

Fuel Economy Technology Effectiveness and Cost - Light Duty

ACTIVE

Contract Opportunity

Notice ID

693JJ921RQ000215

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:** Dec 30, 2020 10:17 pm EST
- **Original Response Date:** Jan 11, 2021 04:00 pm EST
- **Inactive Policy:** 15 days after response date
- **Original Inactive Date:** Jan 26, 2021
- **Initiative:**
 - None

Classification

- **Original Set Aside:**
- **Product Service Code:** H230 - EQUIPMENT AND MATERIALS TESTING-MECHANICAL POWER TRANSMISSION EQUIPMENT
- **NAICS Code:** 541690 - Other Scientific and Technical Consulting Services
- **Place of Performance:**

Washington , DC 20590

USA

Description

Action Code: Sources Sought

Classification Code: H230, EQUIPMENT AND MATERIALS TESTING- MECHANICAL POWER TRANSMISSION EQUIPMENT

Solicitation: 693JJ921RQ000215

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

Location: National Highway Traffic Safety Administration HQ

NAICS Code: 541690, Other Scientific and Technical Consulting Services, \$16.5 M.

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

Title: Fuel Economy Technology Effectiveness and Cost - Light Duty

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 collect and validate performance data for representative examples of light duty (LD) vehicle fuel economy improving components; producing data that will be used to inform Corporate Average Fuel Economy (CAFE) rulemaking activities conducted by the National Highway Traffic Safety Administration.

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.

The Energy Policy and Conservation Act (EPCA) as codified in Chapter 329 of Title 49 of the U.S. Code, and as amended by Energy Independence and Security Act (EISA), sets forth extensive requirements for NHTSA's establishment of new CAFE standards for passenger automobiles (hereinafter referred to as "passenger cars") and non-passenger automobiles (hereinafter referred to as "light trucks"). EPCA requires the Secretary of Transportation to establish average fuel economy standards at least 18 months before the beginning of each model year and to set them at "the maximum feasible average fuel economy level that the Secretary decides the manufacturers can achieve in that model year." When setting "maximum feasible" fuel economy standards, the Secretary is required to "consider technological feasibility, economic practicability, the effect of other motor vehicle standards of the Government on fuel economy, and the need of the United States to conserve energy." NHTSA construes the statutory factors as including environmental and safety considerations.

To support this mission NHTSA continuously gathers information about current and future technologies that may be employed to meet future fuel economy standards. Performance information is used to inform future rule making efforts. Gathered information on fuel economy technology performance and cost is used to create reasonable inputs for the NHTSA CAFE analysis, which consists of a family of models designed to predict the effects of potential future rule making actions.

NHTSA is looking for a contractor to perform vehicle component characterization, benchmarking, and costing analysis of representative light duty (LD) vehicle fuel economy improving components. Components being considered include, but are not limited to, vehicle engines, transmissions, final drives, drive motors, control systems, accessories, and thermal management systems.

OBJECTIVE:

The objective of this effort is to collect and validate performance data for representative examples of LD vehicle fuel efficiency improving technologies, the cost for those components and, in some cases, other vehicles systems impacted by those components. The data collected must have a fidelity-level and format to support future NHTSA CAFE modeling and analysis.

Capabilities:

The corporate capability statement must address the capabilities necessary to accomplish the scope outlined above as well as the additional tasks listed in the attached draft SOW.

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 (693JJ921RQ000215).pdf (opens in new window)	194 KB	Public	Dec 30, 2020
Sources Sought Notice (693JJ921RQ000215) Light Duty.pdf (opens in new window)	125 KB	Public	Dec 30, 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

- **Vincent Lynch**
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