



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

OFFICE OF ANALYSIS, RESEARCH, AND TECHNOLOGY

Integrating Performance and Registration Information Systems Management (PRISM) and Commercial Vehicle Information Systems & Networks (CVISN)

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Webinar Transcript

Presenters

- Julie Lane, Project Manager, FMCSA Office of Analysis, Research, and Technology (ART).

Speakers (optional)

- Kirse Kelly, Web Conference Coordinator, FMCSA ART.

Description:

The Commercial Vehicle Information Systems and Networks (CVISN) and Performance and Registration Information Systems Management (PRISM) programs are two FMCSA initiatives designed to improve commercial vehicle safety through the use of advanced technologies and up-to-date safety and credentialing data. The two programs share many of the same philosophies, share a common information systems architecture and also make use of similar data. While the two programs can be deployed separately, states can benefit from designing their CVISN and PRISM deployments simultaneously. In this webinar, Julie Lane of the FMCSA Technology Division will highlight proven and effective means of deploying CVISN and PRISM simultaneously and will discuss the benefits to States that do so.

**PRESENTATION—INTEGRATING PERFORMANCE AND REGISTRATION
INFORMATION SYSTEMS MANAGEMENT (PRISM) AND COMMERCIAL VEHICLE
INFORMATION SYSTEMS & NETWORKS (CVISN)**

**PRESENTATION TITLE SLIDE: INTEGRATING PERFORMANCE AND REGISTRATION
INFORMATION SYSTEMS MANAGEMENT (PRISM) AND COMMERCIAL VEHICLE INFORMATION
SYSTEMS & NETWORKS (CVISN)**

Heather (Operator):

Welcome and thank you for standing by. At this time all participants are in a listen-only mode. Today's conference is being recorded. If you have any objections you may disconnect at this time. I will now turn you over to the web conference coordinator, Kirse Kelly. Ma'am, you may begin.

Kirse Kelly (Web Conference Coordinator, FMCSA ART):

Thank you, Heather. Thanks to all of you participating in our Webinar on Integrating PRISM and CVISN. This webinar is part of the series by the FMCSA Office of Analysis, Research and Technology. As Heather mentioned, all questions will be answered at the end of the call. You may submit questions in the **Q&A Box** on the left side of your screen throughout the presentation. At the end of the call, you will be able to both submit the questions online and ask questions over the phone.

Please note—you are going to be able to download a copy of the presentation at the end of the webinar. If you have to leave early, you can return to this Website or the FMCSA ART Website at a later time and those slides will be available.

I have put up here the phone number for our Office of Communications—members of the trade or local media participating in today are asked to contact the FMCSA Office of Communications at 202-366-9999 at the conclusion of the webinar if you have any questions.

Finally for anyone who has a small screen and this virtual meeting room is in the upper-left side of your screen, you may want to try **Full Screen**, which can be accessed by clicking **Meeting** at the very top-left side of you screen and in that list, choosing **Manage My Settings** and, finally, **Full Screen**.

Let me go ahead now turn you over to Julie Lane who is part of the ART Technology Division.

Julie Lane (Project Manager, FMCSA ART):

Thank you Kirse, I appreciate the introduction.

Thanks everybody for being on the call today. Today is actually going to be our sixth in an ongoing series of webinars about the Commercial Vehicle Information Systems and Networks (CVISN) program.

As Kirse mentioned, I am Julie Lane with FMCSA's Technology Division. I am the program manager for the national CVISN program. In today's presentation, I am going to discuss how the CVISN and the PRISM programs can be integrated with each other to promote safety and target high-risk motor carriers by improved information sharing. As many of you know these programs have many common elements that can easily be deployed simultaneously.

