

## **N00014-22-S-C007 Amendment 03**

### **Questions and Answers:**

**Q1:** Option I: Technology Demonstrator Fabrication, Build, & Test (24 months), page 12 an option period should be included that aims to fabricate, build, and test a novel platform design that results from the Base phase. The period of performance is twenty-four (24) months to include eighteen (18) months of detailed design, fabrication, and contractor testing and six (6) months of Government test support. After completion of the base period, would ONR consider any revision to the proposed Option I cost proposal based on technology trades, concept development, and preliminary design performed in the initial effort?

**A1:** Yes. Both the Base and Option are to be priced. ONR may consider revision to the Option cost if deemed to be necessary.

**Q2:** Pushing beyond incremental upgrades increases the variability of the costs and some unknowns at this time. Our intent is to provide the Government with the best value solution within costs constraints that will be driven by technology trades. Or can the Government provide an objective production price to help bound trade studies.

**A2:** No production price will be provided at this time.

**Q3:** V. Full Proposal Submission, page 13 “full proposals for contracts should be submitted in accordance with Appendix 2 of the N00014-22-S-B0001” Please confirm offerors should be using appendix 2 of the Amendment 1 to N00014-22-S-B-0001 for submission information.

**A3:** Yes.

**Q4:** Appendix 2 of Amendment 1 to N00014-22-S-B-0001 D., page 50 “If the subcontract information is proprietary, it can be submitted via e-mail to the Program Officer listed on the Cover Page” There is no cover page on N00014-22-S-C007. Please provide the name and email address for where subcontract packages should be submitted.

**A4:** Please submit to [Leila.k.hemenway.civ@us.navy.mil](mailto:Leila.k.hemenway.civ@us.navy.mil).

**Q5:** Appendix 2 of Amendment 1 to N00014-22-S-B-0001 D, page 50 “the Contractor is also responsible for providing a breakdown of cost for each task identified in the Statement of Work.” Are offerors permitted to add worksheets to the RFP template provided with the BAA to price the tasks?

**Q5:** Yes.

**Q6:** Cost Proposal Template Labor&Ind Rates tab And Non-labor tabs • If the rates have been approved/negotiated by a Government agency, provide a copy of the memorandum/agreement. Provide Forward Pricing Rate Agreements /Recommendations (FPRA/FPRR). If FPRA/FPRR is not available, provide back-up documentation for labor rates (e.g., current payroll records). Describe and provide basis for rate escalation (e.g., Global Insight). If the offeror does not have a Forward Pricing Rate Agreement (FPRA), Forward Pricing Rate Recommendation (FPRR), or provisional billing rates; in order to assist the Government in evaluating the reasonableness of your proposed indirect rates, please provide the following information: Should offerors provide this required documentation in a Cost Narrative PDF file?

**A6:** Yes.

**Q7:** Include backup for each entry. Backup may consist of a vendor quote, information from a website, or a detailed explanation of labor and material costs for custom made items. Cost Proposal Template Base / O-1 Tabs Column C requests names. Are names required? Offeror may be pricing labor categories not individual people.

**A7:** No, only the names of Principal Investigator(s) are required.

**Q8:** Cost Proposal Template Labor&Ind Rates tab Provide Forward Pricing Rate Agreements /Recommendations (FPRA/FPRR). If FPRA/FPRR is not available, provide back-up documentation for labor rates (e.g., current payroll records) If an FPRA / FPRR is not available, is it acceptable to provide other supporting verifiable data to support the direct labor rates other than current payroll records?

**A8:** Yes.

**Q9:** ONR BAA Cover Page Labor&Ind Rates tab Total Proposed amount and project duration. Should offerors use total base and option total proposed amount and project duration or only the base?

**A9:** Please see the response to Q1.

**Q10:** Proposal Checklist 9a Government Facilities Please provide the list of Government facilities / test sites that offerors may be for the six (6) months of Government platform evaluation. What are the locations?

**A10:** Location to be determined but Aberdeen Proving Grounds, MD or the Nevada Automotive Test Center, Carson City, NV are being considered.

**Q11:** Proposal Checklist 13 Provide full address for work performed by prime and subcontractor. If more than one location will be used for a prime or particular sub, how can we provide that information as it only shows one line per company?

