Question 1: Where/who would host the deployed application?
Answer 1: The intent of this RFI (#SDIP2013) is to gather information regarding current technologies and feasibility information regarding Crash Data Integration to determine the best course of action at a multiple State agency project level. A decision has not been made as to how to proceed.

Question 2: What is the estimated number of users of the application?
Answer 2: Users of the data may include individuals querying the data through data mining tools. There are approximately 100-300 data users. The integration architecture could also serve existing applications at State and local agencies that may have a direct database link to the tables contained therein (10-12 +/- major existing systems).

Question 3: Can NYSDOT provide a copy of the IT standards under which this application would be deployed?
Answer 3: Not at this time. The IT standards under a potential application deployment would be pursuant to current, applicable New York State IT standards, taking into consideration that multiple State agencies could be involved with a potential phased approach.

Question 4: Per the RFP the mandatory site visits are next Tuesday/Wednesday and that “Additional information about the site visits will be sent to firms submitting proposals that pass pre-screening.” Does that mean my firm is not qualified to bid as I have not received additional information?
Answer 4: RFI #SDIP2013 is not an RFP and does not specify mandatory site visits. The NYSDOT may, at its discretion, invite interested entities to visit its Main Offices, 50 Wolf Road, Albany, New York, for further facilitated discussions.
**Question 5:** RFI Pg 6: "Enable real-time updates of the information sources". Can you provide more details regarding what you consider real-time updates?

**Answer 5:** Refer to page 44 of the Concept of Operations Report, wherein the concept discussed includes automated data analysis that produces actionable data in various formats (graphs, maps, charts, tables) that is available in real time to public and in law enforcement cars.

**Question 6:** Concept of Operations Report: Pg 6: The report says "AIS is maintained by DMV and runs with Oracle on a Microsoft SQL server". Can you clarify?

**Answer 6:** Oracle and SQL Server are separate database management systems. The production DMV AIS system, maintained by ITS, includes multiple databases hosted on separate servers one running an instance of Oracle and another running an instance of MS SQL Server. Additional data storage methods for the AIS system, besides relational database management systems (RDBMS), are employed such as SAN disk array storage devices.

**Question 7:** Concept of Operations Report: Pg 14: The HSI shows the same positive and negative attributes. Is this correct?

**Answer 7:** The negative attributes should state:
- Only have complete data for investigating State system in SIMS, which only targets “hot spots” and does not incorporate the process for systemic safety.
- No system for tracking low cost recommendations implemented by DOT maintenance forces.

**Question 8:** Concept of Operations Report: Pg 40: Under Accessibility bullet "24 X 7 electronic access including mobile access". What mobile devices would NYSDOT like to access the application from?

**Answer 8:** NYSDOT has not yet identified specific mobile devices but anticipates this to include smartphones, iPads, handheld communication devices, as well as other devices as these technology platforms evolve over this project’s timeframe.

**Question 9:** Within the Purpose section of the RFI it reads almost as if the Crash Data Integration and the Safety Data Integration Project are separate efforts and would like to make sure that these are one in the same, is that correct?

**Answer 9:** Yes, they are the same.

**Question 10:** I understand that at this point the involved agencies are working to gauge interest and feasibility for this Project; at the point that RFI responses are reviewed and it is decided to proceed with an RFP will only the vendors who participated in the RFI be eligible to participate in future procurement?

**Answer 10:** No. If the DOT were to issue an RFP (competitively bid for safety data integration solutions and services), an advertisement would appear in the NYS Contract Reporter (as well on DOT’s website) to which any qualified
party could express interest in. The DOT would probably send an e-mail to all parties who’ve officially express interest in this RFI notifying them of the State’s intent to release an RFP.

**Question 11:** Is there a desired timeframe in which the Agencies would like to proceed with procurement (within a year, within 3 years)? Is there a mandate or deadline that the Agencies are working to meet?

**Answer 11:** There is no mandate for this project. However the potential benefits for improved efficiency and data integrity are the main motivational factors. Nor is there a schedule beyond considering responses to this RFI or a commitment from the involved State agencies to purchase a safety data integration solution and services. Should the DOT release an RFP (on behalf of all agencies involved), the project team would like to begin a phased approach to implementation within 12 months.

**Question 12:** What type of funding has been allocated towards this effort?

**Answer 12:** Should the State make a decision to procure safety data integration services, a financial plan for this project will be developed as a component of the coordinated procurement planning process, which may include development of cost estimates. It is anticipated that a phased approach might be supported utilizing a combination of state funds and federal aid.

