

Please stand by for realtime captions.

Welcome, everyone. I am going to give it another couple of minutes, and then we will get started.

[ Captioner Standing By ]

Welcome, everyone. Thanks for joining us today. We are here for the Solving for Safety Visualization Challenge -challenge introductions webinar. We will here might be here with the U.S.D.O.T. talking about the Solving for Safety Visualization Challenge \$350,000 competition. I would like to introduce Jordan Riddle will be introducing our speakers throughout the webinar.

Good afternoon from U.S.D.O.T.. Good morning on the West Coast. Can everyone here is all right?

They are probably muted.

We can hear you.

All right. Perfect. Thank you for joining us for our third challenge webinar challenge introduction. The webinar will be recorded in the hesitation slides will be provided to the email you provided. If you could not join us for the last two webinars, those are on the challenge website, as well. Before we get going, just a few housekeeping notes to go over. If you are an innovation agent on the line, please directly chat to child -- Kyle who will give you presenter capabilities and further instructions on how to unmute your auto -- audio. If you're having any itty -- difficulty with your audio, please let us know in the chat pot and we will address those first thing. Please do not hold your question throughout the webinar. When they come up, ask them in the chat pot. We will address them in the question and answer section at the end of the session. We will start with an overview of the challenge. Then we will move on to address frequently asked questions. And then we will talk about innovation agent support and will have time for additional questions and answers at the end. In the challenge overview, we are going over everything from our ex-patient -- expectations for submission, judging criteria, where you fit in the challenge, prizes and timelines, and the origins of the challenge. Safety has been the top goal. The D.O.T. created the safety initiative to support our high priority of reducing fatalities. D.O.T. vision for the initiative is to integrate visions with each other and with big data sources. To enhance our [ Indiscernible ] of crash risk and our ability to mitigate it. -- Use by private industry and [ Indiscernible ] to identify systematic factors. It comprises of three core components. Data visualization, data integration, predictive insight. You can likely guess which component solving for safety visualization falls in.

The challenge -- the reason you are all joining us today. Why is D.O.T. visualizing transportation safety? We are pursuing data informed decision making to --. One pillar of this approach is data visualization. We are looking for clear, compelling date of visualization tools -- [ Indiscernible ]. Solving for safety is designed to advance the use of data visualization and visual analytics for answering analytical questions related to roadway and railway safety. Solvers will compete. Cash prizes by developing innovative tools to decrease fatalities and serious injuries on the roadways and rail systems. We will go into these components further. As an overview of the challenge, solvers will choose to develop one of two types of tools. They will develop the tools to come from an existing U.S.D.O.T. projects while adjusting one or more safety focus areas. Solvers will also focus on tools [ Indiscernible ].

Currently, transportation decision-makers have a limited number of analytical visualization tools that reveal insight. Even if you were focus on safety and prevention of crashes. A new opportunity lies in the

rapid growth in -- and advancement of technology [ Indiscernible ] of transportation and other data not collected by the private and product -- private sectors. Analytical tools can cast new light. Solving for safety has been created to advance the use of safety visualization tools, answering analytical questions related to transportation safety. Solvers will develop one of two type of on -- analytical visualizing tools. These are the discover insights for any scenario analysis tool. The discover insights tool which will analyze data to reveal patterns and trends and use compelling visualization six when what is happening and understand the meaning behind the data and draw conclusions. This will allow the user to answer questions visually. Simulation tool, this will assist in decision-making by visualizing data, allows users to visualize outputs of existing model simulations and scenarios that identify issues, determine correlations, and assign. That's probability, highlight different conditions a result of sensitivity and parametric analysis to visually assist decision-making. -- To visually assist in decision-making. We are looking for solvers to bring novel concept and perspectives to existing models and data, to develop tools that will provide life-saving insight and solutions for transportation safety. [ Indiscernible ], image and image analysis, social media mining and beyond. The tools can be powered by bottles and data provided by us, challenge and innovation engines -- agents, and partners and other sources. You can see a list of sample data sets and tools recommended by D.O.T. safety experts on the challenge website.