SLIDE 2: AGENDA

As part of today's presentation, I will provide a very short overview of the PRISM and CVISN programs, and then I will highlight how these two separate programs can be deployed together. I will also discuss a case study that FMCSA developed regarding Connecticut's approach to integrating these two programs. Finally, I will discuss the impacts that the Comprehensive Safety Analysis, or CSA 2010, will have on these programs. As always, I will then take time for questions, provide my contact information in case anyone would like to follow-up with me off-line, and then we will wrap-up today's session.

SLIDE 3: CVISN AND PRISM – COMMON GOAL

The Commercial Vehicle Information Systems and Networks and Performance Registration Information Systems Management, or CVISN and 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

SLIDE 4: PRISM OVERVIEW

PRISM originated as a pilot project mandated by Congress in the Intermodal Surface Transportation Efficiency Act of 1991. The goal was to explore the benefits of using State commercial vehicle registration sanctions as an incentive to improve motor carrier safety. Congress authorized funding to expand PRISM nationally.

This slide illustrates some of the key elements of the PRISM program. This program consists of two major processes: the Commercial Vehicle Registration Process and the Motor Carrier Safety Improvement Process, otherwise known as MCSIP.

It is a unique partnership with the State's Department of Motor Vehicles that helps ensure carriers meet their MCS-150 data update regulations as a condition of vehicle registration renewal, but strengthens FMCSA enforcement by providing suspensions and/or denial of vehicle registration in conjunction with carrier out-of-service orders, and finally, to catch chameleon carriers that change names and USDOT numbers to avoid oversight.

SLIDE 5: PRISM OVERVIEW: *COMMERCIAL VEHICLE REGISTRATION PROCESS*

A State's commercial vehicle registration process provides the framework for PRISM.

- It 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.
- It also ensures that carriers engaged in interstate commerce are uniquely identified through a USDOT number when they register their vehicles.
- It provides an opportunity to check the safety fitness of each carrier on a regular basis prior to issuing or renewing its vehicle registrations.
- It provides a framework by which motor carriers prohibited from operating interstate commerce may have their ability to register vehicles denied.

Identification of the carrier, usually by their USDOT number, responsible for the safe operation of the vehicles being registered has produced a major safety benefit. It helps ensure motor carriers that have been ordered by the FMCSA to cease interstate operations do not continue to maintain interstate license plates.

In addition, safety events (for example, inspections, accidents, or driver moving violations) affecting a PRISM registered vehicle can be more accurately tied to the responsible motor carrier.

Some states are incorporating non-International Registration Plan, or IRP registrations, into the PRISM network to ensure that the state motor vehicle administrations check federal out-of-service orders before issuing registrations to non-IRP vehicles.

SLIDE 6: PRISM OVERVIEW: *MOTOR CARRIER SAFETY IMPROVEMENT PROCESS (MCSIP)*

MCSIP improves the safety of high-risk motor carriers through more accurate identification, treatment, and assessment:

- It uses SafeStat to identify and monitor high-risk motor carriers.
- It applies treatments commensurate with risk.
- It applies progressively harsher treatments to carriers that do not improve.

The use of registration sanctions serves as a powerful incentive for unsafe carriers to improve their safety performance.

For states to deny, suspend, or revoke registrations of out-of-service carriers, many states must pass legislation enabling them to do so.

Currently, 25 states have implemented PRISM to the point where they are able to keep out-of-service carriers from obtaining or maintaining vehicle registrations.

SLIDE 7: CVISN OVERVIEW

Moving on to CVISN—the CVISN program provides a framework or “architecture” that enables government agencies, the motor carrier industry, and other parties engaged in commercial vehicle operations safety assurance and regulation to exchange and use information to improve safety, and to conduct business transactions electronically.

The CVISN program is designed:

- To improve safety and productivity of motor carriers, commercial vehicles and their drivers.
- To improve efficiency and effectiveness of commercial vehicle safety programs through targeted enforcement.
- To improve the sharing of commercial vehicle data within states and between states, as well as FMCSA.
- Finally, to reduce Federal and State and industry regulatory and administrative costs.

