

Federal Motor Carrier Safety Administration
Office of Analysis, Research and Technology



Integrating
PRISM and CVISN

Julie Lane
Technology Division
June 24, 2009

Agenda

- ◆ Common Goal
- ◆ PRISM Overview
- ◆ CVISN Overview
- ◆ CVISN/PRISM Integration
 - Data Sharing
 - Information Systems
 - Connecticut Case Study
- ◆ CSA 2010 Changes
- ◆ Federal Support
 - Grant Funding
 - Technical Assistance
- ◆ Questions

CVISN and PRISM – Common Goal

- ◆ Commercial Vehicle Information Systems and Networks (CVISN) and Performance Registration Information Systems Management (PRISM) are two separate but related FMCSA programs—both of which are designed to improve commercial motor vehicle safety
- ◆ CVISN and PRISM use improved information sharing to target high-risk motor carriers for enforcement and/or administrative actions

PRISM Overview

- ◆ PRISM is a unique partnership with State Departments of Motor Vehicles (DMVs) that helps:
 - Ensure carriers meet MCS-150 data update regulations as a condition of vehicle registration renewal
 - Strengthen FMCSA enforcement by providing for suspension and/or denial of vehicle registration in conjunction with carrier OOS orders
 - Catch “chameleon” carriers that change names and USDOT numbers to avoid oversight

PRISM Overview

Commercial Vehicle Registration Process

- ◆ A State's commercial vehicle registration process provides the framework for PRISM, which:
 - Establishes a system of accountability by ensuring that no vehicle is registered without identifying the carrier responsible for the safety of the vehicle during the registration year
 - Ensures that all carriers engaged in interstate commerce are uniquely identified through a USDOT number when they register their vehicles
 - Provides an opportunity to check the safety fitness of each carrier on a regular basis (prior to issuing or renewing its vehicle registrations)
 - Provides a framework by which motor carriers prohibited from operating in interstate commerce may have their ability to register vehicles denied

PRISM Overview

Motor Carrier Safety Improvement Process (MCSIP)

- ◆ MCSIP improves the safety of high-risk motor carriers through more accurate identification, treatment, and assessment
 - Uses SafeStat to identify and monitor high-risk motor carriers
 - Applies treatments commensurate with risk
 - Applies progressively harsher treatments to carriers that do not improve

CVISN Overview

- ◆ CVISN is a nationwide program managed by FMCSA which is designed to:
 - Improve safety and productivity of motor carriers, commercial vehicles and their drivers
 - Improve efficiency and effectiveness of commercial vehicle safety programs through targeted enforcement
 - Improve the sharing of commercial vehicle data within states and between states and FMCSA
 - Reduce Federal/State and industry regulatory and administrative costs

CVISN Overview

Core CVISN Program Areas

Program Areas

Credentials Administration

- Automated processing of IRP and IFTA credentials
- Interstate data exchange and funds transfer via IRP and IFTA Clearinghouses

Safety Information Exchange

- Sharing of safety data and supporting credentials data among State agencies
- Interstate data exchange
- Use of ASPEN inspection software

Electronic Screening

- Automated weight and credentials screening (at fixed or mobile site)

CVISN Architecture (Technical Infrastructure)

Mainstreaming and Deployment Planning (Organizational Infrastructure)

CVISN Overview

Electronic Credentialing Administration

◆ Objectives

- Allow carriers to apply for, pay for, and receive credentials electronically
- Allow carriers to file returns on fuel taxes and pay the associated fees electronically
- Support base state agreements [International Registration Plan (IRP) and International Fuel Tax Agreement (IFTA)] and associated fee payment reconciliation

◆ Core CVISN functionality

- Automate processing of at least IRP and IFTA credentials
- Participate in IRP and IFTA Clearinghouses to share information across jurisdictions and automate funds settlement

CVISN Overview

Safety Information Exchange

◆ Objectives

- Improve the exchange of safety and credentials information among State agencies and between states and FMCSA
- Proactively identify unsafe operators

CVISN Overview

Safety Information Exchange (continued)

- ◆ Core CVISN functionality
 - Implement a State-specific data exchange system, Commercial Vehicle Information Exchange Window (CVIEW) or equivalent
 - Store interstate and intrastate carrier and vehicle information
 - Share information with authorized State users (e.g., law enforcement)
 - Exchange carrier and vehicle data with FMCSA's SAFER system
 - Use ASPEN or equivalent automated inspection software at all major inspection sites

CVISN Overview

Electronic Screening

◆ Objectives

- Use technology to identify trucks as they approach roadside weigh or inspection stations
- Allow safe and legal vehicles to bypass inspection/weigh facilities without stopping

◆ Core CVISN functionality

- Implement electronic screening at a minimum of one fixed or mobile inspection site
 - Identify enrolled vehicles (e.g., via in-vehicle transponders)
 - Screen vehicles based on safety history and credentials status (e.g., registration, fuel tax payment, operating authority) as well as weight (optional)
 - Allow enrolled vehicles that meet the State's criteria to bypass inspection sites

CVISN-PRISM Integration

Data Sharing

- ◆ CVISN and PRISM rely on the same Federal and State information systems to achieve their goals
 - Federal
 - Safety and Fitness Electronic Records (SAFER)/PRISM Central Site—Uploads and downloads CVISN and PRISM data to/from states
 - MCMIS—Calculates motor carriers' SafeStat scores, which are shared with states via SAFER/PRISM Central Site
 - State
 - CVIEW—Uploads and downloads CVISN and PRISM data to/from SAFER/PRISM Central Site
 - IRP credentialing system—Forwards carrier and vehicle registration data to CVIEW for upload to SAFER and uses data from SAFER/PRISM Central Site to verify that a carrier is eligible to register its vehicles

CVISN-PRISM Integration

Data Sharing (continued)

- ◆ In addition to using common systems, common data is used by CVISN and PRISM
- ◆ Data that is common between the programs include:
 - Carrier and vehicle identification
 - Carrier census information
 - Vehicle registration data
 - MCSIP level