Challenge solvers will develop the tools to complement existing U.S.D.O.T. projects while adjusting one or more of the following safety focus areas. Vulnerable system users, high risk factors, and or conflict points impacts. With the vulnerable system users, these include nonmotorized system users such as pedestrians and cyclists, motorcyclists, persons with disabilities, and persons with declining vision and hearing. Ongoing work here at U.S.D.O.T. those who are more at risk on the roads . Pieces of the story of how we can protect these users are still missing. High risk factors. These include young drivers, empower -- and paired drivers, jockey drivers, holding -- older drivers -- drowsy drivers, older drivers, and speeding drivers. With conflict points impacts, these are areas where paths intersect, including road intersections and rail grade crossings. We are investigating which conflict points correlate most with motor vehicle crashes. We don't fully understand the difference between near misses and impacts, at this point.

Challenge solvers were also focus their tools by designing for use by one of the following audiences. Policy makers and influencers, providers and operators, and the public. Policy makers and influencers include people from federal, state, and local government agencies. They seek to reduce fatalities by creating incentives or disincentives or addressing needs using personal, funny, or laws and regulations. Providers and operators. These are people who build or operate the transportation system. These include equipment manufacturers and facilities. Law enforcement, and emergency services. The intent to influence the reduction of transportation related fatalities by analyzing data -- data and safety effectiveness, and developing operations, countermeasures and techniques to reduce fatalities for users of the transportation system. And, the public, these are people who live -- use the transportation somewhere in the United States. These include motor vehicle users, bicycle orders -- bicyclist, pedestrians etc.

The judging criteria. Solving for safety is a three stage challenge. Solvers advanced through the challenge and refine their ideation and then their concept and then the full working tool. The judging criteria will become more technical. All submissions will compete against the full pool of entries. A pro tip on the judging panel. Make sure your suggestions -- submissions fully address the judging criteria. You can find this on the website. We have given a 10 page maximum for the submissions. This is certainly the

maximum. We think you can propose your ideation and address the judging criteria just as strongly in approximately four pages. Have all the required documents prepared in advance. The form will timeout after 20 minutes.

Now, to the prizes. Solving first safety -- by incentivizing it we are encouraging people to come up with new tools. As with other government competition, we aim to create a vibrant community of thinkers and doers who drive revolutionary innovation. Solvers will compete for an overall prize person of \$350,000. 470 finalists will -- for seven -- semifinalists will compete for a portion of the \$100,000 interim prize. And to semifinalists will compete for the \$250,000 prize. Back of the timeline. The challenge launched on June 14, 2018. It will wind up in early January. It is -- approximately 6 challenge.

Now into the challenge rules -- rolls. Solvers. Solvers for safety invites creative minds across the nation to participate. The business and research communities have a unique set of skills to step up and revolutionize transportation safety. The transportation safety community has welcome innovation, both from the perspective skills and diverse subject areas, to foster new ideas. We encourage the participation of solvers from outside the traditional transportation and safety arena. Eligible solvers are individuals or teams from the United States or US territories. This includes organizations such as tech companies, analytics firms, transportation carriers, industry associations, research institutions, universities, mapping and visualization providers, and beyond.

Our second role is innovation agents. We are also integrated interested in stimulating [ Indiscernible ]. Innovation agents are companies and organizations interested in providing real word dollars, guided, insight, issues, and data to solvers, especially those new to the transportation safety space. We will provide a public listing of all organization -- organizations and public companies that identify themselves as innovation agents. Data innovation agents will provide an address interested solvers with access to data or analytic techniques that can be used in the analytical visualization tools. Technical assistant -- assistance innovation agents can provide interested solvers with knowledge, guidance, insight and issues related to transportation safety. -- Transportation characteristics, users and operations, [ Indiscernible ].

The second type, innovation agents. These can call solvers with access to data or analytic techniques. Our innovation agents will have the opportunity to explain their expertise in a capacity that interest solvers and provide tools to help reduce fatalities and serious injuries. Innovation agents providing data access will benefit from axonal recognition -- national recognition. Solvers are encouraged to seek support from innovation agents to strengthen their individual or team expertise. Innovation agents may register their support for the challenge by signing up on the website. A list of current innovation agents will be updated on the official challenge website.

Now to the frequently asked questions section. This is our first time hope -- hosting solving for safety. We have had a few questions come in regarding the mechanics, eligibility, and intellect so vestment intellectual -- intellectual property. At the end you will have more time for questions and answers. Erva, I will turn it over to you.