SLIDE 8: CVISN OVERVIEW: *CORE CVISN PROGRAM AREAS*

CVISN is not a single system, but rather it’s a series of Federal and state systems linked together by a national architecture and set of data exchange standards. CVISN functionality exists in three main program areas:

- “Credentials Administration,” which allows carriers to apply, pay for, and receive credentials electronically,
- “Safety Information Exchange” improves the exchange of safety and credential information among State agencies and between states and FMCSA, and then
- “Electronic Screening,” which automatically screens vehicles at roadside and allows safe and legal vehicles to bypass inspection sites without stopping.

The CVISN program relies on a strong organizational structure within a state because many of the CVISN systems are operated by multiple agencies. In some states, as many as six different agencies are responsible for some portion of CVISN.

SLIDE 9: CVISN OVERVIEW: *ELECTRONIC CREDENTIALING ADMINISTRATION*

This slide summarizes the objectives of the Electronic Credentials Administration, which are:

- To allow carriers to apply for, pay for, and receive credentials electronically,
- To allow carriers to file returns on fuel taxes and pay the associated fees electronically, and then
- To support base state agreements for International Registration Plan and International Fuel Tax Agreement and associated fee payment reconciliation.

Core functionality, which each state is required to deploy to get funding for the Electronic Credentialing Administration program, includes at a minimum, automated processing of at least the International Registration Plan and the Fuel Tax Agreement credentials, as well as

participation in IRP and IFTA Clearinghouses to share information across jurisdictions and automate funds settlement.

SLIDE10: CVISN OVERVIEW: *SAFETY INFORMATION EXCHANGE*

The second program area for CVISN is Safety Information Exchange, which is the backbone of the program. Safety Information Exchange makes all of the other functionality possible.

The objectives of this program area are to improve the exchange of safety and credentials information among State agencies and between states and FMCSA, and to proactively identify unsafe operators.

SLIDE 11: CVISN OVERVIEW: *SAFETY INFORMATION EXCHANGE (CONTINUED)*

Core functionality within this program area includes implementing a State-specific data exchange system, our Commercial Vehicle Information Exchange Window—what we call a CVIEW or its equivalent. These systems store interstate and intrastate carrier and vehicle information, share information with authorized State users (for example, law enforcement), and exchange carrier and vehicle data with FMCSA’s SAFER system. Another requirement for a Safety Information Exchange for Core CVISN functionality is the use ASPEN or equivalent automated inspection software at all major inspection sites.

SLIDE 12: CVISN OVERVIEW: *ELECTRONIC SCREENING*

Finally, the objectives of the electronic screening program include using technology to identify trucks as they approach roadside weigh or inspection stations and allowing safe and legal vehicles to bypass the inspection and weigh facilities without having to stop.

The basic functionality that is to be deployed for Core CVISN includes implementing electronic screening at a minimum of one fixed or mobile inspection site. This includes identifying enrolled vehicles. Typically with CVISN, we use in-vehicle transponders, screening vehicles based on safety history and credentials status (for example, registration, fuel tax payment, and operating authority, as well as weight), and allowing enrolled vehicles that meet the State’s criteria to bypass the inspection site.

SLIDE 13: CVISN-PRISM INTEGRATION: *DATA SHARING*

CVISN and PRISM rely on the same Federal and State information systems to achieve their goals.

Federally, the SAFER/PRISM Central Site—this uploads and downloads CVISN and PRISM data to/from state to state, as well as MCMIS—which calculates motor carriers’ SafeStat scores, which are shared with states through the SAFER/PRISM Central Site.

From the State Level, the Commercial Vehicle Information Exchange Window or CVIEW uploads and downloads CVISN and PRISM data to and from the SAFER/PRISM Central Site. And then there's International Registration Plan credentialing system which forwards carrier and vehicle registration data to CVIEW for upload to SAFER and uses data from the SAFER/PRISM Central Site to verify that a carrier is eligible to register its vehicles.

