Small Business Behavioral Safety Research Support IDIQ Contract

ACTIVE
Contract Opportunity
Notice ID
693JJ921R000008
Related Notice
693JJ920R000008
Department/Ind. Agency
TRANSPORTATION, DEPARTMENT OF
Sub-tier
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Office
693JJ9 NHTSA OFFICE OF ACQUISTION

General Information View Changes

- **Contract Opportunity Type:** Solicitation (Updated)
- **All Dates/Times are:** (UTC-05:00) EASTERN STANDARD TIME, NEW YORK, USA
- **Updated Published Date:** Dec 22, 2020 09:11 pm EST
- **Original Published Date:** Nov 19, 2020 04:06 pm EST
- **Updated Date Offers Due:** Jan 08, 2021 02:00 pm EST
- **Original Date Offers Due:** Dec 23, 2020 02:00 pm EST
- **Inactive Policy:** Manual
- **Updated Inactive Date:** Jul 07, 2021
- **Original Inactive Date:** Jul 07, 2021
- **Initiative:**
    - None

Classification

- **Original Set Aside:** Total Small Business Set-Aside (FAR 19.5)
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- **Product Service Code:** AJ12 - R&D- GENERAL SCIENCE/TECHNOLOGY: PHYSICAL SCIENCES (APPLIED RESEARCH/EXPLORATORY DEVELOPMENT)
- **NAICS Code:** 541720 - Research and Development in the Social Sciences and Humanities
- **Place of Performance:**

  Washington , DC 20590

USA

DescriptionView Changes

<u>REVISION:</u> This Revision Updates the Proposal due date to January 8, 2021 no later than 2:00 PM ET. Please see amendment 0002.

The purpose of this contract is to procure, on a Cost Reimbursement, Time and Materials (T&M), and/or a Firm Fixed Price (FFP) basis, professional and technical services to conduct behavioral safety research projects. Under this contract, the Government will issue Task Orders to obtain professional and technical services.

Each Task Order will include specific requirements for that Task Order. This section describes the types of services that may be required under this contract. The listing below is provided as an example and does not represent any current or known requirement.

The Contractor will be required to conduct behavioral traffic safety research. This may include any or all of the following activities: research design, data collection, subject recruitment, conducting focus groups, program development, program implementation, literature reviews, data analyses, performance analyses, technological design, human-environment interface, statistical analysis, interpretation of data and results, and report preparation. Any of these activities may involve data collection at a local, state, or federal level.

Typical examples of data to be collected include the following:

- driver records;
- law enforcement records, such as enforcement activity, police stops, and arrest data;
- court records, such as conviction records and sanction records;
- vehicle data, such as instances and circumstances of braking or speed change;
- crash data, including fatal crash data;
- public attitudes;
- safety equipment uses (e.g., observation of seat belt or child restraint use);
- human and environment or technological interface;
- the impairing effects of alcohol or drug use;
- human performance;
- attitudes and opinions of traffic safety officials; and,
- program process information (e.g., how well a program runs from an operations viewpoint).

The Contractor will be required to obtain data in various formats. Some data may be available archival data, such as DWI arrest records. In some cases, the contractor will be able to obtain data in an electronic format. In other cases, data will be available in hard copy only, which will require more extensive labor to organize. In some cases, the Contractor may need to collect data during the task order, such as seat belt observations or vehicle speeds. In many instances, data collection procedures may require prior approval from the Office of Management and Budget (OMB) and an institutional review board (IRB).

Of the different potential research activities listed above, research activities may include:

Field Data Collection;

Crash and Injury Statistical Analyses;

Program Evaluation; and

Human Factors/Technology Evaluation.

These activities are explained in more detail below:

Field Data Collection will require the Contractor to send staff to specific locations to collect the data underlying the research activity. An example would be gathering information on the number of passengers in vehicles leaving a high school student parking lot at the end of a school day. The Contractor may be required to collect data on how many cars left the parking lot, how many drivers had passengers, and the sex of the driver and front seat passengers. Another example would be collecting seat belt use at areas frequented by different groups of drivers, such as at a sports bar frequented by college students and a restaurant near a retirement community. Activities would include collecting, organizing and delivering data to the COR (TO).

Crash and Injury Statistical Analyses require analyzing existing data from a variety of sources that may include States' crash files, hospital or medical cost files, or NHTSA's crash files such as the Fatality Analysis Reporting System (FARS) or the Crash Report Sampling System (CRSS). Examples of projects include analyzing characteristics of fatal non-intersection crashes involving young adult drivers on rural roadways using FARS data, analyzing injury severity of different age groups of drivers using CRSS data, or analyzing teen licensure rates based on State data. These projects shall require the Contractor to conduct statistical analyses on specific data sets and interpret the findings.

Program Evaluation is an evaluation of a program (countermeasure) developed and implemented by a State or local government. Examples include assessing the impact of

a demonstration program to increase seat belt use in rural communities; evaluating the impact of a local primary seat belt ordinance; or evaluating a program designed to encourage parents to actively monitor their teen's driving. The appropriate evaluation approach may be a process evaluation, an outcome evaluation, a safety impact evaluation, or some combination. The Contractor shall use sound evaluation methodology and techniques to address all evaluation questions.

Human Factors/Technology Evaluation project explores drivers' and/or passengers' interactions with the vehicle, including advanced driver assistance systems. Examples include implementing and evaluating an in-vehicle monitoring system for teen drivers; developing, implementing and evaluating technologies designed to encourage seat belt use among at-risk populations; using driving simulators for driver training. Through human factors psychology and/or human factors engineering, the Contractor may be required to implement and evaluate various technologies.

Attachments/Links

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Attachments

Document	File Size	Access	Updated Date
Amend 00002 .pdf (opens in new window)	207 KB	Public	Dec 22, 2020
Amend 00001 .pdf (opens in new window)	240 KB	Public	Dec 04, 2020
Questions and Responses 12-08-2020_.pdf (opens in new window)	159 KB	Public	Dec 08, 2020
RFP 693JJ921R000008 Questions and Responses.pdf (opens in new window)	332 KB	Public	Dec 04, 2020
J.3 Price Schedules .xlsx (opens in new window)	20 KB	Public	Dec 04, 2020
RFP 693JJ921R000008.pdf (opens in new window)	771 KB	Public	Nov 19, 2020
J.1 Hypothetical Tasks.docx (opens in new window)	23 KB	Public	Nov 19, 2020

Document	File Size	Access	Updated Date
J.4 PAST PERFORMANCE QUESTIONNAIRE.docx (opens in new window)	25 KB	Public	Nov 19, 2020
J.2 Contract Pricing Sheet .xlsx (opens in new window)	17 KB	Public	Nov 19, 2020

Contact Information View Changes

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