$ 36,829,355	\$ 32,178,267	\$ 2,536,306	\$ 1,745,667	\$ 64,541

# Motorist Modernization Phase I Financial Review

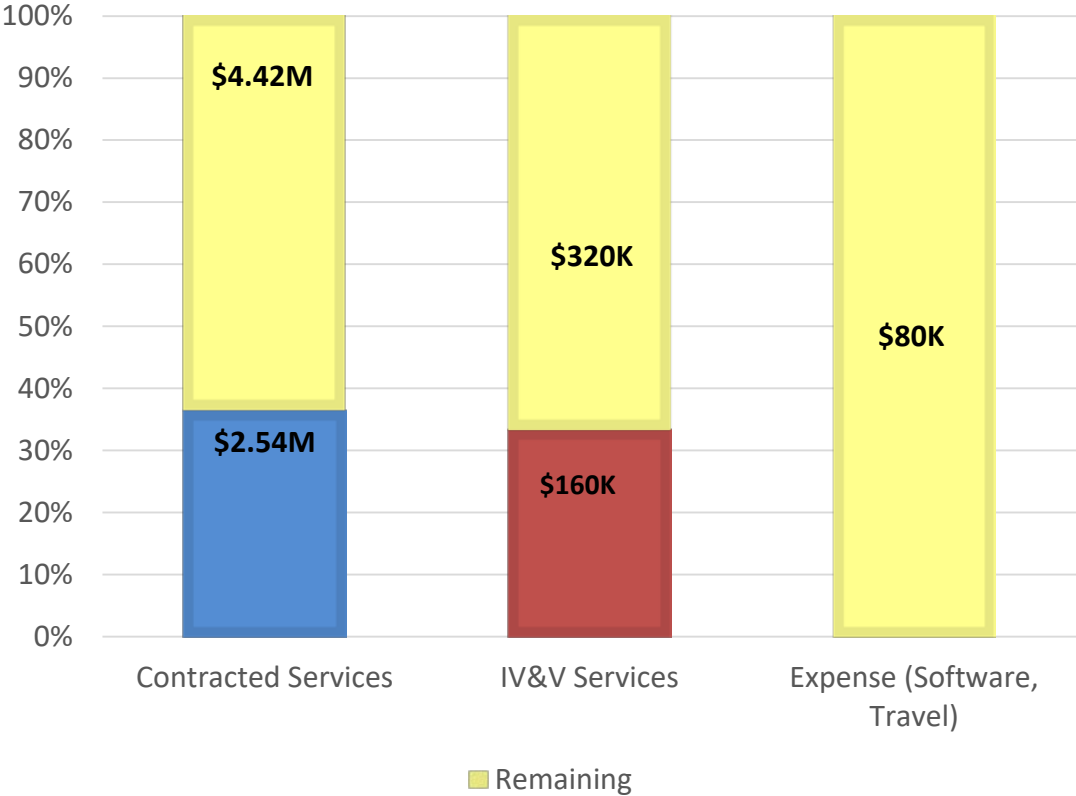
*Budget and Actuals: Current Fiscal Year through October 31, 2018*

**BUDGET: \$7,536,000**



■ Contracted Services   ■ IV&V Services   ■ Expense (Software, Travel)

**ACTUALS: \$2,708,763**



# Motorist Modernization Phase I Financial Review

## *Budget and Actuals: Overview*

Description	Budget Total	Actuals to Date	Variance (Budget to Actual)
Fiscal Year 2018-2019 Total Funding	\$7,536,000		
Fiscal Year to Date	\$2,708,763	\$2,708,843	0.00%
Month to Date (October 2018)	\$693,277	\$693,277	0.00%
Remaining Funds	\$4,827,158		