A state's CVIEW typically is used to share both CVISN and PRISM data within the SAFER/PRISM Central Site if the state is participating in both of the programs. If a state is not participating in CVISN it commonly communicates with the SAFER/PRISM site directly from its IRP system.

SafeStat scores are also shared through other means, (for example, the Analysis and Information Website), but for the purposes of CVISN and PRISM, the scores are forwarded to the states through SAFER.

SLIDE 14: CVISN-PRISM INTEGRATION: *DATA SHARING (CONTINUED)*

In addition to using common systems, common data is also used by CVISN and PRISM. Data that is common between the programs includes carrier and vehicle identification, carrier census information vehicle registration data and then finally the MCSIP level.

SLIDE 15: CVISN-PRISM INTEGRATION: *PRISM DATA EXCHANGE PROCESS—WITHOUT CVISN/CVIEW*

This slide illustrates the PRISM data exchange process in a state without a CVIEW. The steps include:

1. A Motor Carrier Management Information System or MCMIS sends the carrier census and safety information to the SAFER/PRISM database.

SLIDE 16: CVISN-PRISM INTEGRATION: *PRISM DATA EXCHANGE PROCESS—WITHOUT CVISN/CVIEW*

2. The information is made available through the PRISM Central Site.

SLIDE 17: CVISN-PRISM INTEGRATION: *PRISM DATA EXCHANGE PROCESS—WITHOUT CVISN/CVIEW*

3. The PRISM Central Site downloads the MCS-150, the PRISM Census, and PRISM Carrier files into a state's IRP system, which uses the information to determine whether or not to grant credentials or notify a carrier that they must update their MCS-150 data.

SLIDE 18: CVISN-PRISM INTEGRATION: *PRISM DATA EXCHANGE PROCESS—WITHOUT CVISN/CVIEW*

4. Using the Carrier file, the IRP system then forms a PRISM Vehicle file and uploads it to the PRISM Central Site.

SLIDE 19: CVISN-PRISM INTEGRATION: *PRISM DATA EXCHANGE PROCESS—WITHOUT CVISN/CVIEW*

5. The PRISM Central Site aggregates the vehicle data from each jurisdiction and forms the PRISM Target file, which is downloaded to the state's IRP system.

SLIDE 20: CVISN-PRISM INTEGRATION: *PRISM DATA EXCHANGE PROCESS—WITH CVISN/CVIEW*

This slide illustrates the PRISM process in a CVISN state. Here are the steps associated, and the differences:

1. The first step here, MCMIS sends carrier census and safety information to the SAFER/PRISM database.

SLIDE 21: CVISN-PRISM INTEGRATION: *PRISM DATA EXCHANGE PROCESS—WITH CVISN/CVIEW*

2. The information is made available through the PRISM Central Site.

SLIDE 22: CVISN-PRISM INTEGRATION: *PRISM DATA EXCHANGE PROCESS—WITH CVISN/CVIEW*

3. The PRISM Central Site downloads the MCS-150 and PRISM Census files to a state's CVIEW system.

SLIDE 23: CVISN-PRISM INTEGRATION: *PRISM DATA EXCHANGE PROCESS—WITH CVISN/CVIEW*

4. The IRP system uses the census and carrier information in that CVIEW to determine whether or not to grant credentials or notify a carrier that they must update their MCS-150 data.

SLIDE 24: CVISN-PRISM INTEGRATION: *PRISM DATA EXCHANGE PROCESS—WITH CVISN/CVIEW*

5. The IRP system sends updated IRP transactions to CVIEW.

SLIDE 25: CVISN-PRISM INTEGRATION: *PRISM DATA EXCHANGE PROCESS—WITH CVISN/CVIEW*

6. CVIEW uploads the T0020, T0021 and T0022 IRP-related transaction sets to SAFER which in turn makes this information available to the PRISM Central Site.