CVISN-PRISM Integration

PRISM Data Exchange Process Without CVISN/CVIEW



State's IRP System

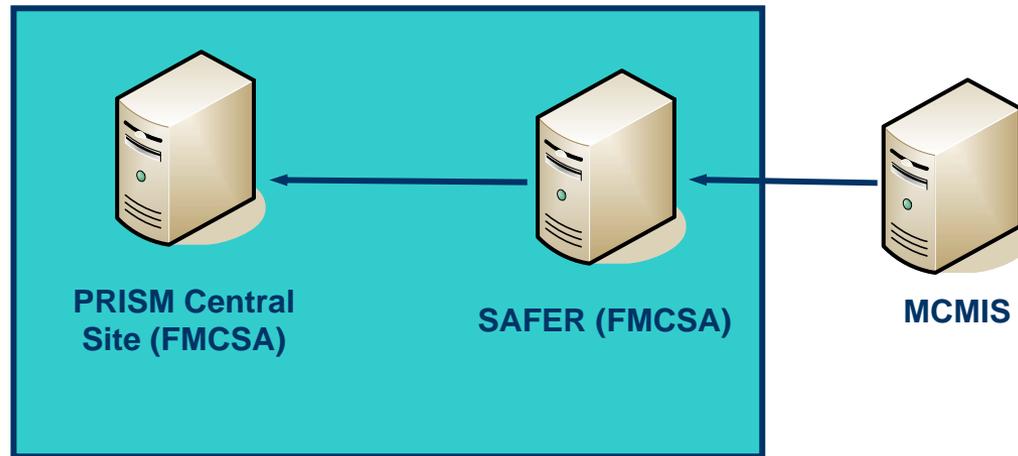


CVISN-PRISM Integration

PRISM Data Exchange Process *Without CVISN/CVIEW*

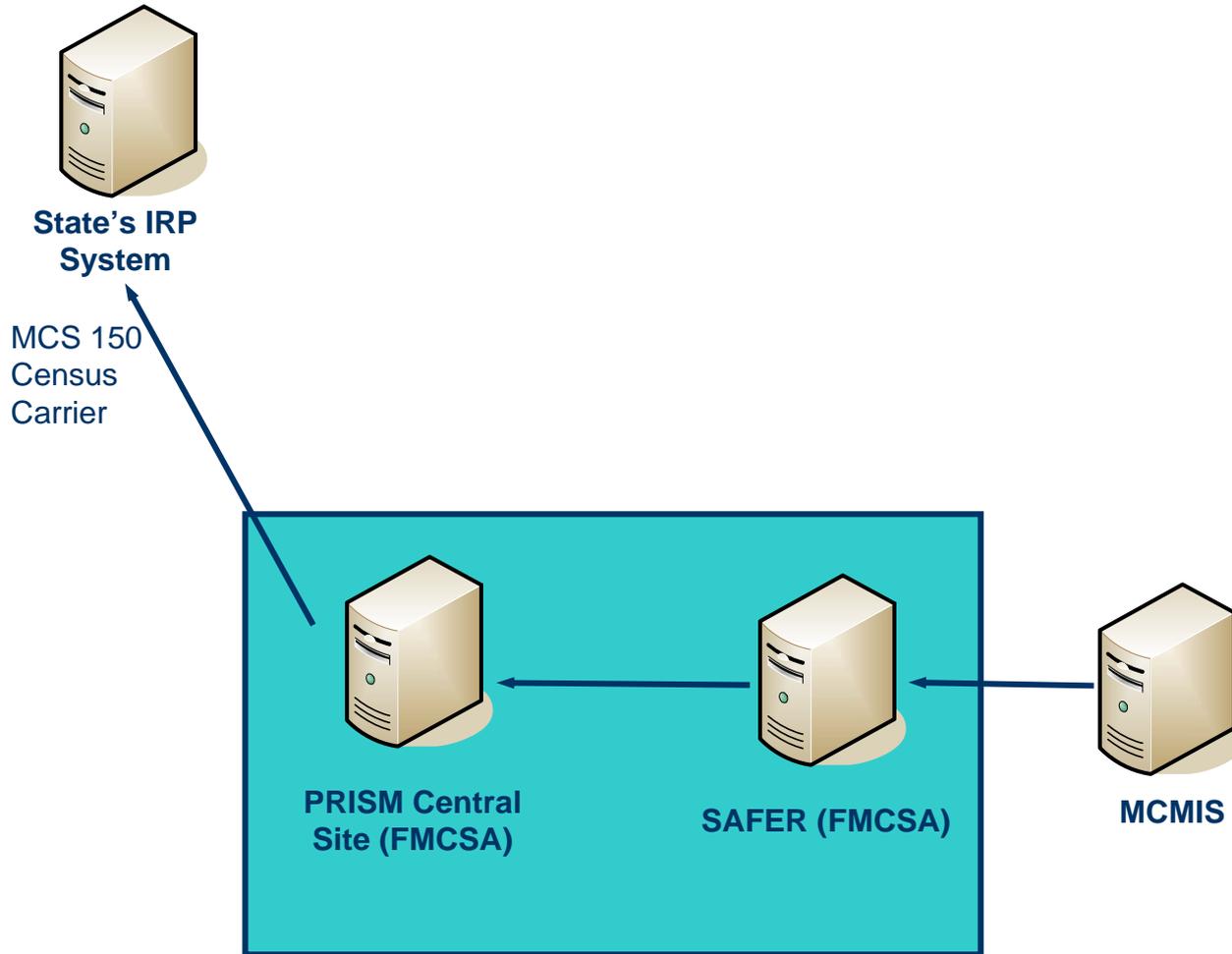


State's IRP
System



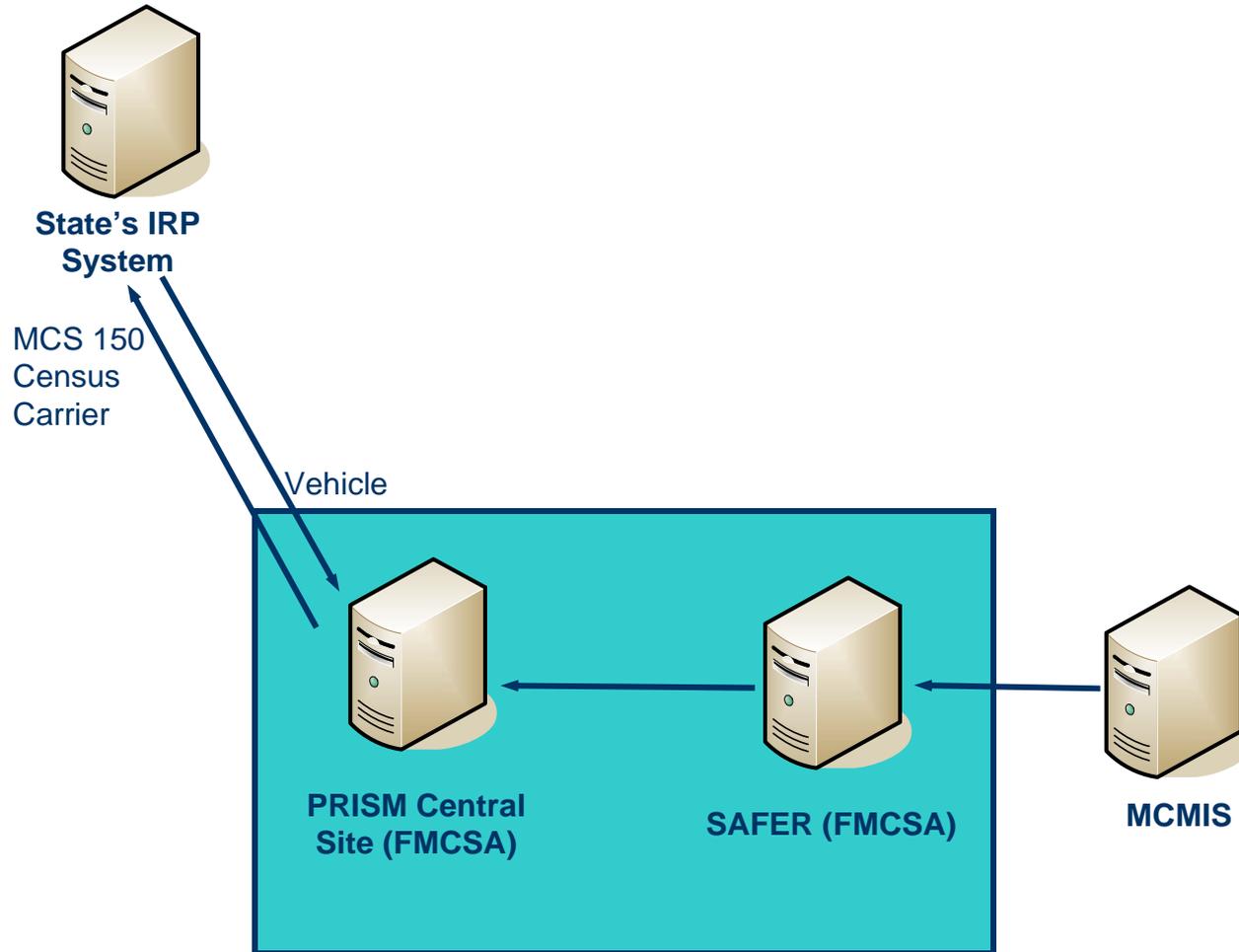
CVISN-PRISM Integration

PRISM Data Exchange Process Without CVISN/CVIEW