Okay, great. Just a general overview. As Jordan mentioned, in order to be eligible for participation in the challenge you are restricted as to being -- if you are a company, you need to be a US-based company. What that means is that, in the case of a private entity, you are incorporated and maintain a primary place of business in the United States or US territory. As far as individuals go, what that means is if you are participating as an individual or in a group, you would have to be a citizen or permanent resident of

the United States or US territory. If you are an employee of a federal entity, you cannot participate in this challenge while acting within the scope of your employment. If you are a federal entity and you would like to participate while acting outside of the scope of your employment, we would recommend that you consult with your ethics official to determine whether that is possible. Those are some of the basic restrictions on eligibility -- you must be based in US or be a US citizen, or have a primary place of business in the United States. Do we have some questions coming in?

There is one asking -- to all team entities need to be headquartered in the United States?

What is meant by all team entities?

They are asking -- is at all team members or just the [ Indiscernible ].

Every team member? If you look at the notice of the opportunity here on page 27 825, in the section on eligibility rules for participation in the competition, it dates that in the case of an vestment states that in the -- states that in the case of an individual dissipating in a group, all participants must be citizen or permanent resident of the United States. Every participant must have -- have to show that they are permanent resident or citizen of the United date. -- States.

Does that include subcontractors?

If the subcontractor would be playing a major role and would be a primary member of the solver team, if they are a team member, then that subcontractor would have to meet the eligibility requirements individually. So, as a member of the group, whether the subcontractor is a and -- an entity, it would need to be based in the United States. If the subcontinent tractor as a -- subcontractor as an individual L -- individual is a member the team, they would need to be a citizen or permanent resident of the United States.

I think you address this one before when talking about the company, but the question is -- if participating as a company, do all the team members need to be US citizens?

If you are participating as a company, and you are offering a team, each member, whether participating singly or in a group, has to be a citizen or permanent resident of the United States or United States territory. Every member of the team for that particular company would need to be either a US citizen or a permanent resident.

Our cities, state, and MPO's eligible?

If you are a nonfederal entity you would have to determine whether you can receive federal funding. There is no restriction on nonfederal entities participating, but you should check whether you can be a recipient of these federal funds in this context.

It looks like we are starting to get some questions about the intellectual property. I am giving an overview -- can you give an overview of that?

In the notice of the challenge opportunity there is a section at the very end that discusses intellectual property of submission. Basically, the general overview is that as a participant in the challenge, if you become a semifinalist as part of your acceptance of that prize, you are granting D.O.T. basically the rights to unrestricted use of the data that is part of the submission, the product that is part of the submission. You are granting D.O.T. those rights for any purpose whatsoever, commercial or otherwise.

D.O.T. will not have to come back to you for further approval or for payment on how it uses the data that you provided as part of your submission. You are granting the government unlimited rights. --, To basically use your submission, to modify it, and also to: mangle your submission with other data that you do not own. Also, if D.O.T. produces a new thing that is a combination of your data and other data that you do not own, then that new thing would also be available to D.O.T. for unlimited use.

Great. We can certainly field some more of these questions. Here's one. Does that mean that D.O.T. expects full rights to commercial products used?

D.O.T. expect full rights to the submission. If the submission contains a commercial product within it, what you are basically doing in submitting this to D.O.T. is you are essentially saying that you have the right to handover the rights of that product to D.O.T. for unlimited use. You would have to make sure that if your tool also relies on another tool, that you have the right to hand that over to D.O.T. for unlimited use.

This is great. So we can certainly address some more of these questions in the question and answer section at the end of the presentation. We can also address these by email. I did want to get into some of the other frequently asked questions. I know that I myself have a hard time digesting legal terms, so it is so great to have you on the call with us.

You are welcome.

