



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

## OFFICE OF ANALYSIS, RESEARCH, AND TECHNOLOGY

### FMCSA's Pre-employment Screening Program

February 24, 2010

### Webinar Transcript

#### Presenters

- Michael Johnsen, Environmental Specialist, FMCSA Office of Analysis, Research, and Technology (ART)

#### **Description:**

The Pre-employment Screening Program (PSP) is a new, national-level program designed to allow motor carriers to see a driver's crash and inspection file when they apply for employment with the motor carrier. The program, required by Congress through the latest transportation reauthorization bill, SAFETEA-LU, is voluntary, and the driver must give consent to allow his or her records to be viewed by their potential employer. The driver record will be comprised of data found in FMCSA's Motor Carrier Information Management System, or MCMIS. FMCSA is taking every possible measure to assure the data is protected and handled according to all applicable laws and regulations. The Analysis Division's Michael Johnsen provides an update of the PSP, which is currently under development and expected to be available to the public in early 2010.

## PRESENTATION—FMCSA'S PRE-EMPLOYMENT SCREENING PROGRAM

PRESENTATION TITLE SLIDE: FMCSA'S PRE-EMPLOYMENT SCREENING PROGRAM

### **Operator:**

Good afternoon and thank you for standing by, I would like to remind all participants your line will be in and listen-only mode throughout the presentation. To ask a question, please press \*1, unmute your phone, and record your name. You will be announced by your first name only. To withdraw your question, press \*2. This call is being recorded and if you do have any objections, you may disconnect at this time. And now I would like to introduce your webinar host for today, Kirse Kelly. Ms. Kelly you may begin.

### **Kirse Kelly (Web Conference Host, FMCSA ART):**

Thank you, Jeri, and thanks to all of you who are participating in our webinar today about the FMCSA Pre-employment Screening Program. Today is, as everyone knows, Wednesday, February 24, 2010. This webinar is part of a series put on by the FMCSA Office of Analysis, Research, and Technology.

Please note that due to overwhelming response to this topic, not all participants will be able to get into the on-line meeting room. To deal with this, we have a PDF version of this presentation that has been posted on the FMCSA Web site under "Past Webinars" for you to download. You can also e-mail me at [kirse.kelly@dot.gov](mailto:kirse.kelly@dot.gov) and we will immediately send you the slides if you cannot get into the meeting room.

Just to give you some information on how this webinar is going to go about—as Jeri mentioned, all questions, time permitting, will be answered at the end of the presentation. You will be able to submit questions throughout, however, in the chat **Q&A Box** at this lower-left side of your screen. At the end of the presentation, you will be able to ask questions over the phone and type in questions online.

You can download the presentation slides now if you would like, but please note, if you are not able to do so, we will give you the opportunity to do so at the end of the webinar and, as I mentioned, they are on our Web site.

Members of the trade or local media who are on today's call are asked to contact the FMCSA Office of Communications with any questions and that number is (202) 366-9999, once again, the FMCSA Office of Communications at (202) 366-9999.

Finally, for anyone who may have a small screen and the meeting room, the virtual meeting room, is on the upper-left side of your screen, you may want to try full screen, which can be accessed by clicking on **Meeting**. This will be at the very-top left of your screen—you would then choose **Manage My Settings**, and then try **Full Screen**. Once again, if that does not work, you might just want to download the presentation and go through the slides with our presenter,

Michael Johnsen. So, let me go ahead and turn you over to Mike Johnsen right now—he is the Environmental Protection Specialist of the Analysis Division.

**Michael Johnsen (Environmental Protection Specialist, FMCSA ART):**

Thanks Kirse. Hey, everybody, thanks for joining us today for today's webinar. Today's webinar's topic is the Pre-employment Screening Program. Probably a lot of you are familiar with this, and want to be more so. That is the point of today's webinar. What I will do, since a lot of folks may be following along on the downloaded version and not have the webinar portion and they are listening to the audio portion only, I will make sure to let you know which slide number we are on.

**SLIDE 2: WHAT IS THE PRE-EMPLOYMENT SCREENING PROGRAM (PSP)?**

We will move to the second slide. Basically, I just want to go over quickly here what the Pre-employment Screening Program is, or the PSP for short. This is a new FMCSA program which provides motor carriers—motor carrier employers—with crash and inspection data on potential new hires. This is a voluntary program for both the carriers and the drivers. This program requires drivers providing written consent. Essentially, what will happen here is that if the motor carrier wants to hire an employee and use this program and the driver consents, they will be able to view some of the crash inspection data on that driver prior to hiring the driver. For the motor carriers, in order to use this system, you will need to register and confirm your identity.