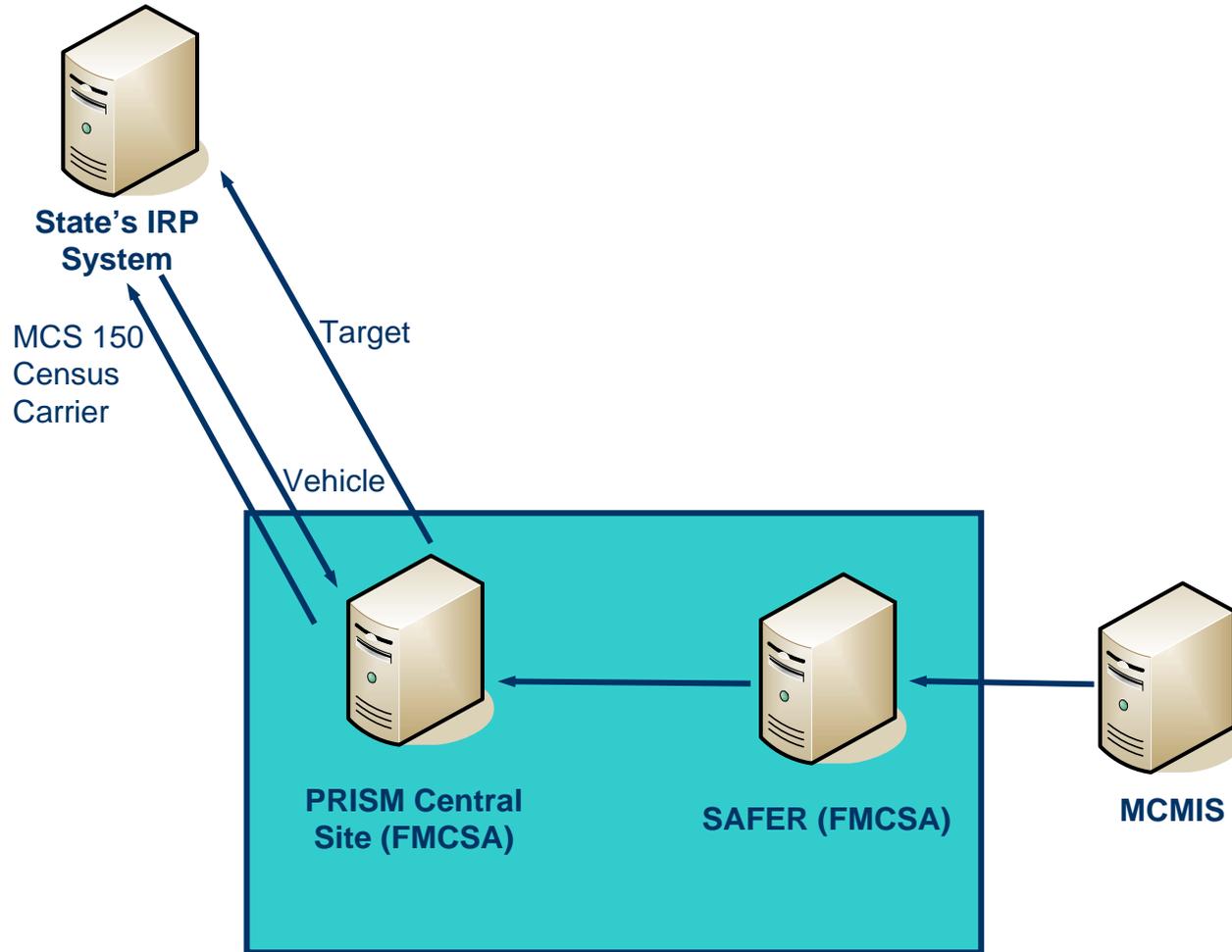
CVISN-PRISM Integration

PRISM Data Exchange Process Without CVISN/CVIEW



CVISN-PRISM Integration

PRISM Data Exchange Process Without CVISN/CVIEW



CVISN-PRISM Integration

PRISM Data Exchange Process With CVISN/CVIEW



State's IRP System



State's CVIEW System



CVISN-PRISM Integration

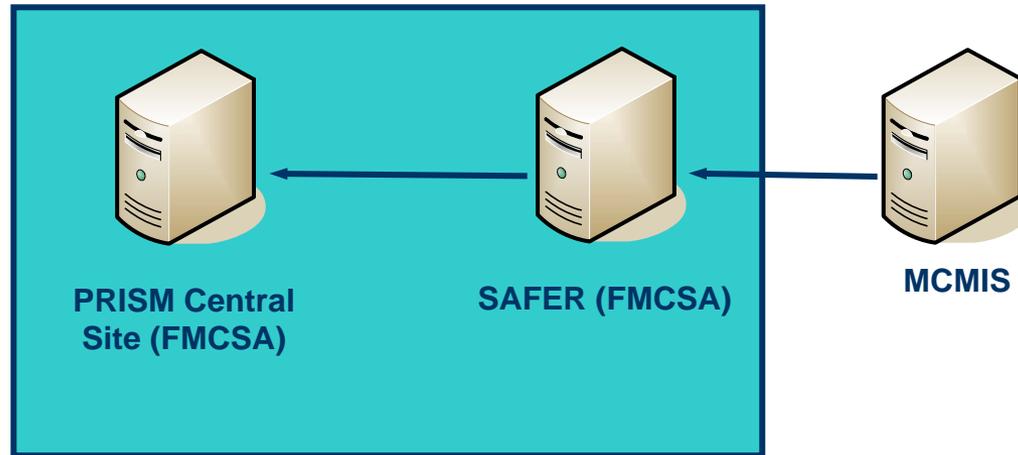
PRISM Data Exchange Process With CVISN/CVIEW