**A11:** You may edit the template to add more lines.

**Q12:** Can ONR confirm that the contracts are planned to be awarded as CPFF?

**A12:** Yes, but ONR may make exceptions if needed.

**Q13:** Does ONR expect that any elements of the work are restricted as NOFORN (eg, current MTRV capabilities)?

**A13:** No.

**Q14:** In accordance with BAA #N00014-22-S-B001 Amendment 1 Section 4, what will be the instrument type; procurement contract, Assistance Instruments, OTA for Research or OTA for Prototype? If the instrument type is procurement contract, will it be a cost plus contract or fixed firm price?

**A14:** ONR will award procurement contracts. CPFF is planned but ONR may make exceptions if needed.

**Q15:** BAA #N00014-22-S-B001 Amendment 1, Appendix 2, Section 6 lists FAR 52-215-20. Is it required to have a Government certified cost accounting system? If a certified cost accounting system is required, would you accept a FFP offer in lieu of cost type?

**A15:** Please submit an approved certified cost accounting system if you have one. The Government may be able to award it as FFP.

**Q16:** Do bidders price the Base and Option I or just the Base? The costing sheet has tabs for Base and Options, but the scope of work for the Base included developing pricing for the Option I.

**A16:** Please see the response to Q1.

**Q17:** Will progress payments be made based upon a time or a deliverable schedule?

**A17:** Invoices should be submitted monthly after monthly progress report submission.

**Q18:** Will the Government make the classified annex for the armor available?

**A18:** Yes, as long as the prospective bidder has approved systems and facilities to accept the delivery of US Government classified information.

**Q19:** What is the ranking for criteria for contract award?

**A19:** Please see N00014-22-S-B001 Page BAA-17.

**Q20:** If a large business is submitting a contracting plan is there minimum requirement for the percentage to be done by a small business?

**A20:** Please see N00014-22-S-B001 Page BAA-18.

**Q21:** Option I - Technology Demonstrator Fabrication, Build, & Test (24 months) states: "An option period should be included that aims to fabricate, build, and test a novel platform design that results from the Base phase. The period of performance is twenty-four (24) months to include eighteen (18) months of detailed design, fabrication, and contractor testing and six (6) months of Government test support." In order for a bidder to accurately cost such an effort the bidder would need to use some type of base vehicle design, and then have an idea of technology insertions and integration. Does that not defeat the purpose of what ONR is trying to achieve in the Base Phase of "technology trades, concept development, and preliminary design." It is only through these that a viable cost can be derived.

**A21:** Please see the response to Q1.

**Q22:** Table 1 stipulates a Gunner as Crew, and a roof hatch in the armored configuration. Is a specific self-defense weapon/mount desired?

**A22:** The vehicle should be capable of accommodating typical mounted weapons such as the M240 or M2 machine guns that can be manually or remotely operated.

**Q23:** With respect to the desired ability to change/upgrade force protection and survivability levels, please confirm that this related to the crew cabin only, and not the cargo area, with respect to the payload figures in Table 1 (or that the payload would include armor for cargo areas).

**A23:** Armor is required for crew cabin only. A troop transport configuration may require additional armor.

**Q24:** Given that the Base phase will establish the preliminary design, please confirm that pricing is not required at this stage for the Option 1 Phase for detailed design, fabrication, and contractor and Government testing (ie., as pricing for this activity will be dependent on the outcome of the preliminary design phase and agreement on the Technology Demonstrator configuration).

**A24:** Please see the response to Q1.

**Q25:** Can ONR advise when responses might be available on the BAA notification page?

**A25:** Amendment 002 was posted on 6/1/2022. The Government will post Amendment 003 to answer additional questions received up until 6/15/2022 no later than 6/17/2022.

**Q26:** The document identifies an Option Period and we wanted to understand if we could submit a proposal that did not include Option Period pricing, or if that was a mandatory requirement.

**A26:** Please see the response to Q1.

**Q27:** Please provide Appendix 2 of the N00014-22-S-B001.

**A27:** It can be found at <https://www.onr.navy.mil/en/work-with-us/funding-opportunities/announcements> Appendix II.

**Q28:** Regarding Program Structure, I. Base Phase “The period of performance is ten (10) months and will consist of multiple awards amounting up to \$1,000,000 each for technology trades, concept development, and preliminary design.”

Is there a cap for # of awards a bidder may receive? Is it \$1M for technology trade and another \$1M for concept development and a final \$1M for preliminary design for a total of \$3M?