We have some questions about the topic areas are examples, the mechanics, resources, and submissions. We have questions asking if we can provide examples of other data visualization tools that we like or that we expect as a successful entry. This is our first time doing solving for safety, so we do not have examples to give you all. We also don't want to box you in. We want you to be as innovative as innovative as possible with this. You show us what you have. As far as mechanics, asking -- if the -- do the proposals have to focus on one area or do they have to focus on both? There are three focus areas you can focus on. You can choose one or all. It really depends on your tool that you are developing there. As far as using advanced techniques, please use the most innovative techniques that you had the capacity to use. As far as resources, we have questions asking about data sets that are available. On the challenge website there are data and models that are recommended by the D.O.T. safety experts. Some of them were presented in our first webinar. You can find those there. Also, there are resources available to you all to the innovation agents. Their contact information is on the challenge website. As far as roles, we have questions asking about the differences between innovation agents and solvers. Solvers are the ones that are actually participating in the challenge. They are the ones that are submitting their ideation and competing for prizes. Whereas, innovation agents are supporting solvers. They have a resource -- a resource that they can help other people participate in this challenge. They are competing directly with the solvers -- they are not competing directly with the solvers. They offer resources to the solvers. They are there for extra insight, guidance, knowledge, tech, software, whatever can help you make your ideations as innovative as possible. Pairing with an innovation agent is not required. Because the challenge is open to a diverse set of groups, we are offering this to groups inside and outside the transportation sector. We expect there is going to be some gaps with transportation safety knowledge. We believe those innovation agents can help fill in those gaps. We encourage reaching out to them. As far as the submission, it is due on July 31 at 11:59 p.m. Eastern time. There is nothing you have to do to register for the challenge outside of submitting your ideation. Your submission will serve as your registration for the challenge. You are welcome to submit more than one

ideation if you have the capacity to do that. If you are an innovation agent or solver, you are welcome to serve in both roles if you have the capacity. We think that is really fantastic that you want to solve for safety and you also want to help other fellow solvers solve for safety. You are welcome to serve in both roles. As far as the deadline, the deadline we are holding to -- and I do want to remind you that the burden for this first stage, we hope that it is light. That is a 10 page maximum. You can certainly do this in four pages. Again, we will get more refined as you move through the stages to the semifinals. I hope that has addressed some of the frequently asked questions that we have out there. You are always welcome to send more questions to [solve4safety@dot.gov](mailto:solve4safety@dot.gov). Backup onto the introduction section here. As mentioned previously, solvers are encouraged to seek support from innovation agents to strengthen their individual or team expertise. We are lucky to have on the call with us today, several of the challenge innovation agent. In a moment you will hear a brief description of the resource they are supporting solvers with for solving for safety. You can find contact information on the challenge website on the innovation agents page. A few groups were unable to beget desperate join us today. First up we have the AAA foundation for traffic safety. This group is not for profit, publicly supported, charitably researched organization dedicated to saving lives. They have been saving lives through research and education for 70 years. Their expertise is in vulnerable populations. Older drivers in particular, and high risk behaviors including alcohol and drug impairment and drowsy driving. That is the AAA foundation for traffic safety. Next up we have diagram expert they are a provider of ILT visualization and interact live media visible vestment visualization solution -- visualization solutions. They use animation to show how desperate the user how conditions [ Indiscernible ]. It is a multiscreen visualization solution that delivers a visual [ Indiscernible ] performed by a group of synchronized animated dashboards. They have a [ Indiscernible ] graphical designer that can be used to compose interactive data aware diagrams that depict road intersections [ Indiscernible ]. Kyle has a list here of groups who are on the phone with us today. If you are an innovation agent on the phone, you will have to unmute your audio. First up, Mark, are you on the line there? Mark from [ Indiscernible name ]?

I am. Can you hear me?

Weekend.

-- We can.

My name is Mark [ Indiscernible name ]. We are the only Danna a Linux Platform that allies -- [ Indiscernible ]. We are in the epicenter of the self-service market. We are all -- the only platform that provides [ Indiscernible ]. We look forward to helping anybody who is interested in submitting.

Thanks, Mark. Next we have Erik Perry with American traffic safety services Association.

Can you hear me?

Yes.

Good afternoon. My name is Erik Perry. I am the senior technical advisor with the American traffic safety services Association. Our mission is to advance roadway safety and move towards zero deaths on our nation's roadways. We believe the challenge will help that cause. We are the industry leader in roadway safety infrastructure, with more than 1500 member companies across the United States. These member companies design, manufacture, and install the roadway safety devices we see on the roadside. We can also -- offer technical assistance and guidance with our resources related to safety, works of, guardrail,

traffic signage, and traffic control devices. We can help connect the solver with an interim member of our team or a technical contact at one of our member companies that will be able to assist them in developing their challenge solutions. Thank you.

Thanks, Erik. Next up we have Brian Chandler from [ Indiscernible ] Associates. Brian, are you on the line?

All right. Just some audio issues there. We will wait for Brian here.

Hi, this is Brian. Can you hear me now?

Yes.