# Motorist Modernization Phase II Financial Review



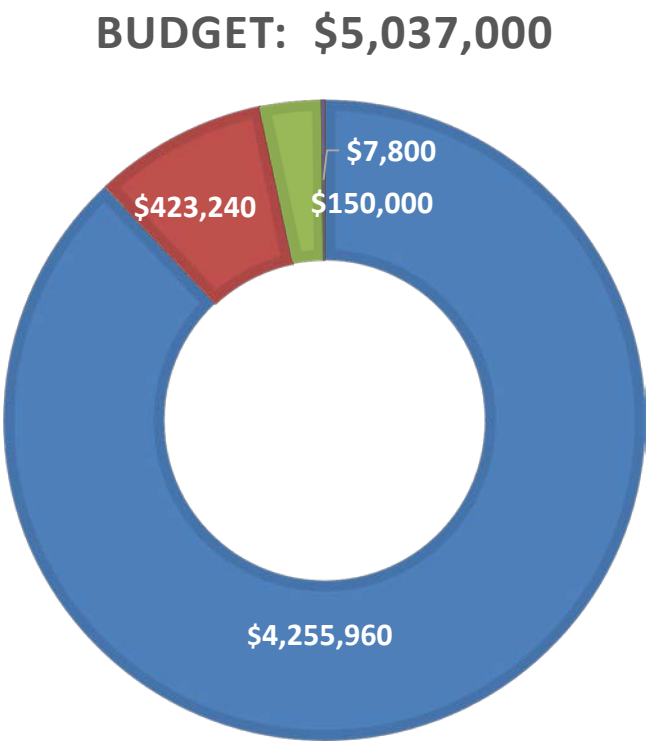
## Phase II LBR Requests – Total Project

Fiscal Year	Total Request	Contracted Services	IV&V Services	Expense (Software, Travel, etc.)	OCO
2017-2018	\$ 4,132,180	\$ 3,575,240	\$ 357,190	\$ 179,850	\$ 19,900
2018-2019	\$ 5,037,000	\$ 4,379,200	\$ 500,000	\$ 150,000	\$ 7,800
2019-2020	\$ 8,426,200	\$ 7,239,200	\$ 500,000	\$ 670,000	\$ 17,000
2020-2021	\$ 8,219,700	\$ 7,239,200	\$ 500,000	\$ 476,500	\$ 4,000
2021-2022	\$ 6,907,700	\$ 5,939,200	\$ 500,000	\$ 464,500	\$ 4,000
2022-2023	\$ 3,806,700	\$ 2,871,200	\$ 500,000	\$ 431,500	\$ 4,000
Total	\$ 36,529,480	\$ 31,243,240	\$ 2,857,190	\$ 2,372,350	\$ 56,700

