DHSMV-RFI-035-19
ACTIONABLE PREDICTIVE ANALYSIS OF TRAFFIC INCIDENTS
ADDENDUM NO. 2

April 30, 2019

Item No. 1

Calendar of Events

Section 7.0 CALENDAR OF EVENTS, is hereby amended as follows (additions are underlined and deletions are ~~stricken~~):

DATE	TIME	ACTIVITY
~~April 30, 2019~~ May 3, 2019	3:00 PM	RFI responses are due.
May – June 2019		Vendor Demonstrations.

Item No. 2

Additional Questions and Answers

Note: All written questions are reproduced in the same format as submitted by the Respondent.

Questions received on 4/9/19 from Infor		
1.	Question:	Page 1 mentions this is a re-issued RFI. Can the State share why the RFI is being re-issued? Have there been any demonstrations from the previously issued RFI? If so, can the State share the names of the vendors?
	Answer:	The RFI was reissued to request demonstrations and an opportunity for vendors to provide their solution to the Department for up to 90 days as a no-cost pilot and to validate possible solutions. No respondents to the initial RFI have provided demonstrations to date.
2.	Question:	Can you provide an approximate count of patrol cars and field offices mentioned in Section 1.0? Will the solution be rolled out other LE organizations in the state (county sheriff, local police, etc.)?
	Answer:	There are currently 1,947 patrol vehicles and 30 field offices. The Department does not intend on sharing any information obtained through this RFI with other Law Enforcement organizations at this time.
3.	Question:	Tableau is mentioned on pages 2 and 5. Is the State open to replacing Tableau or is the integration with Tableau as mentioned on page 5 the preferred choice?

	Answer:	The Department does not intend to replace Tableau; however, solutions may require integration.
4.	Question:	What is the frequency with which the state is looking for notifications of potential hazardous traffic situations? P. 2 indicates request for hourly projections. P. 3 asks for notifications 'several times' during an 8 – 12 hour shift. Can you please clarify?
	Answer:	Projections may occur once per hour during an 8 – 12 hour shift.
5.	Question:	What are the actual data sources? Also on the data sources, would it be reasonable to assume that motorists themselves could call in or contribute via website to accident information?
	Answer:	The data sources listed on page 2 are examples of potential data sets that may be used for predictive modeling and machine learning.
6.	Question:	Can the State provide KML file of the 2-5 square mile grids or 1-2 mile road segments of interest?
	Answer:	The RFI requests respondents to identify the level of effort on the part of the Department to implement a solution and what the respondent would require. The Department does not have these KML files readily available.
7.	Question:	In regards to page 2 item "Provide an opportunity to enable public-facing tools (i.e. interactive website) to educate and inform the motoring public on when and where crashes may occur." Does the State also want public facing alerting? What interactive capabilities would you like to provide to the public? Would the Public need the ability to setup alerts? Would more robust functionality based on our predictive capabilities be needed such as offering other routes to take on a GSP? Please provide some examples of the types of interactive capabilities that are desired.
	Answer:	At this time, the Department is only seeking information on potential solutions vendors could offer.