So sorry. I miss the memo on the star 6. My name is Brian Chandler. I am with DKS. We are focused on traffic safety, operations, design, planning, and smart mobility. We have offices up and down the coast and in Boise, Idaho and Austin, Texas. I think we could help you as a solver about some of your ideas off somebody with real experience in traffic safety. I feel like I have a pretty good feel and our staff has a pretty good feel about what public agencies need and want, and ways that the tools you all create could really help them. We would be happy to hear from you or bounce ideas back and forth if you want to run a prototype or idea bias, I would be happy to talk with you. Or see anything that you have created and go that way. I forget how the contact information works, but I plan to post mine into the chat box if that is okay.

Thanks, Brian.

Thank you.

Next up we have Shane last from the Google cloud public data set. Shane, are you on the line?

I am. How are we doing today, everyone? I am Shane glass. I am the program manager for our cloud public data set program. We host copies of high-value public data set so our users can come on it. It makes it easier for users to find them and put them all in one place. One of the biggest things we can offer is making the data available and being clear [ Indiscernible ]. It makes it easier for users to find data and subset data and do an additional -- initial analysis of data. We are working with the D.O.T. right now to get some of these data sets transferred over, including the [ Indiscernible ] data and the [ Indiscernible ] data. Some of the EMS data, as well. A couple of things we are working on -- all of our products include connections out to tableau for data visualization. It includes access to data studio which is Google -- Google cloud data visualizations will. The nice thing about it is it is super easy to work with. It can be embedded. It is totally web-based. There is no need to have any additional software installed. Anyone with an Internet condition -- connection should be ever to -- able to access that. [ Indiscernible name ] comes with one terabyte of queries a month. In a lot of cases that seems to be sufficient for users. If there are any other data sets you are interested in, I will put my email in the chat box. Feel free to reach out directly. If you have any other questions or any interest in any of our other products, please let me know. I can't get into too much detail with -- but with our cloud, next week we have some exciting things coming. We can follow up on that in a couple of weeks. Thanks for the opportunity. We are looking forward to supporting everybody in any way we can.

Thank you. That was great. Next up we have Jerry Spears with the Montana Association of [ Indiscernible ]. Jerry, are you on the line?

Hey! This is Jerry. You can hear me now. Great. This is Jerry Spears at the Montana Association of Counties. We ensure most of the counties in the state of Montana. I am the trust operations director. What we have is expertise in this environment, rural environment for cities, counties, and schools for types of crashes, locations of crashes, and what happens in the rural environment. Sometimes, as folks in the rural environment are forgotten by the urbanites. We bring the rural event to situations. If you want to probe into that environment, we will be here to help you, between our many years of experience, our data, and some input on the types of crashes that occur in a rural environment. Including -- we do hit a lot of animals up in these rural areas. Thank you.

Thank you, Jerry. Next up we have the a gainer from the national Association [ Indiscernible ].

Thank you. Good afternoon. I am the executive director of the national Association of State EMS officials. The acronym is 28. For those of you who are thinking about this: the acronym is NASEMSO. For those of you were thinking about [ Indiscernible ]. Our members are the state government agencies that regulate ambulance services. They also engineer and improve state trauma systems. The use of helicopters, access to trauma centers, make a significantly statistical difference in patient outcomes. So people who have the identical injuries but are in different locations may have completely different outcomes based on the access to trauma centers. Almost every state mandates EMS data reporting from the ambulance services. Every state has a trauma registry. At the national level there is also the national EMS information system. The most recent year had 30 million records from ambulance systems across the state. As well as data from resources such as helicopter flights to trauma centers. We would be happy to assist you in your ventures. Thank you.

Thank you. That is great. Next up we have [ Indiscernible name ] from the national Governors Association. Kaelin, are you on the line?

Yes. I am here. Can you hear me?

Yes.

Good afternoon, everyone. My name is Kaelin Hill with the national Governors Association. We are excited to be considered innovation agent, either to assist solvers in strengthening of transportation safety efforts. NGA is a bipartisan organization that directly serves our nation's governors. We have a unique perspective and access to the states with working directly with government policy advisors and state officials who are driving policy within the states. We work on issues of transportation and traffic safety in the states in several ways. We produce white papers and issue briefs on some of the pressing challenges. For example, we just issued a paper on [ Indiscernible ] vehicles, and some of the challenges with the new technology that is being developed. We provide technical assistance to the states. We are hosting a series of learning lab meeting with roughly 10 states around some of the strategies to improving their statewide traffic safety, as well as data linkage initiatives. We provide ongoing support to our networks of governor's advisors. That includes Public Safety commissioners and secretaries, governors, transportation advisors, and governor criminal justice policy advisors. Lastly, we have supported the Nevada governor over the last year, hosting a series of summit and workshops with the state, as well as issuing policy roadmaps throughout his chairs initiatives, which was entitled ahead of the curve -- innovation governors. We are really excited about this opportunity to potentially assist solvers. We are happy to help in any way we can. Thanks.