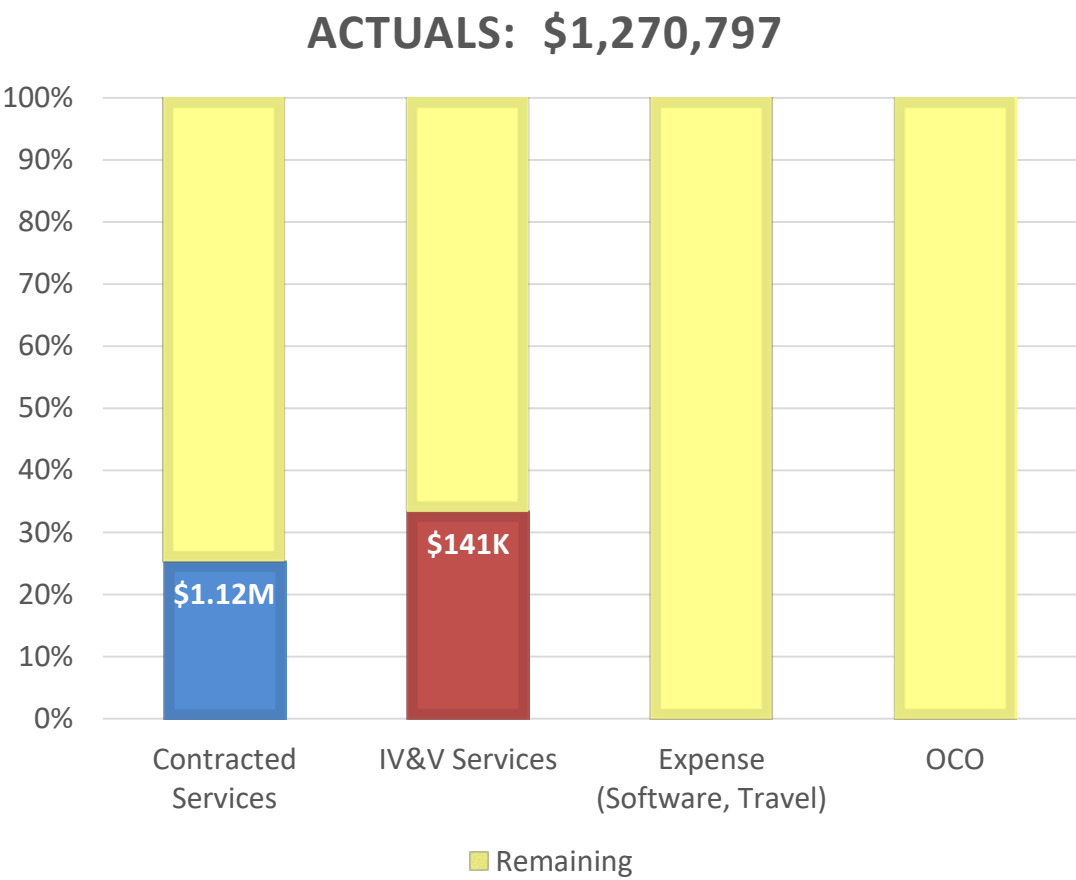


# Motorist Modernization Phase II Financial Review

*Budget and Actuals: Current Fiscal Year through October 31, 2018*



■ Contracted Services ■ IV&V Services ■ Expense (Software, Travel) ■ OCO



# Motorist Modernization Phase II Financial Review

## *Budget and Actuals: Overview*

Description	Budget Total	Actuals to Date	Variance (Budget to Actual)
Fiscal Year 2018-2019 Total Funding	\$5,037,000		
Fiscal Year to Date	\$1,270,820	\$1,270,797	0.00%
Month to Date (October 2018)	\$349,850	\$349,850	0.00%
Remaining Funds	\$3,766,203		

# Questions?

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THANK  
YOU



Office of Motorist Modernization  
Phase II - Decision Log

Team	Item #	Description	Submit Date	Decision Needed By Date	Impact	AB Recommendation	AB Date	ESC Decision/Notes	Status	Close Date
POR	POR02	The Portal team needs assistance in defining the scope of the Fleet services functionality within the Portal. There have been several business cases discussed: Sunshine State Screen Scrape Banks/Credit Unions (Temp Tags, Repossessions, etc.) Leasing Companies (Temp Tags to pick-up cars)	4/13/2018	12/1/2018	The team is moving forward based on the discussion held during the team meeting and feedback from the product owner. Any changes received after the need date, will not be included in the 6/2019, deliverable.			<b>5/2/2018 Update</b> Banks/Credit Unions will not be allowed to issue temporary tags. The team will reach out to Sunshine State and Enterprise to gather more information as it pertains to Bulk Titles and Registrations, permanent decals and Electronic Tags. The team will also reach out to GA to discuss searching by VIN.  <b>8/1/2018 Update</b> Pending Legal Opinion		
POR	POR03	Motor Vehicle Records Sales: MVR Report History Report (Title, Registration, Plate) Images	4/13/2018	5/30/2018	The team is moving forward based on the discussion with Deepa. Any changes received after 5/30/2018, will not be included in the 6/4/2018, deliverable.			<b>5/2/2018 Update</b> Robert Kynoch will do more research to determine how much effort is involved in the manual process. <b>05/15/2018 Update</b> I spoke with Deepa Vasudevan in BOR and she stated they process an est. of 1,500 requests per month resulting in 10,000 - 15,000 documents We currently charge the following: .50 for the MVR report \$1.00 per image \$1.00 for history report (Title, Registration, Plate) \$3.00 for Certified They are requested by lawyers, OOS dealers, individuals etc.	Closed	7/17/2018
POR	POR04	A request was submitted to the Portal team to allow the seller and buyer to complete and verify all information required (odometer) for a title transfer online with electronic signatures for processing of title transfers via the Portal. The team is concerned about insuring the exchange of money and the title certificate.	5/1/2018	12/1/2018	The team is moving forward based on the discussion held during the team meeting and feedback from the product owner. Any changes received after the need date, will not be included in the 6/2019 deliverable.	<b>7/17/2018 Update</b> Lisa Cullen expressed concern with performing casual title sale transactions in the Portal. On behalf of the Tax Collectors Association, there is a huge concern about fraud and the impact to their offices. They will be impacted with phone calls and correcting the errors.  Lt. Britt stated anything online where we can't identify who is doing the processing, we are going to have major problems down the line. That's an identification process that will be well known and documented for certain.		<b>5/2/2018 Update</b> Diana Vaughn asked the team to reach out to DOR for requirements gathering.		

