Project Delivery Dashboards & Public Engagement at State DOTs
Webinar Logistics

PowerPoint Presentation available on BATIC Website

Submit questions in Q&A box

Webinar will be available on BATIC website
## BATIC Institute

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- Federal Credit
- Public Private Partnerships
- Other Finance Tools

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Webinar Overview

Introduction to Dashboards as Public Engagement Tool

Virginia Department of Transportation: Dashboard 4.0

Minnesota Department of Transportation: Performance Website

Questions Submitted by Webinar Participants
Dashboards as Public Engagement Tool

An Introduction

Ryan Avery, WSP USA
Why Dashboards?

- Communicate key information to stakeholders to drive understanding

- What information?
  - E.g. performance, status, progress results

- To whom?
  - E.g. team members, operators, the public

Image: CC BY-SA 4.0 Loggly-inc
Types of Dashboards

- Static vs Dynamic:
  - Interactivity
  - Frequency of Update

- Function:
  - Operational/Analytical
  - Tactical
  - Strategic

- Software: Tableau, Power BI, numerous web platforms & technologies
Virginia Department of Transportation: Dashboard 4.0

Jay Styles, Division Administrator
Virginia Department of Transportation
Why did VDOT implement a dashboard and how did we get there?

- Performance Reporting System for Projects and Programs
- Best used as a tool to identify strengths and weaknesses in project management and administration
- To get there:

  Go to [www.virginiadot.org](http://www.virginiadot.org) and find the Dashboard icon

  On the Dashboard page go to the PROJECTS dial
VDOT Dashboard Projects Dial

Interface to Project’s Dial

Project Development (OT, OB)

Project Delivery (OT, OB)
VDOT’s New Dashboard for Projects

New Platform – Microsoft Power BI

ON-TIME
- Development
  - On-Time: 72%
  - On-Budget: 74%

ON-BUDGET
- Development
  - On-Time: 77%
  - On-Budget: 74%

ON-TIME
- Delivery
  - On-Time: 99%
  - On-Budget: 85%

ON-BUDGET
- Delivery
  - On-Time: 94%
  - On-Budget: 85%
**PROJECT DELIVERY DETAIL**

**Y000013558DB83 #HB2.FY17 I-95/RT 630 RECONSTRUCTION & WIDENING DESIGN BUILD**

### GENERAL INFORMATION

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>District</th>
<th>Residency</th>
<th>City/County</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY2021</td>
<td>Fredericksburg</td>
<td></td>
<td></td>
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</tbody>
</table>

**Road System**
- **Route**: Interstate

**Contract Type**
- **Design/Build (CDB & DB)**
  - **Type of Work**: Road Work and Paving

**Construction Company**
- **Name**: SHIRLEY CONTRACTING COMPANY, LLC
  - **Contact Type**: VDOT Construction Manager/Coordinator
  - **Name**: GREG NEWHOUSE

**Associated UPC**
- **Number**: 108573

### SCHEDULE

Today or Current Contract Completion date is 711 days prior to the Original Contract Completion Date

<table>
<thead>
<tr>
<th>Contract Execution Date</th>
<th>Original Specified Completion Date</th>
<th>Acceptance Date</th>
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<tbody>
<tr>
<td>10/26/2016</td>
<td>7/31/2020</td>
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</tr>
</tbody>
</table>

**Current Estimated Completion Date**: 7/31/2020

**Type of Schedule Days**: Fixed Date

### CONTRACT MILESTONE

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Number</th>
<th>Specified Completion Date</th>
<th>Actual Completion Date</th>
<th>Status</th>
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</thead>
</table>

### BUDGET

Active project with contract over more than 3% and less than or equal to 10% of the Original Contract Award Amount

<table>
<thead>
<tr>
<th>Contract Award Amount</th>
<th>Current Contract Amount</th>
<th>Cost of Work To Date</th>
<th>Un-audited Final Cost</th>
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</thead>
<tbody>
<tr>
<td>$99,946,970</td>
<td>$104,195,329</td>
<td>$36,831,508</td>
<td></td>
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</tbody>
</table>
VDOT’s Results

• Heightened attention to project schedules and budgets throughout the development process
  • Increased importance on scoping, since scoping locks in the schedule (and budget for non-Smart Scale projects)
• Increased focus on locally administered projects
  • Good communication between VDOT and localities is key
• Activities are finishing earlier
Minnesota Department of Transportation: Performance Website

Peter Olson, Senior Planner with the Office of Transportation System Management
Minnesota Department of Transportation
Need for Website

- Until 2017 all of MnDOT’s performance measures were tracked using a paper report.
- The report was usually released in the fall of the following year, after individual area reports had been released creating a lag in data for our audience.
Audience for Website

- MnDOT’s performance website and dashboards are public facing and are designed to tell MnDOT’s story to the public as well as internal users and legislators.

- The dashboards are designed to be the most up-to-date source for publicly available data.
MnDOT brought on a consultant who created the template and structure of the website.

The website is managed using Concrete 5 management software by OTSM staff.

The performance dashboards are created in Tableau Desktop and can be updated on the website instantly.
Construction of Dashboards

- Dashboards are created by OTSM staff and then reviewed by subject matter experts.

- Data is maintained on a shared drive, as are the dashboards so any OTSM staff member can update and Dashboard.

- Each dashboard undergoes a soft launch and is reviewed by subject matter experts before being launched to the public.
Storytelling

Traveler Safety

2019 saw Minnesota adopt its third-level distracted driving law. The number of fatalities on Minnesota roads decreased after enforcement in 2019. The top four contributing factors to roadway fatalities in Minnesota are speed, distraction, impaired driving, and failure to wear a seatbelt. Bluetooth is causing many to drive distractedly. New法规s have been passed that drive these factors will be notsulated and unbridled.

Total Number of Fatalities on Minnesota Roadways Resulting From Crashes Involving a Motor Vehicle Each Year

Traveler Safety

2019 saw Minnesota adopt its third-level distracted driving law. The number of fatalities on Minnesota roads decreased after enforcement in 2019. The top four contributing factors to roadway fatalities in Minnesota are speed, distraction, impaired driving, and failure to wear a seatbelt. Bluetooth is causing many to drive distractedly. New法规s have been passed that drive these factors will be notsulated and unbridled.
Expanding Use

- As part of our dashboard 2.0 process our team is meeting with group across the organization to expand the amount of information for each measure.

- We use website to not only showcase measures but one time studies that provide relevant information to the users.
Let’s hear from you
Wrap-Up

Thank you for attending today’s webinar

The BATIC Institute will post responses to all questions received today on its website. The recorded webinar will also be available on the BATIC Institute website:

www.financingtransportation.org

UPCOMING BATIC INSTITUTE OFFERINGS

**OMNI Peer Exchange**
Oklahoma City, Oklahoma
March 2019

**I-76 Corridor Peer Exchange**
Harrisburg, Pennsylvania
April 2019

**Advance Construction**
Research Report
Spring 2019

**Maintenance of Effort Test**
Research Report
Spring 2019

**Update on Enacted State Public-Private Partnership Legislation**
Research Report
Spring 2019