**SLIDE 3: BREAKING NEWS!!**

Today, I would like to announce that we have an enrollment Web site of available. That is the Web site you see on your screen. We are on slide number three, everybody that is [www.psp.fmcsa.dot.gov](http://www.psp.fmcsa.dot.gov). This will be the Pre-employment Screening Program Web site. Now, what this Web site does right now is for motor carrier enrollment only and it is not disseminating any data at this time. This is the first phase of our rollout of this program.

**SLIDE 4: PSP WEB SITE**

We move on to slide four. This is a screenshot of what you will see when you go to that Web site. Essentially, you can see that you are here at the Pre-employment Screening Program Web site. This is an FMCSA Web site and there is some information about the service, security, and privacy, which I will get into little bit more in this presentation. You can also download frequently asked questions from this Web site.

**SLIDE 5: PSP WEBSITE**

We move on to slide five. I am getting back to what the Web site can do here. Motor carriers can now enroll through the PSP Web site. The drivers do not need to enroll. If you are a driver, you do not need to enroll in the PSP program. How this will work, the motor carriers will enroll

through that. There are frequently asked questions available through the Web site. Again, data is not being disseminated through this Web site yet. That part of the program has not been completed yet. Right now, motor carriers can enroll, and you will need to enroll and be enrolled in the program in order to use the program later on. This is kind of your first step.

#### SLIDE 6: MOTOR CARRIER ENROLLMENT

We go to slide six. The way the motor carrier enrolls—the motor carrier enrollment is essentially authenticating that you are the company that you say you are, and will then provide your credentials to use the system when the data does go live. The enrollment is free. When the system does go live, hopefully in the spring of this year, motor carriers will agree to all of the legal and usage constraints, warnings, and information about the data that is part of the system. Through this Web site, you will be able to access the functions of the Pre-employment Screening Program—managing your account and querying receipt of driver records that you have requested and drivers have approved.

#### SLIDE 7: WHY DID FMCSA DEVELOP THE PSP?

We move onto slide seven. I want to get back to describing the PSP, now that we know the enrollment Web site is live today. Back to describing what the program is about. The reasons FMCSA developed the Pre-employment Program are a number of reasons. First off, we were required in our reauthorization bill by Congress—SAFTEA-LU is the name of that, which stands for the Safe Accountable Flexible Efficient Transportation Equity Act Legacy for Users; you can see why we call it SAFETEA-LU. The reauthorization bill—FMCSA was directed to develop this program where motor carriers or folks conducting pre-employment services for motor carriers would be able to receive the information in our MCMIS system. We believe that the system will increase safety by placing a premium on safety records of the drivers. The motor carriers will be able to choose safer drivers and increase the worth of a safe driver. We hope that it provides better-informed decisions on new hires by the motor carriers. We also think it will improve data quality, since the drivers will be able to have access to their own records and be able to challenge any incorrect information on their own records.

#### SLIDE 8: WHAT DATA IS IN THE PSP?

We move on to slide number eight. We will describe what data is in the Pre-employment Screening Program. This is an importance slide here. I want to clarify what data will be released through this program when it goes live. The information in this system that would be sent out is available through the Motor Carrier Management Information System—this is the FMCSA's MCMIS system that you all know and love. If you have checked your SafeStat scores, all of that information is the MCMIS information. You have five years of crash data and three years of past inspection data on the driver. This will be a record that is specific to the driver, so it covers the driver's work history. This information is State-reported crash data and Federally and State reported inspection data—that is where the information comes from. It is from our Motor Carrier Management Information System, the MCMIS system. It does not include conviction data, speeding tickets, or any information that would be outside of what FMCSA collects through its

MCMIS system. Essentially, this file is the same as the Driver Information Resource or the DIR. Some folks may know the DIR; this is the system that FMCSA has been using internally for inspections and enforcement. Sometimes the information is referred to as the "DIR information," or a "DIR record." If you see that, we are basically releasing what our enforcement folks see in the Driver Information Resource through the Pre-employment Screening Program. This data has to be released only to the motor carrier doing the hire, and it has to be approved by the driver. It is not widely disseminated data. This is information that is going to be released with the driver's consent, just to the company they are applying to or the companies they are applying to.

