

Pupil Transportation Toolkit – Safe School Bus Stops and Routes

ACTIVE

Contract Opportunity

Notice ID

693JJ921RQ000031

Related Notice

Department/Ind. Agency

TRANSPORTATION, DEPARTMENT OF

Sub-tier

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Office

693JJ9 NHTSA OFFICE OF ACQUISITION

General Information

- **Contract Opportunity Type:** Sources Sought (Original)
- **All Dates/Times are:** (UTC-05:00) EASTERN STANDARD TIME, NEW YORK, USA
- **Original Published Date:** Nov 12, 2020 01:50 pm EST
- **Original Response Date:** Nov 23, 2020 10:00 am EST
- **Inactive Policy:** 15 days after response date
- **Original Inactive Date:** Dec 08, 2020
- **Initiative:**
 - None

Classification

- **Original Set Aside:**
- **Product Service Code:** R410 - SUPPORT- PROFESSIONAL: PROGRAM EVALUATION/REVIEW/DEVELOPMENT
- **NAICS Code:** 541611 - Administrative Management and General Management Consulting Services
- **Place of Performance:**

Washington , DC 20590

USA

Description

Action Code: S

Classification Code: R410, Support - Professional: Program
evaluation/review/development

Solicitation: 693JJ921RQ000031

Agency/Office: National Highway Traffic Safety Administration (NHTSA)

Location: National Highway Traffic Safety Administration HQ

NAICS Code: 541611, Administrative Management and General Management
Consulting Services, \$16.5M.

Point of Contract: Vincent Lynch, Contracting Officer, ph(202) 366-9568

Title: Pupil Transportation Toolkit – Safe School Bus Stops and Routes

Description(s):

The National Highway Traffic Safety Administration (NHTSA) is issuing this Sources Sought Notice to identify potential qualified Small Business (SB), Small Disadvantaged Business (SDB), 8(a) Certified SDB, HUBZone SB, VOSB, SDVOSB, or WOSB concerns that may be interested in and capable of performing the work described herein to develop an interactive online toolkit to include, updates to the 2010 Selecting School Bus Stop Location and develop a best practices guide for planning school bus routes. NHTSA welcomes all qualified certified Small Business concerns with the appropriate NAICS Code and past experience to submit their Corporate Capability Statements that demonstrate their ability to successfully accomplish the goals of the proposed project as listed below. Special consideration will be afforded to government-wide initiatives calling for less redundancy through Category Management and annual increases to Best-In-Class (BIC) & Spend Under Management (SUM) goals for the Department of Transportation. Prior to consideration of soliciting on the open market, the government will conduct market research to identify those qualified small businesses on GSA Multiple Award Schedule (MAS) and other GSA Schedule holding contractors listed under SIN 874-1, Integrated Consulting Services and/or 874-7, Integrated Business Program Support Services. NHTSA may; however later on issue a Request for Proposals (RFP). However, should such a requirement fail to materialize, no basis for claims against NHTSA shall arise as a result of a response to this notice.

BACKGROUND:

The National Highway Traffic Safety Administration's (NHTSA) mission is to save lives, prevent injuries, and reduce traffic-related health care and other economic costs. The agency develops, promotes, and implements effective educational, engineering, and enforcement programs with the goal of ending vehicle crash tragedies and reducing economic costs associated with vehicle use and highway travel.

Safety for students on and around the school bus is a growing concern of the public, communities, school districts, and parents, due to several recent crashes involving student fatalities. It is a specialized field that requires the understanding of laws, enforcement strategies, buses, training of bus drivers, bus driver qualification requirements, etc.

Students are about 70 times more likely to get to school safely when taking a bus instead of traveling by car. That is because school buses are designed to be safer than passenger vehicles in preventing crashes and injuries; and in every State, stop-arm laws protect children from other motorists. Unfortunately, injuries and fatalities occur more often outside or near a bus when a child is a pedestrian due to other motorists failing to heed the stop-arm warning than when a child is on the bus. The greatest risk to a child isn't riding a bus, but approaching or leaving one, making it imperative to consider bus stop locations when working on school transportation.

Between 2008 and 2017, there were 1,241 people killed in school-transportation-related crashes, an average of 124 fatalities per year. Twenty-one percent (264) of these fatalities were of school-age children (18 and younger). Occupants of school transportation vehicles accounted for 10 percent of the fatalities, and nonoccupants (pedestrians, bicyclists, etc.) accounted for 20 percent (97) of the fatalities. A school-transportation-related crash is a crash that involves, either directly or indirectly, a school bus body vehicle or a non-school bus functioning as a school bus, transporting children to or from school or school-related activities. Of the 97 non-occupants killed in school transportation related crashes, fifty-five percent were struck by school buses, 1 percent by vehicles functioning as school buses, and 44 percent by other vehicles (passenger cars, light trucks and vans, large trucks, and motorcycles, etc.) involved in the crashes.

OBJECTIVE:

The Contractor shall be responsible to develop an interactive online toolkit to include, updates to the 2010 Selecting School Bus Stop Location, develop a best practices guide for planning school bus routes and create a plan for marketing and distribution of the toolkit.

Capabilities:

The corporate capability statement must address the capabilities necessary to accomplish the scope outlined above as well as the additional tasks and characteristics given below:

The Contractor shall provide technical and operational support on an ongoing basis to develop a toolkit that will include: an updated Safe School Bus Stop Location Guide with

a review of content from the existing guide as well as updated content. The newly developed, Best Practices Guide will be made available online as an interactive tool for selection of safe school bus stops and routes.

C.5 SPECIFIC REQUIREMENTS

The Contractor shall review analyze existing course content, delivery mechanisms, intended audience, and coordinate with SME's to acquire additional needed resources to compile the development of the toolkit.

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Outcomes and Deliverables

1. An online and interactive toolkit that includes a 1) School Bus Stop Selection Guide 2) Best Practices and Guide for Safe School Bus Routes
2. The toolkit will be hosted online by the Contractor.

Format of Corporate Capabilities Statement:

Any interested qualified Small Business (SB), Small Disadvantaged Business (SDB), 8(a) Certified SDB, HUBZone SB, VOSB, SDVOSB, or WOSB concerns should submit their Corporate Capability Statement, which demonstrates the firm's ability and past experience in no more than 10 pages to perform the key requirements described above to the identified NHTSA point of contact listed herein.

Any proprietary information should be marked as such. All respondents are asked to certify the type and size of their business organization is in-line with the requirements of this Sources Sought Notice, and must be received no later than 10 calendar days from the date of publication of this notice.

Attachments/Links

Download All Attachments/Links

Attachments

Document	File Size	Access	Updated Date
Draft SOW - Update School Bus Stop and Toolkit_(693JJ921RQ000031).pdf (opens in new window)	185 KB	Public	Nov 12, 2020

Document	File Size	Access	Updated Date
Sources Sought Notice (693JJ921RQ000031) Pupil Trans. Toolkit.pdf (opens in new window)	147 KB	Public	Nov 12, 2020

Contact Information

Contracting Office Address

- OFFICE OF ACQUISITION MANAGEMENT 1200 NEW JERSEY AVE SE, ROOM W51-30
- WASHINGTON , DC 20590
- USA

Primary Point of Contact

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