State's IRP System

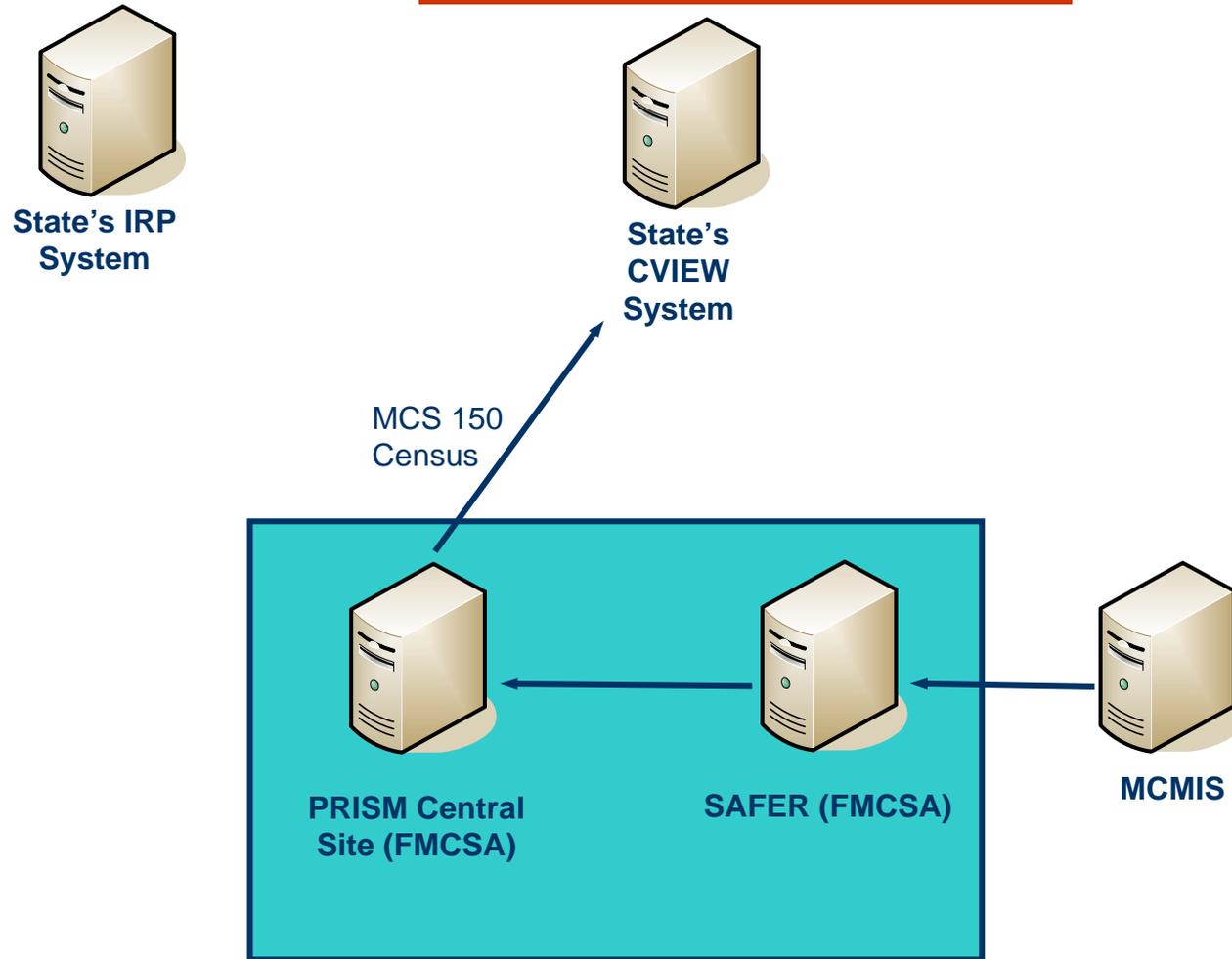


State's CVIEW System



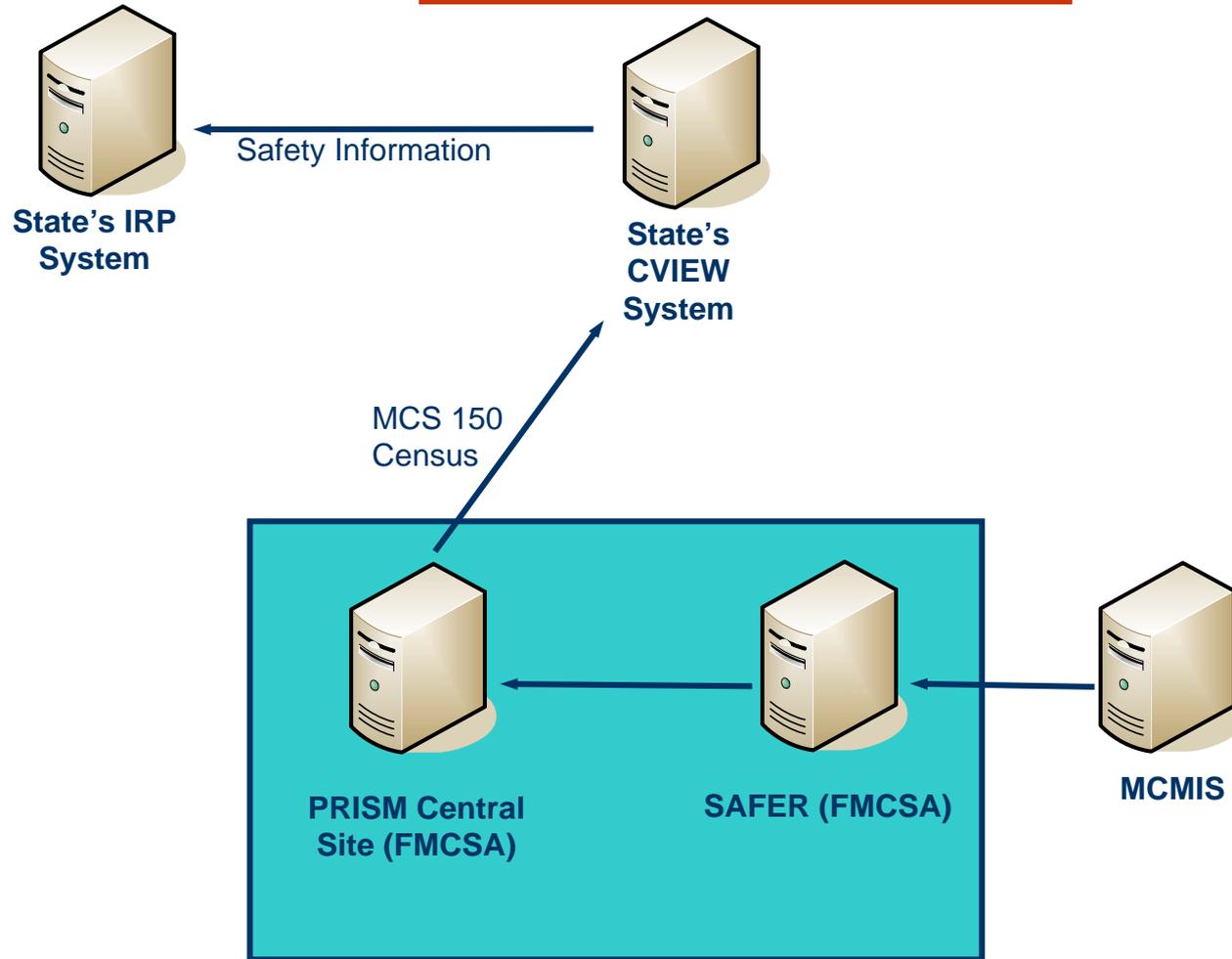
CVISN-PRISM Integration

PRISM Data Exchange Process With CVISN/CVIEW



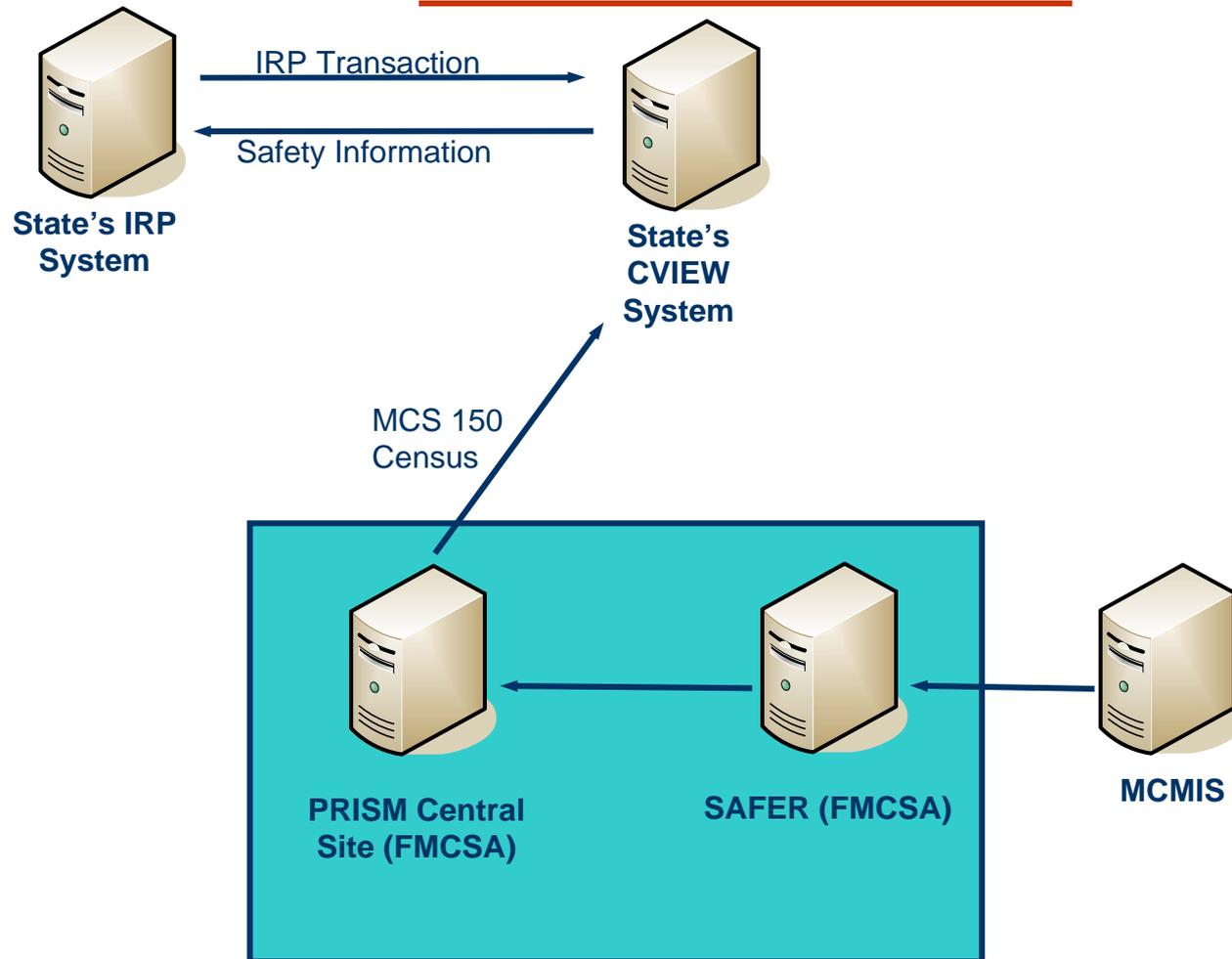
CVISN-PRISM Integration

PRISM Data Exchange Process With CVISN/CVIEW



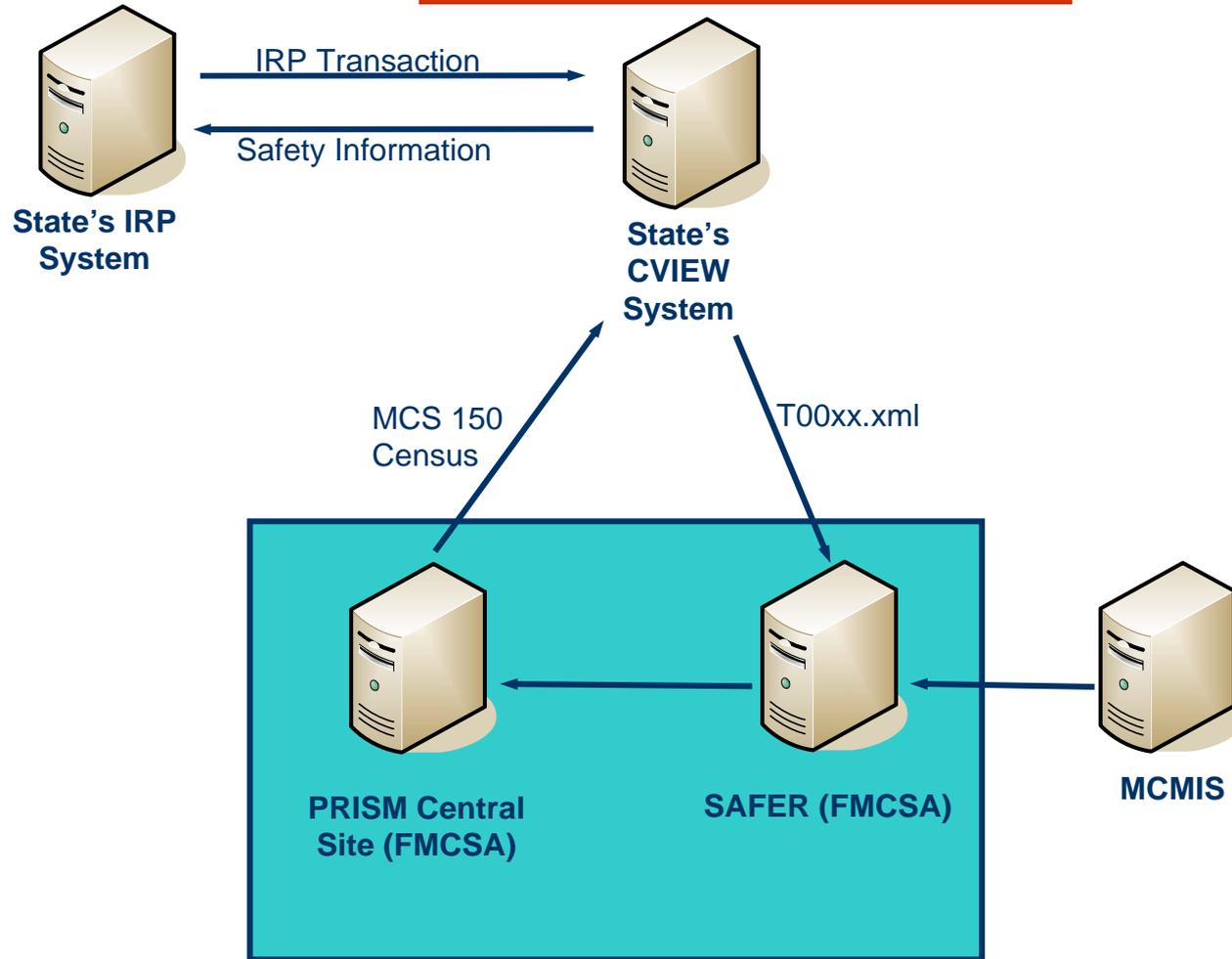
CVISN-PRISM Integration

PRISM Data Exchange Process With CVISN/CVIEW



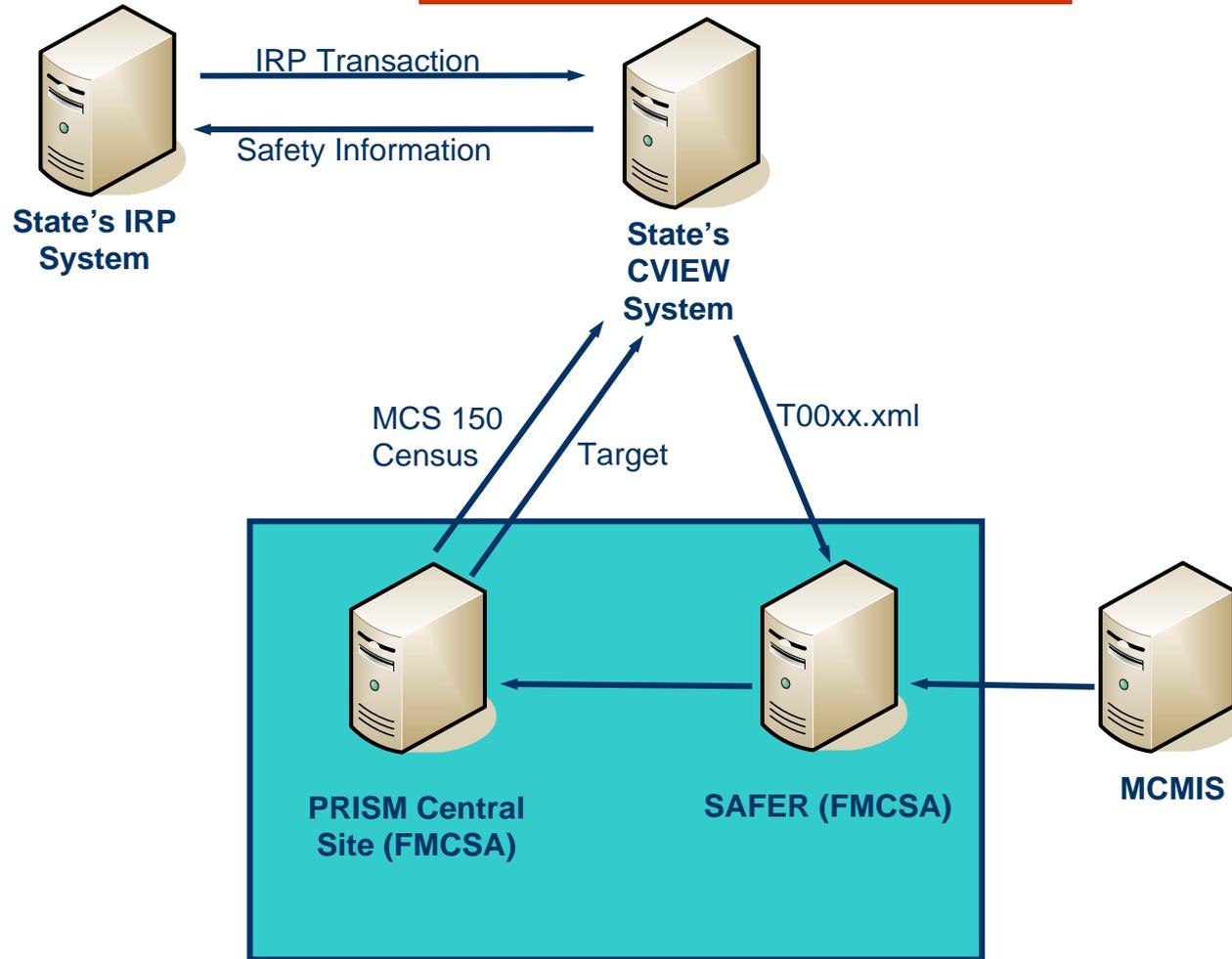
CVISN-PRISM Integration

PRISM Data Exchange Process With CVISN/CVIEW



CVISN-PRISM Integration

PRISM Data Exchange Process With CVISN/CVIEW

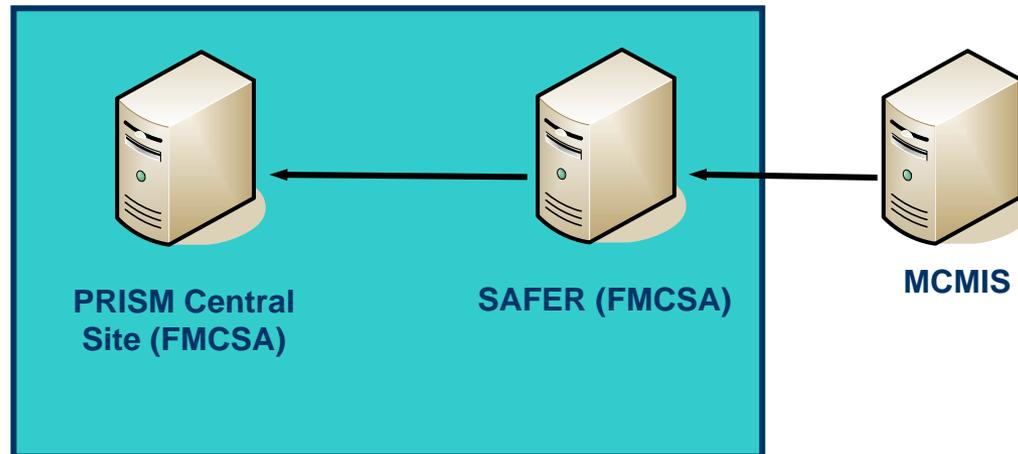


CVISN-PRISM Integration

PRISM Data Exchange Process Differences with/without CVIEW

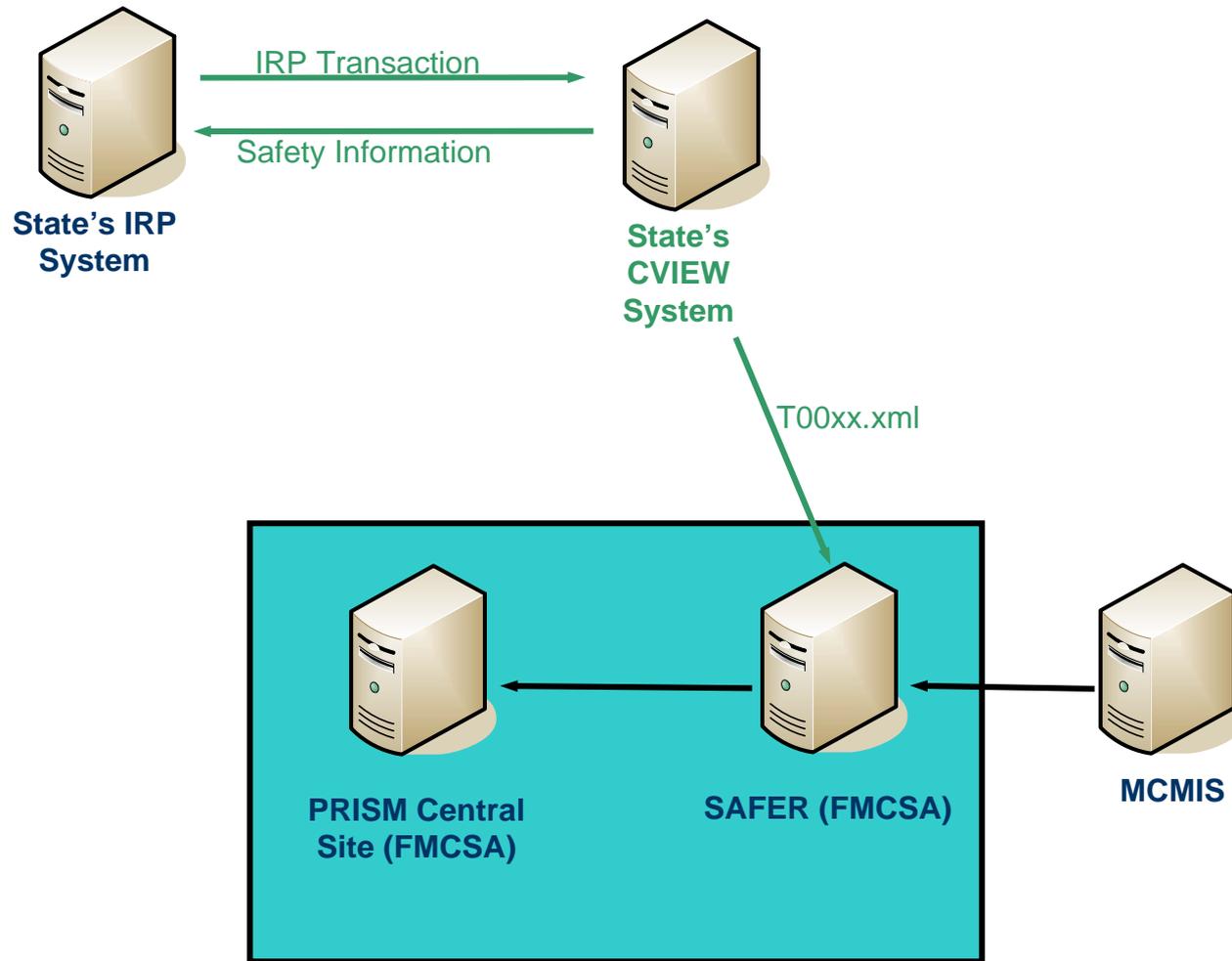