#### SLIDE 9: HOW WILL THE PSP WORK?

We can move on to slide nine. I will talk a little bit about how the PSP will work. We are starting to get the details on how this will work. I will try to help explain what you can expect from this system. It is a secure electronic Web-based system. We want to make this easy to use. Part of that is also making it secure. It is very important to FMCSA to protect the data of the drivers. It will be a fee-for-service by the contractor, NIC Technologies that we have partnered with for this. They do have rates available on the new Web site in the frequently asked questions. There is a table. It depends on the size of your company and if you want a subscription, or just a onetime request for the fees, but you can get those fees from the frequently asked questions on the PSP Web site. Essentially, the motor carrier enrolls and will collect the signature from the driver who is applying to them. The motor carrier decides to use this voluntary program and says, "We would like to get your record." The driver will sign a form and provide that to the motor carrier. FMCSA will be performing audits to ensure the signature collection occurs. It is very important to us, and we will be enforcing that requirement. When a driver comes to a motor carrier, they can bring their own PSP record because drivers will be able to get their own PSP record through the system, or the motor carrier could obtain the record through this PSP system as well.

#### SLIDE 10: HOW WILL FMCSA PROTECT THE DATA?

We move on to slide number 10. I want to go over how FMCSA protects this data. This is a very important aspect. I think a lot of folks are concerned about this as we are. There are a number of laws that protect this data that FMCSA is bound to follow; that the contractor that FMCSA works with is bound to follow. Everybody involved in this information has some type of involvement with the Privacy Act. We require nondisclosure statements. The Fair Credit Reporting Act—there are a number of other applicable Federal laws that protect this data to prevent it from being released or given to the wrong folks. We have a number of systems in place to protect against theft and manipulation. As I said earlier, FMCSA will be performing audits, and part of what we are looking at is our partner company, NIC Technologies. We will get their physical security, electronic security, the way their data is handled, and the networks that are being used. We have a process that confirms that the driver is who they say they are when they request a record, and that the company is whom they say they are when they enroll in the system, so we prevent people from pretending they are somebody else when getting a record. The contractor in this cannot change the data. They are just passing the data that FMCSA provides to them straight through to the motor carrier when they receive that request and the driver's confirmation.

## SLIDE 11: SYSTEM OF RECORDS NOTICE

As part of the security process, FMCSA has to allow public comment on the form, the Statement of Records Notice. As we go on to the next slide, let's take a look at this. The System of Record Notice comes from the Privacy Act of 1974, which requires that any system of information essentially have a notice and description of it published in the *Federal Register* if there is personally identifiable information, or PII. That is basically information that can lead to who you are, and about you. If we have a system that has the information in there, which the PSP does, and it is maintained by a Federal Agency, we have to have the form in place. It is maintained by a Federal Agency and information is retrieved by a personal identifier. We had to have this form in place to protect this, and to share with the public what information is in this system.

## SLIDE 12: SYSTEM OF RECORDS NOTICE (CONT.)

As part of this system, if we go to slide 12, it gets published in the *Federal Register*, as I said. Right now, we are in the final stages of obtaining approval phases to publish the form in the *Federal Register*. It goes through a 10-day Office of Management and Budget, or OMB, and Congressional review. Then you have a 30-day public comment period to comment on the form when published in the *Federal Register*—just like if there is a rule or something, you get a publishing, a notice of a proposed rulemaking. FMCSA is encouraging everybody to comment on this and to take a look at this if you have a concern about that. This is feedback we would like to get and is required by law.

## SLIDE 13: CAN THE DRIVER SEE THEIR PROFILE?

We move on to slide 13. I think one of the big questions that we have gotten is can the driver see their profile. Of course, yes, they can, and we actually encourage drivers to get their profile, get their information. You can actually get this file, this file on you through the Freedom of Information Act Office from the FMCSA. It might take a while, but it is available through FMCSA directly. We plan on having that available through the PSP system. Drivers will be able to get their record through the PSP system. If there is any incorrect information on the record that the driver notices, just like a carrier can challenge it through the DataQ system from their SafeStat scores—from the SafeStat records they get—a driver will be able to do the same exact thing as a motor carrier can in challenging erroneous data. They can do that through FMCSA's DataQ system, and these data corrections are then handled by the originators of the data. A lot of times, crash data would be the State; inspection data might be the State or FMCSA.