**A28:** No, a vendor may submit more than one proposal. Each \$1M awardee will conduct technology trades, concept development, and preliminary design. There is \$1M total per vendor for these tasks.

**Q29:** Does non-participation in the NG-MTT Research program eliminate a company from participating in a MTRV replacement program?

**A29:** No.

**Q30:** What is the total budget for NG-MTT?

**A30:** The Government plans to place multiple awards amounting up to \$1,000,000 each.

**Q31:** Can there be multiple bidders successful in achieving NG-MTT contract awards?

**A31:** Yes. Depending on the quality of the proposals, multiple contracts may be awarded.

**Q32:** Program Structure, Section V Section V states, "The period of performance for projects may be from 1 October 2022 to 30 July 2023." However, this is only 10 months, which would start the base phase immediately after the 30 September 2022 award. Does the Government anticipate a break between the Base and Option 1 periods and if so, will the Government pursue a re-price of Option 1?

**A32:** No. Please see the response to Q1.

**Q33:** Program Structure, Section II Section II states, "An option period should be included that aims to fabricate, build, and test a novel platform design that results from the Base phase;" however, Table 1 lists three variants. How many and which variants should be proposed in our Cost Proposal for Option 1?

**A33:** The “Base” platform should be the focus. This technology demonstrator platform should demonstrate modularity and the ability to readily transform into the other two configurations.

**Q34:** Table 1 lists unarmored and armored capabilities. Should armor be included in our Option 1 Cost Proposal?

**A34:** ONR does not envision any ballistic or blast testing under this project. During the Option, a weight representative surrogate armor solution integrated on the platform would be sufficient for government assessment.

**Q35:** The BAA Call identifies the legacy MTRV fleet has five variants and that the fleet conducts eight functions. It also identifies that NG-MTT is intended to be a fleet of vehicles with three different bed lengths (10, 14 and 20 foot beds) in order to be able to transport the identified payloads. What is not clear is whether or not the current MTRV variant mission packages such as the dump variant is required for each of the NG-MTT bed lengths or whether the NG-MTT dump mission package is only required for one of the NG-MTT bed lengths. Please clarify.

**A35:** The focus of this solicitation is on the cargo configurations to simplify the decision space for the base platform. As a starting assumption, it is safe to assume in the minimum that the other mission role configurations will be similar in capability to what is available currently on the MTRV, which are largely framed around a 14' bed length configuration.

**Q36:** Table 1 references the NG-MTT OMS/MP in multiple locations. Will a preliminary OMS/MP be provided prior to contract award?

**A36:** The OMS/MP for the current MTRV will be provided to capture the likely mission scenarios after contract award.

**Q37:** Table 1 identifies a requirement to accommodate a crew of three combat equipped Marines. Assuming the weight of a combat equipped Marine crewman to be 350 lbs, the three crewmen comprise 1000 lbs. Is their weight allocation intended to be part of the cited CWs or payloads?

**A37:** Curb weight is the platform's empty weight with full fluids and POL, standard equipment, mounting provisions, and inherent armor. Furthermore, curb weight includes any components that are permanently affixed to the vehicle or that are not routinely removed. Curb weight does not include the weight of the crew.

**Q38:** Table 1 identifies the objective payload capacity for the base 10 foot bed vehicles as 12,000 lbs and the objective payload capacity of the 14 and 20 foot bed vehicles of up to 30,000 lbs. The table also identifies the GVWR for all three bed length vehicles as  $\leq 65,000$  lbs. This engenders two questions:

- Identifying the GVWR as a less than or equal to metric does not require the Contractor to provide vehicles with GVWRs any greater than the cited CWs. Is this the Government's intent?

Response: Curb weight calculations do not include the weight of the payload or crew. GVWR must exceed the curb weight in order to account for the platform's intended payload capacity and crew. The stated GVWR of less than or equal to 65k lbs is intended to stay below certain road and transportability limits.

- It does not seem to make sense to have the same GVWR metric for the 10 foot bed vehicles with a cited CW of  $\leq 28,000$  lbs and the 14 and 20 foot bed vehicles with a cited CW of  $\leq 36,000$  lbs, especially when the differing bed length vehicles could have a different number of axles. Is this the Government's intent?