**Question 13:** Is the intent to replace TraCS, LCDE, QRA and MMNT with new applications?

**Answer 13:** No. The intent is to provide a common repository used by these various applications, improve data integrity/timeliness and accessibility.

**Question 14:** Where would the crash repository be located?

**Answer 14:** That has not been determined at this time.

**Question 15:** Which agency will be responsible for the database management of the crash repository?

**Answer 15:** While unable to confirm at this time, it is envisioned that the Office of Information Technology Services (OITS) could have this responsibility.

**Question 16:** Will each agency be responsible for QA/QC crash data prior to submitting to crash repository?

**Answer 16:** That has not been determined at this time.

**Question 17:** Page 2 of the RFI cautions responders to provide information at a “high-enough level so as not to preclude a possible competitive RFP”. What kind of information specifically precludes a company from participating in a competitive RFP?

**Answer 17:** The RFI seeks high level information so as not to cause a conflict situation with releasing a competitive Request for Proposals (RFP; where very
specific information would be requested). The project team is in a pre-procurement planning mode right now and requests that firms refrain from offering competitive information in response to this RFI. Should a firm respond to this RFI and offer very competitive information, the DOT might be forced to not consider this information at all (did not follow RFI instructions and not fair to those who did) and repeat requesting high-level information from this firm (to be fair with equitable treatment for all).

**Question 18:** Page 15 of the Concept of Operations document: The stated negative attributes listed are the same as positive attributes. What are the perceived negative attributes of the HSIP process?

**Answer 18:** Please see response to Question #7

**Question 19:** Pg., 7: What is meant by AIS runs with Oracle on a Microsoft SQL Server?

**Answer 19:** Please see response to Question #6

**Question 20:** Pg., 7: What kind of requests (i.e. from whom) for crash data are made through AIS?

**Answer 20:** Statistical data is requested by: attorneys, Safety Institutes, Universities, Research Institutes, Experian, Carfax, Media Outlets, NHTSA, the public, etc.

**Question 21:** Pg., 7: How do police agencies that submit paper crash reports get access to their crash data?

**Answer 21:** Data from paper crash reports is available in AIS, SIMS and ALIS. Any police agency can request a login/password to ALIS for querying and analysis of crash data from all submitting agencies.

**Question 22:** Pg., 7: How often is AIS data sent to SIMS?

**Answer 22:** AIS data is transmitted to SIMS via a nightly transfer that runs Monday through Friday.

**Question 23:** Pg., 7: How is the electronic crash data from TraCS that is loaded into AIS different than what is loaded from TraCS into SIMS?

**Answer 23:** SIMS does not utilize or store all the data it receives from TraCS however it is the same feed that DMV gets. The data from AIS includes several calculated fields and additional information derived from the data or retrieved by processes in AIS, plus all “paper” reports.

**Question 24:** Pg., 7: How is the TraCS data loaded into SIMS different than the AIS data loaded into SIMS?

**Answer 24:** Please see response to Question #23

**Question 25:** Pg., 7: Are updates made in SIMS sent to ALIS and vice versa?
Answer 25: Updates to location information in ALIS are sent to SIMS. Updates to crash event information made in SIMS are visible in ALIS.

Question 26: Pg., 7: Where does CODES obtain its crash data?
Answer 26: DOH receives cleansed AIS data from ITSMR via CD for inclusion into CODES.

Question 27: Pg. 8: From where does NYCDOT obtain their crash data?
Answer 27: NYCDOT compiles data from several sources including an extract of SIMS data, extracts from DMV, and local NYPD reports.

Question 28: Pg. 11: What is considered “non-reportable data?” Does this refer to non-traffic, non-injury crashes?
Answer 28: A “non-reportable” crash simply means that a report (paper or electronic) is received, but does not meet the reporting criteria in V&T Law Title VI section 605. This section requires an accident report for any crash where a person is killed or injured or there is property damage in excess of $1000. The crashes are often reported to DMV and the data is processed even though they are not required by V&T law to report. The data is still useful for analysis purposes, but is tagged as “non-reportable”.

Question 29: Pg. 11: On page 11, it is stated that “most of the data comes from the motorist?” Does this mean that motorists supply crash reports? How does data come from the motorists? Is this referring to data loaded into SIMS?
Answer 29: Motorists must file a report of any accident occurring in NY State causing a fatality, personal injury or damage over $1000 to the property of any one person. Motorist accident reports are submitted to DMV via paper form MV-104.

