

# Minimum Uniform Crash Criteria (MMUCC)

## Education and Training

ACTIVE

### Contract Opportunity

#### Notice ID

693JJ923R000117

#### 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:** Presolicitation (Original)
- **All Dates/Times are:** (UTC-04:00) EASTERN STANDARD TIME, NEW YORK, USA
- **Original Published Date:** Mar 20, 2023 11:38 am EDT
- **Original Response Date:** Mar 20, 2023 12:00 pm EDT
- **Inactive Policy:** Manual
- **Original Inactive Date:** May 22, 2023
- **Initiative:**
  - None

## Classification

- **Original Set Aside:** Total Small Business Set-Aside (FAR 19.5)
- **Product Service Code:** U008 - EDUCATION/TRAINING- TRAINING/CURRICULUM DEVELOPMENT
- **NAICS Code:**
  - 611430 - Professional and Management Development Training
- **Place of Performance:**

USA

## Description

- **Notice Type:** Synopsis

- **Posted Date:** 03/20/2023
- **Classification:** PSC U008 - Education/Training—Training/Curriculum Development
- **NAICS Code:** 611430 – Professional and Management Development Training \$13.0

This is a synopsis for a procurement in accordance with FAR Part 5.203; to provide notice of the Government's proposed contract action listed herein.

**Description:**

National Highway Traffic Safety Administration (NHTSA) is an agency of the U.S. Department of Transportation (DOT). NHTSA has collected crash data since the early 1970s to support its mission to reduce motor vehicle crashes, injuries, and deaths on our Nation's highways. NHTSA's National Center for Statistics and Analysis (NCSA) provides a wide range of analytical and statistical support to NHTSA and the greater highway safety community. NCSA collects, processes, and maintains crash data in multiple databases (e.g., the Fatality Analysis Reporting System), and uses this data for research and analysis for policy and rulemaking development as well as to create motor vehicle traffic safety informational products for the public. To ensure data accuracy and uniformity, it is in NHTSA's best interest to provide a standardized National curriculum of educational modules to help improve understanding of NHTSA crash data by meeting the needs of different levels of data collectors and users. NHTSA seeks to improve the accuracy and uniformity of NHTSA crash data in support of its Electronic Data Transfer (EDT) initiative, through the development and delivery of education for data collectors and data users. Law Enforcement Officers (LEOs) collect crash data from the scene of a crash on a Police Crash Report (PCR). NHTSA customers range from people with little knowledge of crash data to expert statisticians who use NHTSA's data for specific analysis. NHTSA is seeking to create a set of learning programs and formats to meet the diverse needs of data collectors (i.e., LEOs), the public (e.g., the press), and data users (e.g., State and Federal highway safety officials, and industry and academic researchers) to improve their understanding of the Model Minimum Uniform Crash Criteria (MMUCC) data elements and concepts.

**MMUCC and ANSI D.16**

MMUCC is a voluntary guideline that represents a minimum, model set of variables (data elements) that describe a motor vehicle traffic crash. Typically, the data elements and their values (attributes) describe who was involved, where the crash took place, when and under what circumstances it took place, what the impacts of the crash were, and why the crash happened. When used by a reporting agency, MMUCC data elements record what happened during and after a crash. Since this data is so critical to State and local decision-making, State

and local agencies are encouraged to collect as many of the recommended MMUCC data elements and their attributes as possible.

Much of the terminology and concepts found in MMUCC, along with many definitions and classifications, are established in the American National Standard Institute (ANSI) D.16, Manual on Classification of Motor Vehicle Traffic Crashes, now in its eighth edition (2017). The ANSI D.16 "... has been used for many decades and serves to maintain uniformity for those who report, analyze, classify, and otherwise use traffic crash data. The Standard has been developed for use throughout the United States and its Territories, to facilitate reporting and classification of crashes across jurisdictions. The uniformity of reporting that results from this standard facilitates development of data on crashes in and out of traffic for nationwide use. Such data becomes the basis for decisions about traffic safety initiatives throughout the country" (ANSI D.16, 2017). Together, the ANSI D.16 and MMUCC form the foundation of crash data collection in the nation. The ANSI D.16 identifies and defines the concepts and terminology, and MMUCC sets the criteria of what should be collected on a PCR for minimum, uniform data analysis.

Both documents, the MMUCC guideline and the ANSI D.16, are currently in the update process. NHTSA's MMUCC program, including the document itself, is undergoing a lengthy evaluation. The result will be a modernized MMUCC, capable of meeting the up-to-date needs of State and Federal systems and establishing forward-looking practices. The ANSI D.16 Standards Review Committee is conducting an ongoing review of the Crash Classification standards to ensure their continued relevance. Both updated documents are anticipated to be published in 2024.

### **MMUCC Education**

The data collected at the scene of a crash is only of benefit if the LEOs collecting it understand and correctly report the information requested on the PCR. According to the US Bureau of Labor Statistics, the National estimate of the number of Police and Sheriff's Patrol Officers in May 2021 was 665,380 (US Bureau of Labor Statistics, <https://www.bls.gov/oes/current/oes333051.htm>, accessed March 20, 2023). NHTSA is seeking a proactive approach to making sure the data elements are understood and reported correctly, by providing instruction designed for Law Enforcement personnel. In this manner NHTSA can target and improve the data accuracy at the point of collection. MMUCC and ANSI D.16 will be heavily relied upon for the course material. This type of targeted instruction could affect a State's data quality on a large scale, and in turn affect the data quality input to NHTSA's data systems.

NCSA is also concerned that advocacy groups, the press, and researchers may misuse NHTSA crash data because they do not understand the scope of the data or the nuances of a data

element/attribute and make claims that the data cannot support. NHTSA is seeking a proactive approach to making sure the data are understood, by providing education designed for the public and other data users.

The solicitation will result in a single Firm Fixed Price (FFP) contract award.

**Solicitation Information:**

This acquisition is being offered for full and open competition, Total Small Business Set-aside. The NAICS Code for the anticipated contract is **611430**. Contractors must be registered in the Systems for Award Management Database located at <http://www.sam.gov> to be considered for contract award. It is the Government's intent to award a single Firm Fixed Price (FFP) contract type with or without discussions, to the responsible offeror whose proposal conforming to the solicitation, is most advantageous to the Government based on the evaluation factors contained in the solicitation.

It is the Offeror's responsibility to monitor the <https://www.sam.gov/> for the release of the solicitation and amendments (if any). Potential Offerors will be responsible for downloading their own copy of the solicitation and amendments (if any). Requests for paper copies of the RFP will not be accepted. The anticipated solicitation release is **April 2023**.

**Period of Performance:** Sixty (60) months.

**Contract Award:** The anticipated award date for the resultant contract is expected to be on or about August 2023.

**No Further Procurement Information is available.**

Contracting Office Address:

1200 New Jersey Avenue, SE

Washington, District of Columbia 20590

**Attachments/Links**

Download All Attachments/Links

Attachments

Document	File Size	Access	Updated Date
<a href="#">Synopsis RFP 693JJ923R000117</a> <a href="#">MMUCC Ed and Training.docx</a> (opens in new window)	19 KB	Public	Mar 20, 2023

**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

- **Sheu Mojeed**
- [sheu.mojeed@dot.gov](mailto:sheu.mojeed@dot.gov)
- Phone Number 2023667639

### Secondary Point of Contact

- **Reba Dyer**
- [reba.dyer@dot.gov](mailto:reba.dyer@dot.gov)