Great. Thanks, Kaelin. Next up we have Michael Donofrio from [ Indiscernible ] technologies. Michael, are you online? I am. Good afternoon. My name is Mike did offer yellow. We are now a division of Tyler technologies. We are eight data to service platform. What we currently do for the U.S.D.O.T. is there open data platform. That has a host of federal D.O.T. data set, all of which are API enabled. We think will -- this will enable the solvers to increase sample solutions. A number of folks use us for data and open data. Around this, we have Utah, Hawaii, a number of cities and counties that use this type of project -- product. Part of our goal for this initiative is to add more data to our data catalog, which would all be machine-readable, API enabled. We think it will enable the solvers to have a uniform access point for data to make the solutions sustainable over the long-term. We certainly welcome anyone who needs access to authoritative data in the APA -- API format.

Thanks, Michael. Next up we have Matthew Enders from the Washington state Department of Transportation. Matthew, are you on the line?

Yes. Thanks. Hi I am Matthew Enders. I work for the Washington State Department of transportation in our local programs division. I oversee our safety programs with local agencies. Our team has been work - working with cities and counties in the development of safety plans. Those safety plans are data-driven and use risk factors. We provide technical assistance to help those agencies review their crash data and to prioritize the crash type -- types and causes to address. We helped him to identify risk factors and give them feedback on their plans as they draft them. If you are interested in a public agency perspective, or in some technical assistance as you go through and identify those kind of factors, we would be happy to provide that help for you.

Great, Matthew. Next we have [ Indiscernible name ] from way care. [ Indiscernible ], are you on the line?

All right. As we figure out her audio there, we can go with our next innovation agent. Alberto [ Indiscernible name ], are you on the line?

Yes I am. My name is Alberto and Matt. We provide our TIS, a comprehensive platform used by both federal and government agencies. [ Indiscernible ]. We are well-suited to data visualization. It goes beyond simply putting points on a map. We support an analytical process as a discipline and have resources to help the solvers produce and impacting defensible output. In terms of our platform, we have traditional desktop clients who do have the special -- spatial analysis. We also have a web solution that just requires a login. Support analytical processes by your end-users. We have a JavaScript API for [ Indiscernible ]. We are excited to see solvers and the U.S.D.O.T. go through this challenge. I will put my contact information on the chats.

Thanks, Alberto. We will try again with Noam Maital with way care. Are you on the line ?

Hey, everyone. Hopefully you can hear me. I am Noam Maital with way care. We are a form ability company that is primarily in the traffic management base, but also with first responders. Use analytics for real time traffic up it is the -- optimization, but also use some deep learning for predictive analytics and proactive preventative measures. This also goes in terms of traffic safety and working with police and law enforcement. We are really excited for this challenge. I think it is very topical and relevant. There are a lot of things, as an agent, that we can do just working from our expertise on the technical level of -- how do you bring in not only the existing infrastructure and data points that come to the city,

but how you can use that. We work with in vehicle data from multiple sources. How do you bring that into a tool -- an analytical tool that leverages the newest AI capabilities or actionable insight, which I think are the goal here to improve traffic safety, death reduction, and pedestrian safety. I think we could help provide solvers with the technical know-how [ Indiscernible ].

Thanks. Again, you can find this full listing of our innovation list here on the challenge website. Thank you all for being on the call today and giving us a look into the resource that you are providing for solvers. That was fantastic. This is an issue that affects everyone. The creativity you all bring to the table is phenomenal. The insights you are providing to solvers is just great. We do have a few other innovation agents that were not on the call today. That is streetlight [ Indiscernible ]. They bring real-world travel patterns to light. Streetlight data creates analytics that shine a light on mobility behavior. And then we have Munich [ Indiscernible ] insurance America. It is the largest this. What is the largest insurers in the United States. We also have [ Indiscernible name ] which is recognized on the world stage for analytic -- innovative thinking and [ Indiscernible ]. You can find all their information on our challenge website. We do have a few moments here for questions and answers. We can take additional questions that have come up as the presentation has gone on. You can submit those in the chat pod and we will get to them. Of course, if you would like to do follow-up after the challenge, you can submit questions to [solve4safety@dot.gov](mailto:solve4safety@dot.gov). We will wait around here for a moment to get any questions.