Office of Motorist Modernization  
Phase II - Decision Log

Team	Item #	Description	Submit Date	Decision Needed By Date	Impact	AB Recommendation	AB Date	ESC Decision/Notes	Status	Close Date
POR	POR06	What transaction services will be offered in the Phase II Kiosk solution and what level of user authentication is required?		2/28/2019	Any decisions made after 2/28/2019, will not be included in the 6/2019 deliverable.			<b>5/17/2018 Update</b> A list of transactions was presented to the ESC for review.  <b>8/14/2018 Update</b> The list of transactions was reviewed during the August 1, 2018, ESC meeting. Mr. Samuel suggested we have a separate meeting to discuss kiosks with the IT Coalition the week of 9/10/2018.		
REG	REG01	For a residential address change on a MV transaction, are we going to force the customer to get a replacement DL? The customer has 30 days to change his/her DL address and 30 days to change his/her MV address. What if the county only offers MV services?	3/7/2018	6/30/2018	If we let the customer update one address on their credentials, instead of both, we are putting the customer at risk of not receiving the other credential updated within the required time frame.	Agreed with the ESC decision. Question was asked who would send the letter out to the customer? Would it be through the Portal? It would probably be a batch job by the department in a certain amount of days within the allotted time frame.  <b>05/08/2018 Update</b> AB suggested that the notice get printed on the counter at the time the customer changes their address on the MV transaction. If dealer work, provide the notice with their paperwork to give back to the customer.	4/10/2018	<b>03/16/2018 Update</b> Suggest that the customer updates both at the same time, but if he/she cannot for any reason, set a flag in the system to send a reminder notification out to the customer to either go online or go to a TC Office and change address.  <b>05/02/2018 Update</b> After further discussion, a request was made to get stats from Natasha White (FRVIS) as to how many people change their address on their MV transaction and do not change their address on their DL at the same time. We want to see what the estimated cost would be to send out the notifications to the customer vs an email notification.	Closed	8/16/2018
REG	REG01							<b>05/08/2018 Update</b> Stats from Jan 2017 - Dec 2017 Total - 2.4 million 1.0 million (EFS updating address when they are the same -Wrap 3978 to stop this)	Closed	8/16/2018

Office of Motorist Modernization  
Phase II - Decision Log

Team	Item #	Description	Submit Date	Decision Needed By Date	Impact	AB Recommendation	AB Date	ESC Decision/Notes	Status	Close Date
REG	REG04	Should the system do a NMVTIS check prior to approval of a renewal? Would potentially slow down (and/or throw errors) on high-speed processing, county web sites, MyDMV Portal, etc.	4/25/2018	9/21/2018	If we did not run the NMVTIS check on the renewals, the fraud issue would continue with customers registering their vehicles in Florida with out-of-state titles.	AB likes the idea, but have a concern that if NMVTIS is down, they won't be able to process unless we create a bypass and check on the backend. This would be a big impact to the TC Offices. Same concern as above.	5/8/2018 6/12/2018	<b>05/02/2018 Update</b> Check with AAMVA to see if we can do the NMVTIS check on registrations. Florida titles should be cancelled in the system if they have been titled out of state.  <b>05/15/2018 Update</b> The team met with Shibu and Desi to discuss the impact on the system with running a NMVTIS check on all renewals. We are looking at tripling the load on NMVTIS at a minimum. Still need to check with AAMVA.  <b>06/12/2018 Update</b> We sent an email to AAMVA on June 11, 2018, and are waiting on a response.  <b>07/19/2018 Update</b> We are waiting on a meeting to be scheduled with AAMVA to discuss.  <b>09/11/2018 Update</b> REG team decided not to do a NMVTIS check for renewals. Close item+114	Closed	9/11/2018

