

Stout Risius Ross (SRR) Takata Dashboard and Inflator Testing Support Services

ACTIVE

Contract Opportunity

Notice ID

693JJ921RQ000237

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:** Jan 14, 2021 01:52 pm EST
- **Original Response Date:** Jan 28, 2021 04:00 pm EST
- **Inactive Policy:** 15 days after response date
- **Original Inactive Date:** Feb 12, 2021
- **Initiative:**
 - None

Classification

- **Original Set Aside:**
- **Product Service Code:** R499 - SUPPORT- PROFESSIONAL: OTHER
- **NAICS Code:** 541690 - Other Scientific and Technical Consulting Services
- **Place of Performance:**

Washington , DC 20590

USA

Description

Action Code: Sources Sought

Classification Code: R499, SUPPORT- PROFESSIONAL: OTHER

Solicitation: 693JJ921RQ000237

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: Stout Risius Ross (SRR) Takata Dashboard and Inflator Testing Support Services

Description(s):

The National Highway Traffic Safety Administration (NHTSA) intends to negotiate with Stout Risius Ross, (SRR) for continued management of a Tableau-based data-reporting and data-visualization platform specifically tailored to the Takata recalls and provide analysis of third-party testing of Takata phased-stabilized ammonium-nitrate (PSAN) air bag inflators.

NHTSA requires continued access to the informational database and analysis created by the court appointed Independent Monitor to assist NHTSA in the ongoing oversight of Takata and the vehicle manufacturers' repair programs. The Independent Monitor and his team have been heavily involved in the recalls for the past five years, and accordingly have developed a unique and nuanced understanding of the multitude of issues and challenges that the recalls pose. As an essential member of the Independent Monitor's team, Stout Risius Ross's (SRR) responsibilities have encompassed the management (and previous development) of a Tableau-based dashboard-reporting system and the oversight of Takata's testing of non-desiccated Takata PSAN inflators.

In addition to providing notice of intent to sole source contract for these services, this notice seeks to identify any 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.

NHTSA welcomes all qualified 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 project as listed below. NHTSA does not intend to award a contract based on responses to this notice or otherwise pay for the preparation of any information submitted. Acknowledgement of receipt of responses will not be made; no formal evaluation of the information received will be conducted by NHTSA. 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 because of a response to this notice.

Background:

The National Highway Traffic Safety Administration (NHTSA) is an agency of the U.S. Department of Transportation (DOT). NHTSA's 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 preventable tragedies and reducing economic costs associated with vehicle use and highway travel. NHTSA's Office of Defects Investigation (ODI) is responsible for identifying vehicle safety defects. This is done by analyzing data received from numerous sources including consumer complaints, tips and referrals, and manufacturer submitted data such as warranty claims, death and injury reports, and manufacturer communications and technical service bulletins. ODI also administers, on average, over 1,000 safety recalls each year which include millions of motor vehicles, child seats, tires, and other automotive equipment.

The Takata air bag inflator recalls are the largest and most complex automotive recalls in U.S. history. These recalls involve over 60 million Takata air bag inflators in tens of millions of vehicles in the United States. The recalls are due to a design defect whereby the phased-stabilized ammonium-nitrate (PSAN) propellant used in the air bag inflator degrades, causing it to burn too quickly when ignited. This defect can result in the inflator rupturing during deployment, essentially exploding and shooting sharp metal fragments (like shrapnel) at vehicle occupants. Rupturing Takata inflators have resulted in 18 deaths in the United States and hundreds of injuries, including a significant number of serious injuries involving lacerations and other serious consequences to the occupants' face, neck, and chest area.

To address the unprecedented and varied challenges presented by the Takata recalls, NHTSA established a Coordinated Remedy Program in November 2015 to accelerate and coordinate the recalls, NHTSA appointed an Independent Monitor in December 2015 to assist NHTSA in the ongoing oversight of Takata and the vehicle manufacturers' repair programs. The Independent Monitor and his team have been heavily involved in the recalls for the past five years, and accordingly have developed a unique and nuanced understanding of the multitude of issues and challenges that the recalls pose. As an essential member of the Independent Monitor's team, Stout Risius Ross's (SRR) responsibilities have encompassed the management (and previous

development) of a Tableau-based dashboard-reporting system and the oversight of Takata's testing of non-desiccated Takata PSAN inflators.

Objective:

The objective of this Statement of Work (SOW) is to enter into an agreement with SRR to acquire expert consulting services for the management of a Tableau-based data-reporting and data-visualization platform specifically tailored to the Takata recalls, and analysis of third-party testing of Takata PSAN air bag inflators.

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 support the intake and analysis of Takata recall data by providing:

- Management of data intake and visualization output derived from vehicle manufacturer data submissions in the Takata recalls (containing recall-related information such as completion percentages, repair activity by dealer, and unrepaired air bag inflators by ZIP code).
- Quality-control processes and data analyses, with reports accessible to registered users through a web-based portal for general reference as well as use in conjunction with owner-outreach and earned-media campaigns.
- Analysis of, and advisory services related to, third-party testing of Takata PSAN air bag inflators. This includes quality-control processes to manage a cumulative testing-and-analysis file, and the identification of trends and patterns in high-pressure tests, ruptures and field incidents to identify inflators that show signs of propellant degradation and rupture risk.
- Utilization of the Tableau platform for the management of data intake and visualization output from vehicle manufacturer submissions as described above, using this platform for analysis and to facilitate segmentation analysis of vehicle owner populations (demographic and geographic), which in turn can be used to inform potential outreach strategies.

Format of Corporate Capabilities Statement:

The anticipated period of performance is for a base period of twelve (12) months with two (2) renewal option periods for a total of thirty six (36) months. A Cost Plus Fixed-Fee or Time and Materials (T&M) type contract is anticipated.

This notice of intent is **NOT A REQUEST FOR COMPETITIVE PROPOSALS** nor is a Request-for-Proposal solicitation document currently available.

Interested firms should identify their capability to provide the services described above. The written response must include detailed information relating to the specific data being requested. Expressions of interest without sufficient detail to permit evaluation of one's ability to provide the requested information will not be considered.

A determination by the Government not to compete this action based upon responses to this notice is solely within the discretion of the Government. Information received will be considered solely for the purpose of determining whether to conduct a competitive acquisition. In the absence of responses from interested firms demonstrating their capability, NHTSA intends to request a proposal from Stout Risius Ross (SRR) on a noncompetitive basis for the work described. Responses must be received by the listed procuring office with 15 days from the date of publication of this notice.

Attachments/Links

Download All Attachments/Links

Attachments

Document	File Size	Access	Updated Date
Draft SOW Takata Monitor.pdf (opens in new window)	236 KB	Public	Jan 14, 2021
Sources Sought Notice (693J921RQ000237) Stout Risius Ross (SRR).pdf (opens in new window)	132 KB	Public	Jan 14, 2021

Contact Information

Contracting Office Address

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- WASHINGTON , DC 20590
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Primary Point of Contact

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