## SLIDE 14: SUMMARY

We move on to slide 14. I just want to summarize what we have gone over. Right now the enrollment Web site, or the Web site for enrollment, is now live. We are currently finishing the development of the full system, which includes the securities step, and the notification of the System of Records Notice and comment period on that. We want to make sure the system is easy to use and is streamlined, and has the same type of quality you would expect from any other Government Web site or commercial vendor you work with on the Internet. Like I said,

hopefully, this spring, that is what we are shooting for, that the system will go live. Of course, this roll out—when the system does go live, we will probably have a webinar, there will be press releases, and trade media will be talking about it. It will probably be hard to miss. Keep an eye out for that and we will be letting folks know.

#### SLIDE 15: CONTACTS—FMCSA

I have a couple of contacts up here for further information. FMCSA has a couple of contacts here, so, if you have questions more on the program itself or policy questions more appropriate for FMCSA, here is an e-mail address: [psp.fmcsa@dot.gov](mailto:psp.fmcsa@dot.gov).

Arlene Thompson is the manager of the contractor, the COTR, the Contract Officer Technical Representative—put that stamp on it—a government contracting term. You can contact Arlene at her phone number or e-mail and, of course, you can contact me at my phone number and my e-mail.

#### SLIDE 16: CONTACTS—NIC TECHNOLOGIES

We also have contacts on the next slide, which is slide 16, of NIC Technologies—this is the contractor that we are working with. They are partnering with us and doing a great job working through the security information and ease of use to deliver a great product. They have a couple of contact points here. You can call them directly at (877) 684-6832 at the customer service line if you are having any problems with the enrollment Web site. They have a general questions and help at [PSPhelp@nicusa.com](mailto:PSPhelp@nicusa.com); any kind of enrollment processing and inquiries at [PSPenrollment@nicusa.com](mailto:PSPenrollment@nicusa.com). So, if you have any questions concerning the program operations, or if you are trying to enroll or have a problem, then it is probably best to contact NIC Technologies directly. What I will do is I will just put the Web site up there once again.

#### SLIDE 17: FREQUENTLY ASKED QUESTIONS

Again, there is a list of frequently asked questions available on the Web site that you can refer to. A lot of them are questions that I tried to answer here in this webinar. I think from that, we should be able to go straight into questions. This presentation was intended to be short in case there are a number of questions that we had. Kirse can handle some of the questions. You can type them in through the chat box and I will turn it over to Kirse to help coordinate some of these.

[21:49]

### QUESTIONS AND ANSWERS

Kirse Kelly: Great. Thank you Mike. We are, like he said, open for questions, and if you would like to ask a question you can submit them by typing them in the space

at the bottom of your screen. You will also be able to ask questions by hitting \*1 on your phone so you can actually ask them over the telephone. When your line open, Jeri, our phone operator, is going to announce you by first name—if you could state your first name clearly for proper pronunciation that would be great. They are going to be answered in the order that they are received.

As mentioned at the beginning of the call, you can download the PDF version of the presentation at the end of this webinar, or you can go to our Web site and download that presentation.

As a reminder, members of the trade or local media participating in today's webinar should contact the FMCSA Office of Communications at (202) 366-9999 if you have any specific questions. I will turn it back over to Mike to get to those questions.

**Question:** *Will insurance carriers have access to the background information of the driver?*

Michael Johnsen: Essentially, no. You have to be providing a pre-employment service for motor carriers. Essentially, if you are hiring drivers, you get that information if you provide that information for motor carriers or if you are the motor carrier doing that for hiring your own folks then you would be able to see that. If you are not doing that, then no, you do not get access to this information.

**Question:** *Can you provide more information on the form of consent that must be completed by the new hire?*

Michael Johnsen: It is a form, and through the enrollment slate, they will be provided a template form. I am not exactly sure all of the information that will be on it. The main thing, though, that it is essentially saying is that you, the driver, are allowing the person conducting the pre-employment screening for that motor carrier to see your file and you will sign off on that and allow them to see your file. That information again is just what was described in the presentation, what is in the MCMIS file—the 5-year crash and the 3-year inspection information that is in MCMIS.

Kirse Kelly: One quick note, this is Kirse Kelly again. We have actually—just because of how things work out with these webinars, we actually do not respond to people raising hands. If you need to ask a question, please hit \*1 or type your question in. I am sorry about not responding to the raised hands.