State's IRP
System



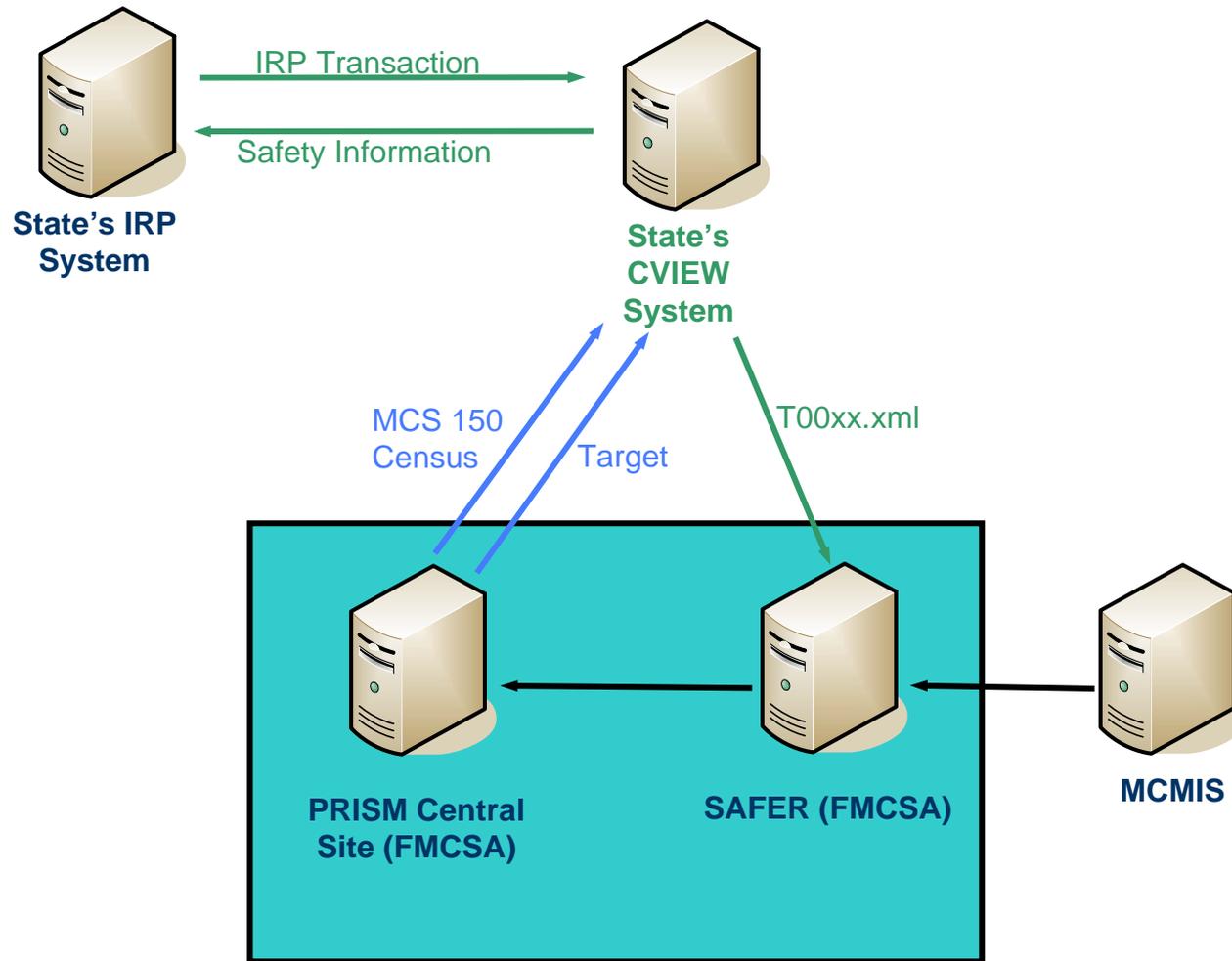
CVISN-PRISM Integration

PRISM Data Exchange Process Differences with/without CVIEW



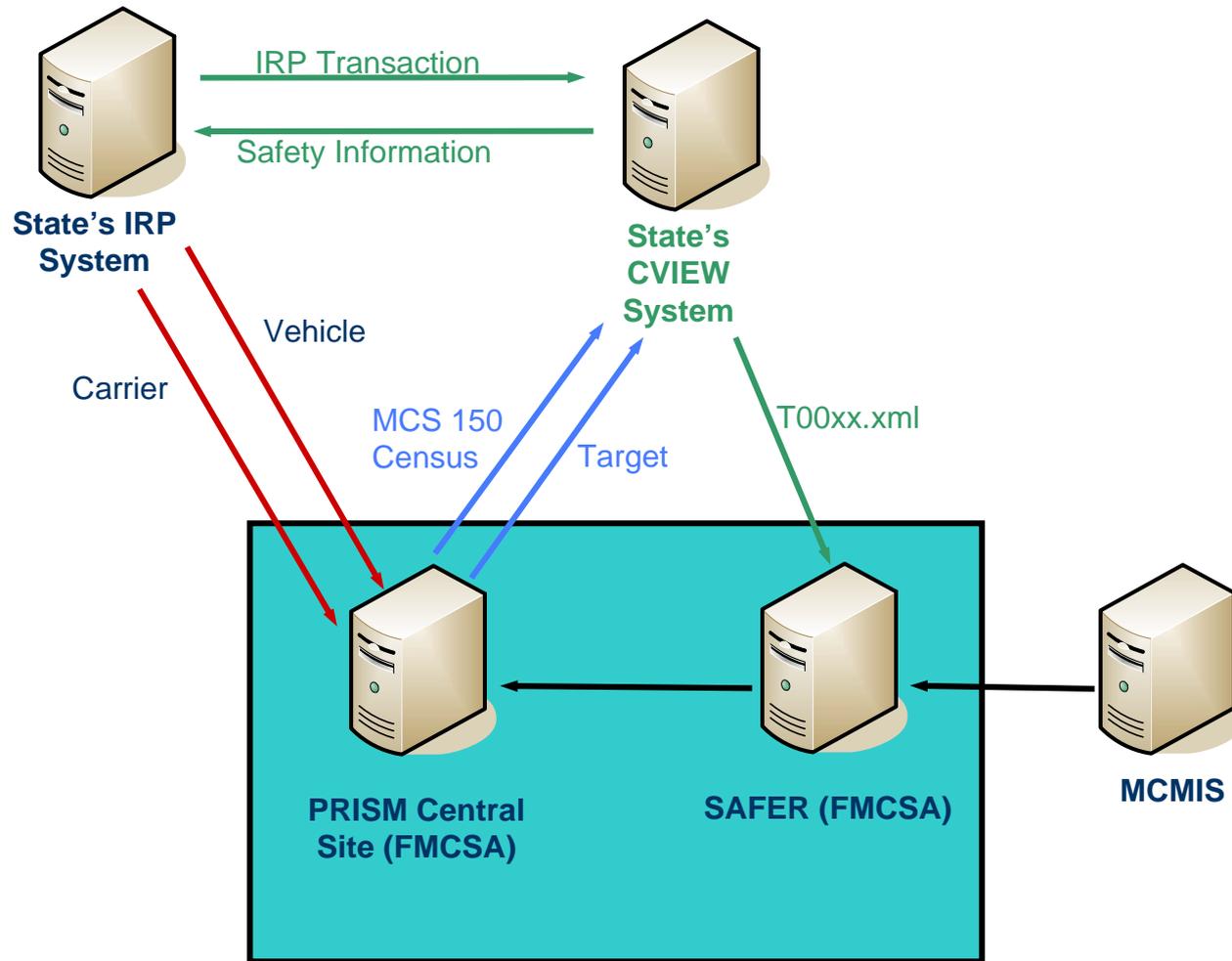
CVISN-PRISM Integration

PRISM Data Exchange Process Differences with/without CVIEW



CVISN-PRISM Integration

PRISM Data Exchange Process Differences with/without CVIEW



CVISN/PRISM Integration

Connecticut Case Study

- ◆ The ITS Joint Program Office and FMCSA co-sponsored an in-depth examination of Connecticut's safety information exchange system as part of a series of ITS case studies.
- ◆ The report, *CVISN Safety Information Exchange for Commercial Vehicles in Connecticut: A Case Study*, highlights Connecticut's implementation of CVISN and PRISM

CVISN/PRISM Integration