**A38:** The stated GVWR of less than or equal to 65k lbs is an absolute limit to stay below certain road and transportability limits for all platform configurations. With the goal of developing a lightweight vehicle, it is desired for the GVWR of all configurations to be well below the stated limit. The current MTRV has standard cargo (14' bed) and extended cargo (20') variants that are both below 65k lbs and have differing curb weights.

**Q39:** Table 1 identifies a GCVW of  $\leq 65,000$  lbs for the 10 foot bed vehicles but does not identify a GCVW for either the 14 or 20 foot bed vehicles. Is there an intent to identify a GCVW for either 14 or 20 foot bed vehicles?

**A39:** The GCVW for the 10' bed platform is stated with a goal of maximizing utility of the platform given certain road limits. The same constraint has not been applied for the 14' and 20' bed platforms.

**Q40:** Table 1 identifies a requirement for the 10 foot bed base vehicles to tow a like vehicle. However, no such requirement is identified for either the 14 or 20 foot bed vehicles. Is this the Government's intent?

**A40:** The requirement for towing like vehicles is the same for all bed lengths (10', 14', & 20'). All vehicles, except the tractor and wrecker, at CW shall be capable of being flat towed by a vehicle of the same type.

**Q41:** Table 1 requires the cargo bed to be configurable to carry 10 combat equipped Marines. It is not clear whether this requirement could be met by providing bench seats or whether individual blast attenuating seats would be required. Please clarify.

**A41:** Simple bench seating is appropriate to provide this capability.

**Q42:** Table 1 requires the 10 foot bed vehicles to be able to ford to a depth of 42 inches without a kit and 60 inches with a kit. However, the fording requirement for both the 14 and 20 foot bed vehicles is cited simply as 60 inches without clarifying whether a kit is permissible. With the Government's stated preference for commonality between all three vehicle types, is a fording kit acceptable for all versions of the NG-MTTs?

**A42:** The desire is for the 14' and 20' configurations to be capable of fording 60 inches without the need for an additional kit, comparable to the capabilities of the current MTRV. Additional leeway is provided for the 10' configuration, but the objective is to not require a kit for fording in 60 inches of water.

**Q43:** Within the Environmental Capability section of Table 1, the last sentence appears that it is a standalone metric and not part of the low temperature metric. Is this the Government's intent? See also item 8 within Exportable Power.

**A43:** The corrosion statement with respect to the power systems is a separate metric from the stated operational temperatures.

**Q44:** The rail transport metrics in Table 1 cite a "rail impact test at GCWR". The GCWR acronym is atypical. Please clarify.

**A44:** The rail impact testing should be performed at GVWR, not GCWR as was stated in the original solicitation.

**Q45:** Item 1 within the Fuel Efficiency metrics in Table 1 requires an increase over the legacy MTRV fleet "to include 50% idle time". Item 3 cites anti-idle. These two metrics seem to conflict. Please clarify.

**A45:** The NG-MTT shall account for the platform sitting idle/stationary for 50% of the time while providing system power and cooling/heating. Anti-idle technologies shall be incorporated to reduce or eliminate fuel consumption during these periods of time.

**Q46:** Appendix 2-2 states, For proposed subcontracts or inter-organizational transfers over \$250K, Offerors must provide a separate fully completed Cost Proposal Spreadsheet in support of the proposed costs. This spreadsheet, along with supporting documentation, must be provided with the prime's proposal. If the subcontract information is proprietary, it can be submitted via e-mail to the Program Officer listed on the Cover Page. The e-mail should identify the proposal title, the prime Offeror and that the attached proposal is a subcontract, and should include a description of the effort to be performed by the subcontractor.

Based on the information provided above, can the Government please clarify what level of detail is required for the Cost Proposal Spreadsheet for subcontracts under \$250K. Additionally for subcontracts under \$250K are the other documents (Technical Proposal Template and Proposal Checklist) required?

**A46:** The Government requires all cost supporting documents for subcontractors such as a detailed explanation of labor and material costs.

**Q47:** Does the Government have a preference as to whether the Kick Off meeting, in Process Review and Close Out Briefing are conducted in person at the Contractor's facility or if they are to be done virtually?

**A47:** Contractors can assume that all reviews will be held at the Contractor facility and that Government and support personnel may attend the reviews in person or virtually. The Contractor is to ensure that a virtual meeting capability is available for all reviews.