**Question:** *Do you know any of the third-party background data providers, such as USIS, that are working on agreements to access data on behalf of carriers?*

Michael Johnsen: I believe this is going to be the case—that there will be access. Now, the third-party providers themselves will not be able to see the data. It will simply be a “pass-through,” so they will not actually access or be able to see the data. The only people able to see this data are the drivers themselves of their own

record, or the motor carrier that is hiring the (driver). I think that is important to state. So, even if there is some work through with a third-party provider, such as the big data warehouses out there, or other arrangement, that data warehouse will never actually see the data. It will be just a "pass-through" through their Web site, if all the proper security is in place for that provider to even be able to do so.

**Question:** *If we sign up for this program, get the consent from the driver, and potentially hire the driver, will his consent form will that need to be kept in a DQ file or personnel file?*

Michael Johnsen: Where the consent will be kept? I would imagine there is probably some type of retainment [*sic*] of that document to ensure that that was released properly. That would be my guess. I am not 100 percent sure on that. Certainly, that is something I will take down as a note and add to our frequently asked questions. I would imagine that if an audit was performed and we asked your company to provide evidence, then you would have to have that document. I am just trying to think of the time length you would probably keep that for, if I could give that to you. It would have to be kept in some type of secured location—and that is the important part—so that if you had some type of locked or secured location for that driver consent, each time a record comes up—I can add this in here to this question—each time a request is made, a driver has to sign a new consent for each time they release their information. So the driver does not just sign one form and anybody can get their information that they say, or they supposedly say. They have to sign that form every single time. Drivers will keep that in a secured location. I am not exactly sure for how long. I will check that out and we can add that to our FAQs.

**Question:** *Going forward, as the system is utilized, what would be the attitude of FMCSA as far as the availability of this system and carriers not using it, and also, will they know going in ahead of time of a compliance review that the carrier has access to the system so the record should be there?*

Michael Johnsen: I do not think FMCSA is going to have tallies or a naughty or nice list about carriers using this. We certainly are going to be interested in the market penetration for the usage of this system from a technical standpoint to try to observe how—hopefully, to see how this is affecting safety in a positive fashion. We will provide audits of, and have reports from NIC Technologies about what companies do use this. At this point, there is no plan on—it is a voluntary program. It is not going to be calculated into any type of algorithm for determining compliance review or safety-fitness determination. We have not even discussed that, actually, but that is an interesting concept you bring up. But at this point, no, we have do not have any kind of plans to integrate that into safety-fitness determination for a company, or to see if a company is using it before performing a compliance review. When we come in to perform an audit to make sure the signatures are there, then obviously, we would be

targeting companies that have used the program. That is the only plan at this point.

**Question:** *If you are a non-motor carrier without a DOT number, will you be able to gain access? Because we just hire drivers.*

Michael Johnsen: In your case, you are a company that performs pre-employment screening services for the motor carrier industry. If you are in the business of hiring drivers, like a temp agency or something, and you approve them, or you do that for motor carriers or something like that, then yes, you would be able to have this system and enroll in the system. You are an entity that is performing pre-employment screening of potential new-hire drivers. That is how the language in SAFETEA-LU is written. The way the motor carrier industry and the way hiring are set up, it is complicated. It is not just the driver applying to a motor carrier. There are companies that provide these pre-employment hiring processes for the industry and they would be included.

**Question:** *Is there a specific form that drivers will have to fill out?*

Michael Johnsen: This will be your consent form. We have a template available to motor carriers that can be used. You will probably be seeing pretty much the same form. I have not seen the form. I actually have not seen the form, so I cannot tell you exactly how it is laid out. Essentially, the main component of it is you provide a written signature providing your consent to have that information released to the motor carrier or to that company providing the hiring service.

**Question:** *Will FMCSA need to verify a driver's consent?*

Michael Johnsen: The way we will do that is through audits and checks and a variety of methods like that. As you know, the industry is rather large. I think there are 7 million or so CDL holders out there, lots of commercial drivers. We would not be able to verify each and every one, but by performing audits and being strict about that, that is how we are going to enforce that. There are also other mechanisms in place that help protect the security of this information and data from being disseminated or released in a wrong fashion. We try to have a multi-layer approach to security in this. We take that very, very seriously.