Office of Motorist Modernization  
Phase II - Decision Log

Team	Item #	Description	Submit Date	Decision Needed By Date	Impact	AB Recommendation	AB Date	ESC Decision/Notes	Status	Close Date
TITLE	TLE01	Should the MV Issuance system pre-populate the vehicle information (including vehicle model) based on data retrieved from VINtelligence (decoding of the vin).	3/7/2018	6/30/2018	If we let the system pre-populate the vehicle information, then we are risking the clerk not paying attention to the paperwork in front of them.	Recommended that the clerk manually keys the information. Flag the record the error is made on and create a daily report for the Tax Collectors to review.	4/10/2018	<b>03/16/2018 Update</b> Manually key in the information, but verify with VINtelligence that the information is correct.  <b>05/02/2018 Update</b> Recommendation was made for the ESC Board members to attend a special meeting for the MV Fraud Unit to discuss in detail the VINtelligence. Diana will schedule this meeting.  <b>05/17/2018 Update</b> The MV Fraud Mitigation team presented the WRAPs to the ESC today. It was decided we would wait and see the value of manually keying in the VIN for the next 12 months and then determine if we will plan to pre-populate the vehicle information in Phase II.  <b>06/19/2018 Update</b> Recommend to close.	Closed	8/16/2018
REG	REG05	Should the system perform an NMVTIS and NLETS (National Law Enforcement Telecommunications System) check on registration-only transactions? Currently, NLETS is only ran on title transactions.	5/29/2018	9/21/2018	<p>This would help with fraud issues on the registration side and assist with QA review processes.</p> <p>We just need to keep in mind that we do not want to slow down the process on the Tax Collector counter.</p> <p>If we get this approved through AAMVA, do we still need to do a NLETS check as well? NMVTIS runs a Law Enforcement check. Not all states are NMVTIS participants.</p> <p>NLETS will give you real-time information on vehicles that are reported stolen. NLETS also shows reg information.</p>	<p>Recommended we discuss with FHP on how to handle if a hit returns on the record. Does the registration still process and the record get flagged, or is a process performed on the backend? There is a concern from tax collector leadership that the clerks may have to address the issue with the customer over the counter, which could become a safety concern.</p> <p><b>07/18/2018 Update</b> An email was sent to Sgt. Teslo and Beth Brinkley and they suggest the following: - Indicate the system is having an "Issue" processing the transaction and ask the customer to have a seat while the matter is being resolved. The manager can then contact Law Enforcement to respond to the office to complete the investigation.</p>	6/12/2018			



Office of Motorist Modernization  
Phase II - Decision Log

Team	Item #	Description	Submit Date	Decision Needed By Date	Impact	AB Recommendation	AB Date	ESC Decision/Notes	Status	Close Date
REG	REG05					<p><b>07/18/2018 Update Cont.</b></p> <p>For offices with Law Enforcement presence, the manager can ask that the officer investigate the matter and determine if a seizure or arrest is appropriate.</p> <p>- Clerk should inform the customer they are unable to process the transaction and refer them to the regional office for further inspection of the vehicle and review of the paperwork.</p> <p>If the customer leaves the office and the safety of the clerk/manager is not jeopardized, attempt to obtain the tag number, and description of the vehicle.</p> <p>If the transaction is allowed to go through, then we are just prolonging the situation, which eventually ends up with a fraud investigation.</p>		<p><b>08/16/2018 Update</b></p> <p>Recommend that I go back to the team to discuss what information would we receive from NLETS that we don't already receive from NMVTIS? Is it really necessary to run both for a registration-only transaction?</p> <p><b>09/11/2018 Update</b></p> <p>Registration team is scheduled to have a conference call with AAMVA on September 28 to discuss this issue.</p> <p><b>10/04/2018 Update</b></p> <p>The team held a conference call with AAMVA and are in the process of scheduling another conference call with AAMVA and the Enterprise team to provide an overview of the two NMVTIS implementation solutions, AMIE and the Web services.</p>		
REG	REG05							<p><b>10/24/2018 Update</b></p> <p>The team decided to only request AAMVA to run a NMVTIS check. The team no longer finds it necessary to run an NLETS check due to the information being the same.</p> <p>The conference call with AAMVA and the Enterprise team is scheduled for Friday, October 26 at 1p.m.</p> <p><b>11/07/2018 Update</b></p> <p>The AAMVA conference call was held and the department needs to decide what implementation solution we are going to use, web service or AMIE.</p>		