Question 30: Pg. 12: Who “owns” the GIS Reference Marker Information? How is this updated in SIMS?
Answer 30: The Department’s Reference Marker information currently exists in 2 disparate systems. The Safety Information Management (SIMS) consists of a tabular inventory of reference markers and is currently the official system of record. SIMS is updated by the NYSDOT Traffic Safety program area and maintained separately from the GIS layer. The GIS Reference Marker layer was originally built by the NYSDOT IT GIS using information from SIMS and continues to be maintained by the GIS group. There is no current process to automatically synchronize the SIMS inventory with the GIS layer and updates to the GIS Reference Marker layer are currently completed on as-needed basis. NYSDOT has begun the Enterprise Linear Referencing System (ELRS) project. One goal of the ELRS project will be establishing the system of record for Reference Markers within the Esri Roads and Highways platform and eliminate the current redundant update processes between SIMS and GIS.
Question 31: Pg. 13: What manual inputs are required for the HAL Analysis Process?
Answer 31: Threshold values, accident costs, date ranges.

Question 32: Pg. 13: What is meant by “intersection data which has been corrupted in the process to work with ALIS”?
Answer 32: There is a conversion process which translates the computed ALIS node ID (Intersection ID) to a SIMS Reference marker/Intersection number. The table was created improperly so that duplicates exist with different/incorrect information.

Question 33: Pg. 16: How is the “conversion of project locations in milepoint to reference marker” generated? Is this performed in ALIS?
Answer 33: A crosswalk table in SIMS is used to convert milepoint to reference marker.

Question 34: Pg. 18: What is meant by the negative attribute of “Changing FOIL requests for “databases””?
Answer 34: Recently DOT has received several requests for its entire accident database: Three related tables including approximately 15 million, 35 million, and 70 million records respectively.

Question 35: Pg. 18: What type of GIS exports are created? From where do these exports come?
Answer 35: Crash coordinates stored in the database are included in many of the reports and can be used to create a GIS Shapefile of crash locations.

Question 36: Pg. 20 Are the details for the “NYCDOT Stakeholders, Systems and Processes” available, yet?
Answer 36: The information regarding NYCDOT Stakeholders, Systems and Processes is not available at this time.

Question 37: Pg. 24: When a paper crash report is scanned into AIS, is this just a PDF that is created or does the scanning software also read some data from the report (e.g. bubbled fields)? What criteria are used to match police and motorist reports? How are “cases” sold? Is a paper crash report generated and sold? How does the public/attorneys/etc. request to purchase a case?
Answer 37: A PDF is created from scanned paper crash reports. All information is manually data entered. The forms are too compact to be successfully read by OCR. The system uses the date, county, time, plates and client ID’s to match. 100% & 0% matches are auto matched. All others go into a matching queue for staff to determine whether a real match exists. Certain “words” are identified to be kicked out are manually matched regardless of the match percentage. Example, plates that are listed as POLICE, FIRE, etc.
Cases are sold via the internet, https://transact.dmv.ny.gov/AccidentSales/, sold through the mail, through DMV’s call center and in person at the Albany Customer Service Counter. A paper form is generated. A form is completed for mail and in person transactions:
MV-198C http://www.dmv.ny.gov/forms/mv198c.pdf

Question 38: Pg. 39: Are the details for the “NYS Thruway Authority Stakeholders, Systems and Processes” available, yet?
Answer 38: The details for the NYS Thruway Authority Stakeholders, Systems and Processes are not available at this time.

Q&A SET #2

Question 39: The name of the RFI as listed on P. 1 is RFI #SDIP2013RFI, but on P. 7, under contact information, the RFI is referred to as SDIS2013RFI. Which should be referenced?
Answer 39: The RFI should be referred to as RFI #SDIP2013RFI.

Question 40: Can you please specify the technical skill level of the “user?” If there are various skill levels that must be accommodated, can you please align the skill level of the user with how you expect them to interact with the system?
Answer 40: There are many types of users accessing the data from the various systems that support their business functions. The SDIP Concept of Operations Report describes the systems and processes in more detail. The skill level of the user is dependent on the design of the application that interfaces with the data. This wide range of skill sets includes: simple inquiry skills for public access, data entry skills for location coders, complex query and reporting, to statistical analysis skills.

Question 41: Is there a standard or preferred GIS vendor or product that the State wishes to use?
Answer 41: NYSDOT, as well as most of the other agencies cooperating on RFI #SDIP2013RFI are standardized on the Esri GIS platform. As such, the solution should be interoperable with an Esri GIS environment and preferably leverages the existing Esri GIS investment.

Question 42: Will the State entertain vendor-hosted solutions or does the system need to be located on the State’s premise and/or infrastructure?
Answer 42: Yes. Please see response to Question #1.

Question 43: How many total users does the system need to support?
Answer 43: Please see response to Question #2.