**Question:** *I am looking at the blanket driver authorization form related to the PSP. This authorization goes way beyond anything Congress intended. It authorizes much more than simply looking at data obtained by FMCSA. Will this be modified or will FMCSA allow motor carriers to use the PSP authorization to go on a witch-hunt? This form is outrageous and has nothing to do with... and it goes on.*

Michael Johnsen: I think what this question is relating to is the form—the authorization. This authorization form does comply with the requirements that this program has been authorized by Congress to set up and does not extend beyond that. We will certainly take a look of that in case there is something wrong, but I cannot

see how FMCSA is performing some type of witch-hunt through this consent form—apologies to the author of that question. We are trying to be very serious here and provide a service that Congress is requiring us to do, and trying to do it in the most productive fashion for the drivers and the motor carrier, and to protect this data. The last thing FMCSA wants is a bold headline about this data being released. We take that extremely seriously. That is one of the reasons why it has taken so long to get this program together. Because there are numerous layers of protection built into the system, in some ways it exceeds much more than when you order something off of *Amazon.com*, and that is your financial information and credit card information going through that system. I do not want to get into specifics and the techno-boring details, but we do a lot of stuff. We certainly can take a look at that again in case something slipped through, but these forms and stuff are how we approved them and have requirements about what needs to be on that.

**Question:** *You say it is free, but the agreement says \$10 per search and they are asking for monthly billing information.*

Michael Johnsen: I said it is free for the motor carriers to enroll. When the motor carrier is going through the actual data dissemination process and they are using this system and purchasing this service, there is a fee structure. You can either do it per record at \$10 per record, I believe. It depends on the size of their carrier—you can have a subscription fee of like \$25 for a carrier with less than 100 power units, or \$100 annually limited to 10 users per large direct 100+ power-unit carriers. There is a fee structure in the frequently asked questions that explains a little bit more.

**Question:** *Will third-party compliance managers have access to carrier approval?*

Michael Johnsen: The carrier does not—oh, with carrier approval. If a carrier is contracting out their hiring services, then that company is, again, the company that is providing the pre-employment hiring services. That is the company that actually transacts this and does that. I am not sure if that answers that question. It is a little obtuse.

**Question:** *Does it cost a driver to get his record?*

Michael Johnsen: There are a couple of ways the driver can get their record at this point. They can go straight through FMCSA and through our Freedom of Information Act (FOIA) office. I am not sure what that the charge for the FOIA service is itself. I think the PSP program itself will have that ability too, which will be a lot faster than going through FMCSA. I think they are looking at a \$10 record fee to look at it. I would say it might be something where you want to take a look at that—if you are going to start applying for new positions, you might want to take a look at it, or if you just wanted to double check your data for the first time, that might be a good way. Like I said, you can go through it a couple of ways.

**Question:** *Two things: first of all, the chat box has been removed from the Web site, so I could not type in the question. My question is, whenever a driver does question something that is on their record, is there anything that is noted on that offense that notifies a potential future carrier that they are investigating a charge that has been put on their PSP record?*

Michael Johnsen: I think I understand the question. Are you saying that if a motor carrier is checking, if they get a copy of your PSP file, your driver record, does it have any information that somebody else is looking at their driver record?

**Follow-up:** *No, just that that driver of has gone back and questioned a charge or a crash that they were not involved or whatever.*

Michael Johnsen: Oh, okay. It is very similar to like a motor carrier when they challenge through the DataQ system for their SafeStat file. So, sometimes that information is noted that there is a request pending. They try to get resolved—I think if there is a question about that data and you have that record, that is something you can discuss with the potential motor carrier. I think, I can double check on this, but I am pretty sure that the DataQ system notes that there is a challenge on one of the data items. I am not exactly sure how that works, but I can get back to you on that. I think actually, if you go to the FMCSA's Analysis and Information online where the DataQs Web site is, through the presentation here, I think it does actually tell you how that system works. I would actually refer you to double-check that in case I was inaccurate in answering your question. That is the type of thing where we try to get those resolved fairly quickly for you and we have timelines as to how we get the DataQ issues resolved. I think, the bottom line, we want to make sure that data on that record is accurate.

**Question:** *In regards to the information, how often will that information be updated? Will it be updated on a daily basis? A weekly basis? In addition to that, as it relates to the 5 years of crash data from the State, will that be all types of crashes? DOT recordable crashes only? Or what type of crash data will be included?*