Office of Motorist Modernization  
Phase II - Decision Log

Team	Item #	Description	Submit Date	Decision Needed By Date	Impact	AB Recommendation	AB Date	ESC Decision/Notes	Status	Close Date
REG	REG06	<p>The Registration team is working on Specialty Plate Voucher transactions. Currently, when a customer attempts to redeem their voucher with no active registration on file, the customer is not allowed to receive the voucher. The team would like to implement a transfer voucher transaction for the following cases:</p> <p><b>1.</b> Spouse has a voucher on file and surviving spouse wants to redeem voucher.</p> <p>a. Currently, a surviving spouse cannot redeem a specialty plate or refund.</p> <p><b>2.</b> If customer comes in to buy a voucher for someone else.</p> <p>a. Currently, the receiving customer goes to the TCO office. If there is no active registration for the receiving customer, they cannot redeem voucher.</p> <p><b>3.</b> Customer can buy a voucher.</p> <p>a. Currently, the system does not check database for an active registration to prevent sale of voucher.</p> <p>b. The System does not allow customer to redeem voucher that was purchased if there is not active registration on file.</p> <p>Moving forward for modernization, the registration team would like to design a transfer specialty plate voucher transaction for the eligible person to redeem the voucher, transfer the voucher back to original purchaser, or provide refund, if eligible.</p>	10/5/2018	10/30/2018	Currently, FRVIS has no process for transferring a Specialty Plate Voucher and no refund is given.					
	TLE02	<p>The Title and Registration team would like a decision on where the required documents would be scanned. Would the Tax Collectors send the documents to GHQ Scanning Unit or if they have the capability to scan the documents in their office, would they be able to do that, similar to DL?</p>	8/7/2018	1/31/2019	If the counties did not send the documents to GHQ to be scanned, the Tax Collectors would need scanners in all their offices.			<p><b>09/06/2018 Update</b></p> <p>A meeting is being scheduled to discuss this further before a decision is made. Titles Team will groom stories in Increment 1 assuming there is no change from the current process (scanning in Tallahassee).</p> <p><b>09/19/2018 Update</b></p> <p>The meeting was held and the decision was made that all MV scanning will continue to be done in Tallahassee, not in the Tax Collector offices. Recommend to close</p>	Closed	9/19/2018
TITLE	TL03	<p>The Title and Registration team would like a decision on whether or not the Tax Collector offices will be able to create MVR reports for the customers to purchase in the office.</p>	9/28/2018	10/30/2018	Currently, this is performed at the department.					

Office of Motorist Modernization  
Phase II - Decision Log

Team	Item #	Description	Submit Date	Decision Needed By Date	Impact	AB Recommendation	AB Date	ESC Decision/Notes	Status	Close Date
	DS01	The Dealer Services team would like a decision on whether they should continue to change the Dealer's License Number on a dealer when the dealer allows their license to expire and then re-apply for a license after the statutory delinquent period is over or should they allow the dealer to retain their original license number.	8/8/2018	10/30/2018	Section 320.27(4)(a) requires the dealer to submit a new application and pay the initial license fee if the dealer fails to renew their license prior to the expiration date of the delinquent period (45 days after expiration date). There is no reference to the dealer having to resubmit any additional information that is required by an original applicant. Currently, these dealers are treated like a renewal with the exception of the original fee and a new license number. We believe that by keeping the same license number it will be easier to track the history of the dealer. Also, the dealer would not need to change preprinted documents that have their old number already printed.	The AB supported the suggestion to have the dealer's retain their original dealer number if they re-apply after the license and delinquent dates have expired.	8/14/2018	<b>08/16/2018 Update</b> Robert would like to schedule a meeting to discuss this further before a decision is made.  <b>09/06/2018 Update</b> Meeting was scheduled with Rick White for Monday, September 10.  <b>09/10/2018 Update</b> The team met with the Business to discuss the recommendation. Rick White will be provide his recommendation to Robert Kynoch who will advise ESC on his final decision regarding the retention of the original Dealer License number.  <b>09/19/18 Update</b> Robert Kynoch has no issue with using the same dealer number as proposed by the MoMo team.  <b>10/25/18 Update</b> ESC approved this decision	Closed	10/25/2018
REG	REG07	The team would like a decision on whether to make it easier for dealers to process more than one original dealer plate transaction at a time. Be able to do bulk issuance. This would be subject to their GLI/plate limits.	11/5/2018	11/30/2018	Currently, you can only process one dealer plate at a time.					
REG	REG08	The team would like a decision on whether a scanned coversheet should be required to be printed for every registration correction. The team received stats for the past five years for corrections: 2017-2018 136,154 2016-2017 157,984 2015-2016 175,619 2014-2015 195,788 2013-2014 178,475 <b>TOTAL 844,020</b>  Currently, a scan coversheet is not required for this transaction. In modernization, the team would like to have this as part of the transaction for fraud purposes and to provide documentation to scan to the record for the correction.	11/7/2018	11/30/2018	This would increase paper and toner for the printers in the Tax Collector offices.					