SLIDE 26: CVISN-PRISM INTEGRATION: *PRISM DATA EXCHANGE PROCESS—WITH CVISN/CVIEW*

7. The PRISM Central Site then forms the PRISM Target file and downloads it to the state's CVIEW system. The state's IRP system can access this information through the CVIEW.

As you can see, in a CVISN state, the State's CVIEW serves as the data exchange mechanism between the State and national systems.

SLIDE 27: CVISN-PRISM INTEGRATION: *PRISM DATA EXCHANGE PROCESS—DIFFERENCES WITH/WITHOUT CVIEW***SLIDE 28: CVISN-PRISM INTEGRATION: *PRISM DATA EXCHANGE PROCESS—DIFFERENCES WITH/WITHOUT CVIEW***

The use of the CVISN architecture for exchanging PRISM data makes CVIEW a state's conduit for exchanging data with the SAFER/PRISM Central site. In this scenario, CVIEW is responsible for uploading the state's IRP content to the FMCSA site. CVIEW also downloads the PRISM content from FMCSA and makes it available to the state's IRP system for use in the registration process.

SLIDE 29: CVISN-PRISM INTEGRATION: *PRISM DATA EXCHANGE PROCESS—DIFFERENCES WITH/WITHOUT CVIEW*

Using the CVISN architecture for PRISM data exchange also redirects some data interfaces. For instance, the MCS-150, the PRISM census, and PRISM Target files are sent from the SAFER/PRISM Central Site to CVIEW and not directly to the IRP system in this scenario. CVIEW then makes these data available to the state's IRP system.

SLIDE 30: CVISN-PRISM INTEGRATION: *PRISM DATA EXCHANGE PROCESS—DIFFERENCES WITH/WITHOUT CVIEW*

Finally, using CVIEW as the state's sole conduit for exchanging data with the SAFER/PRISM Central Site eliminates the need for a state's IRP system to send the PRISM Carrier file and PRISM Vehicle file directly to the PRISM Central Site.

SLIDE 31: 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.

SLIDE 32: 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 stores the PRISM census and target files, and also makes PRISM data available to credentialing systems and roadside enforcement.

Connecticut officials believe that the operational benefits gained by the linking these programs are very substantial.

Connecticut officials noted that both licensing and physical, mechanical, and safety-related out-of-service orders have an effect on overall highway safety, in that both types of orders tend to reduce the numbers of unsafe or poor-performing carriers on the road.

This study also found that when a state is using electronic screening and safety information exchange technologies, its inspectors can be expected to issue 11 percent more out-of-service orders than before, relative to the total number of vehicles inspected.

SLIDE 33: CSA 2010 CHANGES

The changes that will be happening, particularly on the IT-side for PRISM and CVISN are coming about from Comprehensive Safety Analysis 2010, or CSA 2010, initiative. It is a major FMCSA safety initiative to achieve greater reduction in large truck and bus crashes.

SLIDE 34: 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—changes include:

- Targeted carrier criteria are going to change for PRISM states.

- CVIEW will need to be modified to accommodate storage of seven Behavioral Analysis Safety Improvement Categories, or BASICs, instead of the current four Safety Evaluation Area Values, or SEAs.
- The CVIEW-SAFER transactions, specifically T0031, T0041P and T0042P will be modified to accommodate the seven BASICs.
- ASPEN will be replaced by the new Mobile Client.
- And then finally, the Inspection Selection System, or ISS, algorithm is being modified and will affect states' enrollment and screening criteria.

SLIDE 35: FEDERAL SUPPORT: *GRANT FUNDING*

It is important to note that a State could use a combination of PRISM and CVISN funding to modernize its IRP system. In this case, PRISM funding would support the deployment of PRISM functionality and a CVISN grant would support CVISN-related IRP functionality, such as electronic credentialing.