Michael Johnsen: Great. Excellent question. The way that works is—just to kind of walk you through a piece of that data that gets into the MCMIS system, let's say a crash—this would be a crash associated with your professional driving time. It would not be personal crashes; personal crashes do not make it into MCMIS. These are just ones for regulated drivers that we regulate. A crash occurs, and I will make this very clear for all motor carriers listening, the crash data just indicates the driver was involved in a crash. We do not talk about fault. It is just involvement in crashes. It is an exposure metric. That is all we can really use right now. The crash occurs and the officer at the scene types up the report. They have a certain amount of time to submit that into the MCMIS file. They submit it into the MCMIS file and then every month, and we may increase this frequency, FMCSA takes a slice of this data and arrays it so we

can search by driver characteristic—and that becomes the DIR file. We update the DIR file periodically. Then that DIR file is essentially what has been forwarded to the contractor to use in the PSP. The contractor is required to use that new file when they get it and implement those changes. Technically, some of the data could have a delay. You could have a crash yesterday and then go apply, sign your form, and then a week later, the PSP submits a document and that crash would not be on there because the State has not even reported it yet. There are delays, but this is what Congress asked us to release. This is the best data we have, and it certainly is a missing piece of data that folks can look at, because you are looking at a 5-year crash and a 3-year inspection. That should give you a fairly good timeframe for drivers who are... If you have a driver that frequently violates these regulations, or is frequently being involved in crashes, it provides that kind of information to the potential hiring company. Does that answer your question?

**Follow-up:** *Yes, to the extent that I understand you indicated the DIR updates information periodically. And I understand the delays with the State in getting information, but will your system be updating that information as it becomes available to you, or will the system only go out, let's say, once a week and update what is out there at the time?*

Michael Johnsen: FMCSA provides a cut of the MCMIS data, runs it through an algorithm, which takes all night because it is a really large file, and then we will submit that file to NIC Technologies to have that incorporated into the PSP program. It is a very quick turnaround. As soon as we get that data file—the DIR data file—and I, myself, as an FMCSA employee, can type in a driver's name and look at the DIR file, then file will be available to the motor carrier industry providing pre-employment screening services. It is as fast as we can do it, essentially. We will certainly look at ways of speeding that up, and that is certainly a topic that we look at through our IT systems.

**Question:** *Could you clarify—I understand that it is not going to denote preventability/non-preventability/type of thing in the crash. Are those going to be DOT-recordable-only crashes?*

Michael Johnsen: It is crashes that are reportable into the MCMIS system as required by those procedures for a crash. Personal crashes are not recorded. If you are a professional driver and that crash occurs, and I think there are definitions of what that crash is for it to be reportable, yes. If it is required to be reported into the MCMIS system, those are the crashes that will show up.

**Question:** *Can somebody else other than a motor carrier get access to the system with the approval of the driver?*

Michael Johnsen: No, but of course the driver, if they wanted to, they could get a copy of their PSP file. Once they have a copy of it they can give it to anyone, their aunt, their uncle, they could fax it to the nation if they want to. That is their choice

at that point. No, if you are not the driver, you cannot get that information unless you are providing those pre-employment screening services, or you are a motor carrier looking to hire someone. It is very clear in the statute and we really draw the line tight with that. We are not going to let anybody have this information. It has to be that specific definition.

**Question:** *When will the driver's safety-measurement system be rolled out?*

Michael Johnsen: I think you are referring to the CSA 2010 driver safety-measurement for the whole new safety-fitness determination. I am not exactly sure. I have been so focused on the pre-employment screening part, I have not been able to keep up with that. You would have to check on our Web site for whatever information is for that. They use accessing information, but they are for totally different purposes. They are kind of unrelated programs.

**Question:** *Will the points show up on the Web site inspections?*

Michael Johnsen: No, that is like moving violation information. That is not in here. Essentially, this is just the inspection. So, if you have a roadside inspection and you are cited for a headlamp out or something like that, that that will show up. We do not have any information here that if you are actually convicted of having the headlight out. This is just the crash and inspection data. It is the same information that we used for the SafeStat scores and the new safety fitness determination. It is that information. We do not get that CDLIS conviction data in the system. That is not included.

**Question:** *Will the crash data be screened for preventability?*

Michael Johnsen: I bring that up again, just to say, to repeat this, again and again, I cannot repeat it enough, the crash data it is simply if the driver is involved in a crash. It is not dealing with preventability. We do not make that call in this database, in this data at all.

**Question:** *How long after the inspection, will it take for the data to populate the new system?*

Michael Johnsen: We kind of touched upon that; it depends on how quickly the State uploads it into the system, so there could be a delay of a couple months.