Office of Motorist Modernization  
Phase II - Legal Opinion Log

Team	Ref #	Description	Submit Date	Decision Needed By Date	Impact	Legal Recommendation	Legal Date	Status	Close Date
POR	1	Do we need statutory authority to allow entities, such as UPS to issue Temp Tags on demand?	5/17/2018	5/30/2018	Any decisions made after 5/30/2018, will not be included in the 6/4/2018, deliverable.	<p>Yes, statutory authority would be necessary. The question is whether UPS and leasing companies can issue and print-on-demand electronic temporary tag registration. Section 320.131, F.S., only provides for licensed motor vehicle dealers to utilize this service.</p> <p>320.131(8) The department shall administer an electronic system for licensed motor vehicle dealers to use for issuing temporary tags. If a dealer fails to comply with the department's requirements for issuing temporary tags using the electronic system, the department may deny, suspend, or revoke a license under s. 320.27(9)(b)16. upon proof that the licensee has failed to comply with the department's requirements. The department may adopt rules to administer this section.</p>	9/5/2018	Under review	
POR	1 Cont.					<p>(9)(a) The department shall implement a secure print-on-demand electronic temporary tag registration, record retention, and issue system required for use by every department-authorized issuer of temporary tags by the end of the 2007-2008 fiscal year. Such system shall enable the department to issue, on demand, a temporary tag number in response to a request from the issuer by way of a secure electronic exchange of data and then enable the issuer to print the temporary tag that has all required information. A motor vehicle dealer licensed under this chapter 2 may charge a fee to comply with this subsection.</p> <p>Based on the foregoing, legislation would be necessary for leasing companies and UPS to issue and print-on-demand electronic temporary tag registration.</p>			

Office of Motorist Modernization  
Phase II - Legal Opinion Log

Team	Ref #	Description	Submit Date	Decision Needed By Date	Impact	Legal Recommendation	Legal Date	Status	Close Date
POR	2	Do we need statutory authority to allow entities, such as Enterprise Holdings (Car Rental) to process title and registration transactions electronically?	5/17/2018	5/30/2018	Any decisions made after 5/30/2018, will not be included in the 6/4/2018, deliverable.	<p>Yes, statutory authority would be necessary. Non-dealer commercial entities have expressed an interest in having the Department implement an electronic interface to perform title and registration transactions, similar to the process provided in s. 320.03(10), F.S. Section 320.03(10), F.S., limits use of the electronic system to entities that, in the normal course of its business, sell products that must be titled or registered, and provides title and registration services on behalf of its consumers (dealer licensees and entities that sell vessels).</p> <p>320.03(10) Jurisdiction over the electronic filing system for use by authorized electronic filing system agents to electronically title or register motor vehicles, vessels, mobile homes, or off-highway vehicles; issue or transfer registration license plates or decals; electronically transfer fees due for the title and registration process; and perform inquiries for title, registration, and lienholder verification and certification of service providers is expressly preempted to the state, and the department shall have regulatory authority over the system.</p>	9/5/2018	Under review	

Office of Motorist Modernization  
Phase II - Legal Opinion Log

Team	Ref #	Description	Submit Date	Decision Needed By Date	Impact	Legal Recommendation	Legal Date	Status	Close Date
POR	2 Cont.					<p>The electronic filing system shall be available for use statewide and applied uniformly throughout the state. An entity that, in the normal course of its business, sells products that must be titled or registered, provides title and registration services on behalf of its consumers and meets all established requirements may be an authorized electronic filing system agent and shall not be precluded from participating in the electronic filing system in any county. Upon request from a qualified entity, the tax collector shall appoint the entity as an authorized electronic filing system agent for that county. The department shall adopt rules in accordance with chapter 120 to replace the December 10, 2009, program standards and to administer the provisions of this section, including, but not limited to, establishing participation requirements, certification of service providers, electronic filing system requirements, and enforcement authority for noncompliance. The December 10, 2009, program standards, excluding any standards which conflict with this subsection, shall remain in effect until the rules are adopted. An authorized electronic filing agent may charge a fee to the customer for use of the electronic filing system.</p> <p>Further, Rules 15C-16.0015C-16.010, F.A.C., EFS Agent Participation Requirements., provides:</p>			