Connecticut Case Study (continued)

- ◆ Connecticut deployed CVISN and PRISM simultaneously
 - PRISM requirements were embedded in the CVIEW and IRP system requirements
 - IRP establishes the link between the motor carrier responsible for safety and all IRP-registered vehicles
 - Connecticut's CVIEW system exchanges data with the SAFER/PRISM Central Site
 - CVIEW supports the State's PRISM data exchange needs
 - Submits State's IRP data to SAFER/PRISM Central Site
 - Retrieves and store the PRISM census and target files
 - Makes PRISM data available to credentialing systems and roadside enforcement

CSA 2010 Changes

- ◆ Comprehensive Safety Analysis (CSA) 2010 is a major FMCSA safety initiative to achieve greater reduction in large truck and bus crashes

CSA 2010 Changes (continued)

- ◆ As part of this initiative, SafeStat will be replaced by a new Carrier Safety Measurement system by July 2010
 - CSA 2010 changes will impact CVISN and PRISM:
 - Targeted carrier criteria will change for PRISM states
 - CVIEW will need to accommodate storage of 7 Behavior Analysis Safety Improvement Categories (BASICS) instead of 4 Safety Evaluation Area Values(SEAs)
 - CVIEW-SAFER transactions T0031,T0041P and T0042P will be modified to accommodate 7 BASICS
 - Aspen will be replaced with the new Mobile Client
 - ISS algorithm is being modified and will affect states' enrollment and screening criteria

Federal Support

Grant Funding

- ◆ PRISM is a 100% Federally funded program
- ◆ Federal CVISN Grants require a 50 percent match
 - A State applying for \$1M in Federal CVISN funding must identify \$1M in State and/or private funds as match
- ◆ These programs can be integrated to strategically optimize funding

Federal Support

Technical Assistance

- ◆ FMCSA may be able to provide on-site, technical assistance to your state to support integration of CVISN and PRISM programs
 - Assess current status of the programs
 - Recommend next steps to advance these programs
 - Develop/Update CVISN Program Plan and Top-Level Design
 - Develop/Update PRISM Implementation Plan
 - Support FY 2009 Federal Deployment grant submissions
 - Provide peer-to-peer advice

Contact Information

Julie Lane

Federal Motor Carrier Safety Administration
Office of Analysis, Research and
Technology

Julie.Lane@dot.gov

(202) 385-2391