States can request Federal CVISN Deployment Grant funding to pay for CSA 2010-related modifications to CVIEWs, as well as recertification. PRISM is a 100 percent federally funded program. Federal CVISN grants require 50 percent match. For example, a state applying for one million in federal CVISN funding must identify one million in state and/or private funds as a match. These programs can be integrated to strategically optimize the funding needed.

SLIDE 36: 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. This support can include:

- Assessing the current status of the programs,
- Recommending next steps to advance them,
- Developing and Updating CVISN Program Plans and Top-Level Design,
- Developing and Updating PRISM Implementation Plan,
- Supporting FY 2009 Federal Deployment grant submissions, and finally,
- Providing peer-to-peer advice.

If you have any questions about integration of the CVISN and PRISM, programs or have questions about securing funding to support these programs, please let me know. As you can see here, FMCSA offers a wide range of technical assistance that may be available to help you out.

SLIDE 37: CONTACT INFORMATION

If you have any questions or you would like additional information, I think Kirse is going to explain the process of how to do that online or over the telephone.

[24:33]

QUESTIONS AND ANSWERS

Kirse Kelly: Thanks Julie. We are now open for questions. If you would like to ask a question, you can submit them by typing them in the space at the bottom in **Q&A Box** that is on the left side of your screen, or if you would like to ask questions over the telephone, just dial *1, and state your name to the recorded message. When your line is open, Heather, our phone operator, will announce you by name, so please state your name clearly to the recorder for proper pronunciation. The questions will be answered in the order they are received.

As mentioned at the beginning of this webinar, you will be given the opportunity to download a copy of this presentation at the end of this webinar. If you have to leave early, you may return to this Website or the ART Website at a later time and the slides will be available.

Barbara Hague: *How can different program requirements be reconciled in order to integrate them? For example, under the New Entrant program if a carrier does not operate in interstate commerce over a period of time, states are told to change their status from interstate to intrastate. If the carrier has an interstate plate, that plate can't be renewed or vehicles added in accordance with PRISM if the carrier is not defined as interstate. Under the IRP plan, carriers can have an interstate plate using estimates for two renewal periods. In addition, a further complication comes in when an MC number has been issued.*

Julie Lane: I am actually going to defer to Tom Lawler, the PRISM program manager and the New Entrants program manager at FMCSA to get you an answer on that one.

Kirse Kelly: How can they contact Tom Lawler?

Julie Lane: It is Tom.Lawler@dot.gov.

Kirse Kelly: Okay. We'll put his email up later.

Paul Melander: *Tennessee just conducted a review of CVISN by Cambridge Systematic. The analysis did not include PRISM. Will a state, such as ours, need to have another review?*

Julie Lane: No. I don't know Tennessee's status with PRISM right now. If they are not a PRISM state, then all we would do as you move forward into PRISM integration—we would handle things as though you are a CVISN state implanting PRISM and we would take it from there. There is no need to do another review.

Barbara Hague: *Is there a document that details the changes needed to state CVIEWs?*

Julie Lane: More specifics on that question would be good. I think you are probably talking about the CSA 2010-related changes. If that is what you are referring to, then yes, there is a document that shows the specific changes that will be needed. I would be happy to send that to you.

Kirse Kelly: You can also get on the phone if you would like to clarify that question.

Are there any questions on the phone right now, Heather?

Heather: Not at this time.

Magdalene

Skretta: *Will all the questions asked and answers provided be available online after the webinar along with the webinar slides?*

Kirse Kelly: The slides will be, and we will be providing a transcript; that will probably take a little longer. The slides will go up today or tomorrow. Then the transcript will be a couple of weeks in coming, but that will include all of the questions and answers.

Kalya Nedilsky: *Will the funds available for addressing the CSA 2010 required changes hit against the max CVISN grant funding of \$3.5 million allowed?*

Julie Lane: Yes, under SAFETEA-LU it will definitely count against that \$3.5 million.