Office of Motorist Modernization  
Phase II - Legal Opinion Log

Team	Ref #	Description	Submit Date	Decision Needed By Date	Impact	Legal Recommendation	Legal Date	Status	Close Date
POR	2 Cont.					<p>(1) Entities requesting authorization to become an EFS agent must meet the following requirements:</p> <p>(a) Sell products that must be titled or registered.</p> <p>(b) Provide title and registration services on behalf of its consumers.</p> <p>(c) Enter into a contract with a Certified Service Provider.</p> <p>(d) Apply to the Department on Form HSMV 82083S (Rev. 08/11), Application to Become an Authorized Electronic Filing System Agent/Change of Certified Service Provider, which is incorporated herein by reference and available via the Department website <a href="http://www.flhsmv.gov/html/forms.html">www.flhsmv.gov/html/forms.html</a>, <a href="https://www.flrules.org/Gateway/reference.asp?No=Ref-00402">https://www.flrules.org/Gateway/reference.asp?No=Ref-00402</a>.</p> <p>Based upon the foregoing, legislation would be necessary to authorize non-leader commercial entities to process title and registration transactions electronically.</p>			

Office of Motorist Modernization  
Phase II - Legal Opinion Log







Team	Ref #	Description	Submit Date	Decision Needed By Date	Impact	Legal Recommendation	Legal Date	Status	Close Date
POR	3	Do we need statutory authority to allow LPAs, such as Sunshine State to process title and registration transactions electronically?	5/17/2018	5/30/2018	Any decisions made after 5/30/2018, will not be included in the 6/4/2018, deliverable.	<p>A statutory change is not required; however, this would require a technology change. LPAs have expressed an interest in having a direct, electronic interface to FRVIS to perform title and registration transactions.</p> <p>Section 320.03(1), F.S., provides, in part, that: "(1) The tax collectors in the several counties of the state, as authorized agents of the department, shall issue registration certificates, registration license plates, validation stickers, and mobile home stickers to applicants...."</p> <p>Section 320.03(8), F.S., provides for tax collectors to utilize private tag agents (LPAs).</p> <p>Currently, LPAs use a software known as "Screen Scrape." It enables them to intercept information being entered on their computer screens, and simulates keyboard activity being communicated to FRVIS. The LPAs want a direct interface to FRVIS to eliminate the need for their software. This would eliminate the need for them to make software updates to address any updates to FRVIS, and they argue that the interface would create a more efficient process.</p> <p>Based upon the foregoing, legislation would not be necessary for this change.</p>	9/5/2108	Under review	



## Motorist Modernization - Phase II Traffic Light Report

Current Stage: Requirements Validation

As of Friday 11/2/2018

<p><b>Team 1 - Dealer License</b></p>  <p>Due Date: 2/20/2019 % Complete: 100%</p> <p><b>Increment 1 - Manufactured Housing</b></p> <p>Action Items: Green Legacy Code: N/A Estimation: Yellow</p>	<p><b>Team 2 - Portal/Fleet</b></p>  <p>Due Date: 12/7/2018 % Complete: 81%</p> <p><b>Increment 1 - Standalone Apps, Registration Services, Tribe, Fleet, Bulk Registration</b></p> <p>Action Items: Green Legacy Code: N/A Estimation: Yellow</p>	<p><b>Team 3 - IFTA/IRP</b></p>  <p>Due Date: 1/7/2019 % Complete: 70%</p> <p><b>Increment 1 - Draft Requirements for ITN</b></p> <p>Action Items: Green Legacy Code: N/A Estimation: N/A</p>
<p><b>Team 4 - Titles</b></p>  <p>Due Date: 2/4/2019 % Complete: 15%</p> <p><b>Increment 2 - Remaining Title Transactions, Stops, ELT Provider Maint.</b></p> <p>Action Items: Green Legacy Code: Red Estimation: Yellow</p>	<p><b>Team 5 - Registrations</b></p>  <p>Due Date: 10/15/2018 % Complete: 100%</p> <p><b>Increment 1 - Original Registration, Renewals, Specialty Plates</b></p> <p>Action Items: Green Legacy Code: Red Estimation: Yellow</p>	<p><b>Team 6 - Globals/Batch/Inventory</b></p>  <p>Due Date: 2/20/2019 % Complete: 100%</p> <p><b>Increment 1 - Inventory</b></p> <p>Action Items: Green Legacy Code: Red Estimation: Yellow</p>
<p><b>% Complete:</b> % complete of requirements validation for current Increment</p> <p><b>Action Items:</b> % of overdue team action items</p> <p><b>Legacy Code:</b> % of as-is processes scheduled to be documented for the Increment</p> <p><b>Estimation:</b> % of completed user stories with overdue estimations</p>		

Green	< 10% overdue	Yellow	10%-20% overdue	Red	>= 20% overdue
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