While you guys are preparing your questions, I just wanted to address some questions that have already come in. Some solvers have asked whether the IP rights section of the notice, whether that branch [ Indiscernible ] ownership of the product or the tool, whether it grants the D.O.T. unlimited access. To be clear, this does not grant D.O.T. ownership under the terms of the Federal Register notice. You are granting D.O.T. a right to unlimited use of the tool. That is different than granting D.O.T. ownership of the tool. Typically, how this would work is that you would retain ownership. And if you intended to use that tool for other reasons, you are granting D.O.T. a right to -- your granting of D.O.T. a right to unlimited use would not infringe on your right to use that. However, you would be granting D.O.T. substantial rights to use that product, and also combine it with other tools, and use those for pretty much any purpose -- any government related purpose, and also for any commercial purpose.

We will let some more questions coming here. I just wanted to give a friendly reminder that ideations are due on Tuesday, July 31, 2018 at 11:59 p.m. Eastern time. Mark your calendars and set your lives. I will be the one waiting for your innovative ideations to come in. Here is a question -- do we need to submit the proposal with the innovation agent as one team? You will submit your ideation, the Solver team, there will be a space there on the application to let us know which innovation agents you intend on working with. For the final product, is that the case study or scalable product? If you are referring to this first stage here, this is just a proposal of what you will be doing. In reference to your scalable question, that definitely is one of the judging criteria for the stages. A good idea is to -- while writing your proposal, have those judging criteria on hand for the first stage. A good forward thinking method for developing your proposal is to go ahead and read the judging criteria for stage II and three, as well, so it will be more easy to address those for the next stages as you advance. We have a question here -- are you required to work with and innovation agent? You are not required. It is recommended. You may have some gaps on your team, whether it be you need additional transportation safety knowledge inset, if you need guidance, tech, software, or data. The innovation agents are going to be your stronghold there. We do recommend that you work with them. We do see this first stage, we know the burden is coming. We want the burden to be light. We want you to know who you will be working with in the first

days. You won't be working with them as closely, but as you advance in the challenge, working with the innovation agents will become a closer relationship there.

We have a question here -- how can we reassure our database vendor that building this tool will allow them to make money and do something for the greater good? How would you frame it? For the greater good. I like that. We are solving for safety. As you all know, transportation safety is something that impacts us all. Our family, our friends, our colleagues, our neighbors. We do think that working on this is for the greater good. But, maybe your question is there in reference to the IP? Yes.

The question is -- how to ensure [ Indiscernible ] for your vendor? I am not sure that speaks to how or if your data vendor would be able to remain profitable after participating in this. Since we are the federal government, and the purpose of this challenge is to solve a problem and not for any profit related reasons, we haven't -- that is not one of our considerations. However, it is a consideration of yours. I think you should think about that appropriately before deciding whether you want to participate in the challenge.

I see we are coming up here on 2:00 p.m. Actually, it is one minute past 2:00. I want to be mindful of everyone's time here, and provide the contact information here again. One of the goals is to empower and a raised -- raise awareness on safety on the verse. Whether you are just getting the challenge as a solver, and innovation agent, solving for safety has a role for everyone. You can help us continue to cultivate a culture of safety from now and beyond by continuing the conversation on social media using the hashtag #solve4safety. If you have any questions following the webinar, please reach out to us at [solve4safety@dot.gov](mailto:solve4safety@dot.gov). We will look at the questions that are still coming in on the chat pod and address those outside of the webinar. If you do have a question, we will get to it. We just want to be mindful of the time. I do want to thank you all for joining us today for the challenge introductions webinar. Again, to the innovation agents who took the time to give us more information about the resource they have available so that they can support solvers with the challenge solving for safety. This concludes the Solving for Safety Visualization Challenge -tran30 teen. Enjoy the -- Challenge Introductions Webinar . Enjoy your day.

[ Event Concluded ]