Jeannie Gordon: *Can you give formula or specifics on CSA 2010 changes or ISS algorithm?*

Julie Lane: Yes. Again, we have some spreadsheets put together that shows some specific transaction changes that are coming about. Because of the kind of detail, I prefer to send that document by e-mail if people want to contact me offline, I would be happy to send you that information.

Kirse Kelly: Next is just a follow up on the Tennessee item:

Paul Melander: *Tennessee is a PRISM state.*

Julie Lane: I think with Tennessee, what we might have to do is just put you in touch with—I do not know who your PRISM program manager is with the state, but they would need to be a part of your CVISN team. As Tennessee moves forward with CVISN development, just make sure as a CVIEW or a system is deployed, that the PRISM functionality is incorporated through that system.

Chad Wolf: *How do States identify within PRISM who is responsible for the safety of the vehicle?*

- Julie Lane: Again, I would have to defer that to Tom Lawler, who is the PRISM program manager.
- Kirse Kelly: There is a comment about the CSA 2010 information and sending it to people. Will you be able to do that?
- Julie Lane: I would be happy to.
- Kirse Kelly: At the end of our webinar, we are going to have a space where you can do that—just put in your name and let us know that is what you would like us to do.
- Are there any questions over the telephone at this time?
- Heather: At this time, I show no questions.
- Kirse Kelly: We are not showing any right here. I think Julie, we can go on to evaluations. Right now, the presentation . . .
- Heather: Excuse me ma'am.
- We do have a question; do you want to take that?
- Kirse Kelly: Yes, please give that to us.
- Heather: Sure. Laura Edwards, your line is open.
- Laura Edwards:** *I have a question for Julie, talk about making the PRISM data available through CVIEW to the roadside—What PRISM data would that be that we could make available through CVIEW?*
- Julie Lane: If we could go back through the slides, I showed the map of a PRISM deployment without a CVIEW and with one. That actually illustrated the processes and how a CVIEW could be used to help exchange that data with SAFER. I don't know if Kirse can get back to that slide or not.
- Laura Edwards:** *We are using that process through CVIEW right now to report vehicle data to DMV to deny registration or not. So the question is, for enforcement to have the data that registration has been denied—is that what you are talking about for the PRISM data available to the roadside? What vehicles have been denied registration?*
- Julie Lane: Right. [Presenter Clarification: What is available to the roadside is the target file information, for example out of service carriers.]

[33:23]

Kirse Kelly: This concludes our webinar, but before you sign off if you could complete the evaluation you see on the screen. We welcome your comments about the webinar and suggestions for future webinars. Note that when you type in that box that you have any suggestions for future webinars, that information can be seen by everyone. So if you want to remain anonymous, you will need to click on the word **Everyone** at the bottom of that box and chose **Presenters Only**.

Next, I would like to let you know that you can download a PDF version of the presentation here at this time. You just highlight the document in the Download Presentation pod and you click **Save to my Computer**.

As a reminder, members of the trade or local media participating in today's webinar just contact the FMCSA Office of Communications at 202-366-9999 if you have any questions.

On July 8, we are going to hold a webinar entitled, "Weather and Commercial Motor Vehicle Safety," that examines the impact of weather and climate change on CMV safety. Registration for that should be open on our Website by the end of this week.

On July 22, we are going to host a webinar entitled, "Evaluating the Safety Benefits of a Low Cost Driver Behavior Management System," which is about an FMCSA research study that evaluates the safety benefits of a low cost driver behavior management system called DriveCam. Registration for that webinar is all ready open, so, once again, go check out our Website. We will also be sending out announcements of this and other [webinars] very soon.

We have put up Tom Lawler's e-mail address if you would like to get in touch with him.

We just want to thank you again for all who are participating. Thank you very much Heather, for being our operator.

Heather: Thank you.

Thank you for participating in today's call. You may disconnect at this time.

[36:18]