**Question:** *Are all States enrolled to record data? If not, who is not enrolled?*

Michael Johnsen: I am pretty sure all the States report data into MCMIS. Yeah, yeah all the States are. We actually have a whole Data Quality Improvement Program that you may be aware of if you are a motor carrier, and especially if you are a State, you are well aware of our map that shows the progress of States. We keep ratcheting up the quality of data. I would say, since 2003, the data that we have been getting reported from States has increased tremendously—the quality, the timeliness and accuracy have all increased. We actually had to set

new standards for the States because they were exceeding them, and everybody was doing so well that we upped the ante. We will continue to do that. So—data quality has gotten a lot better, and I am really happy to be able to say that, because they have worked very hard with the States and the States have put in a tremendous effort to make that happen. That makes a system like this reliable.

**Question:** *Any thoughts about making the service available to the insurance industry?*

Michael Johnsen: We have had this request, but unfortunately, we have a lot of the security and privacy concerns that we deal with this data. There has been a tremendous effort even to figure out how to release the information. Even before SAFTEA-LU and Congress asked us to do this, we had looked at this and had run into roadblocks about providing the information at all. When Congress authorized us to do that, we tried to work around the most secure fashion possible, and the release of this information can only go to the folks it is required to go to. It cannot go to anybody else.

**Question:** *Elaborate on the inclusion and non-inclusion of conviction data.*

Michael Johnsen: Conviction data is a little bit harder for FMCSA to get a hold of. It is held in different formats, and different databases, and with different requirements on it. At this point, the PSP is only concerned about in any near future that I can see; we are only releasing the information that is in the MCMIS system right now to the PSP. We do not even have plans to develop—we do not have plans to develop any more data into these systems at this time.

**Question:** *Does the information have to be disclosed under a subpoena or discoverable under court claims?*

Michael Johnsen: That is a legal question and I am not a lawyer or I would be making \$400 an hour. You might consult a legal expert on that. I would not be able to answer that and how this data is affected by that. I am not sure how it would come up. The appeals process for the driver. I think you are referring to appeal process or let me take a guess, for the DataQ system, maybe? There is a whole process if you challenge any of the data that—you have a process it goes through. The data goes to the originator and they have a process for confirming how they deal with that.

**Question:** *We were wondering how many authorized users a carrier would be allowed once they enrolled in the program?*

Michael Johnsen: It looks like—I am just going to look at the fee schedule. I think I am answering your question. It looks like they have 10 users in each of the companies. So, obviously, large companies may have multiple people who do this screening for the company who hire folks for the company. I am sure companies have divisions that deal with their human resources and hiring these folks. It looks like there are 10 authorizations. I do not know if that is

enough for you guys. Do you have a large company that you would need a lot of folks you have a large HR division in?

**Follow-up:** *No, there are just two of us that process driver applications.*

Michael Johnsen: Then you would both be able to use it.

**Question:** *Is this really going to boost safety at all?*

Michael Johnsen: We think it will, yes. Motor carriers have actually been requesting being able to look at information to select the safest drivers. I think this is what potentially could happen here—we will certainly take a look at this when we have plans to evaluate this for safety impacts. Since motor carriers will be able to select what they may consider safer drivers or assist their selection of safer drivers with this information, they may be able to—those drivers may be able to command higher salaries. So there is a motivation to be safer. If the drivers are also cognizant of the fact that these crashes or inspections might affect their ability to get jobs elsewhere, they might take a little bit more care about that. Certainly, I know the situation is more dynamic. A driver may push back a little bit more if a dispatch says no, drive beyond your hours-of-service to get that load delivered. We are hoping it does increase safety. We think it will and we will certainly be looking into it and see its impacts on safety performance of motor carriers. Since I am in the Analysis Division, we have spent a lot of time trying to look at the data, and see what we can learn about the data for safety purposes, and increase the safety while minimizing costs to the industry to do so.

**Question:** *Has it boosted any of the safety ratings in any of the trial States?*

Michael Johnsen: We have not had this in the trial forum. You might be confusing that with the CSA 2010 safety fitness determination, which has had some trials. I am not sure what those results are yet, or if they are complete. This system is brand new and has not been released anywhere. When this data starts flowing through this system, you will be aware of it. It will probably take us a year or so to start looking to see what kind of effects this will have on the motor carrier industry.

**Question:** *Is there a specific release form or a standard release form?*

Michael Johnsen: We have provided to motor carriers a template for a release form. I think it can be developed slightly. Certainly, a motor carrier can ask as many questions they want to in order to hire them. We do not regulate carriers like that, in that kind of capacity. What we are looking for on that consent form is simply that the driver is who they say they are, and that they allowed their information to be released to the motor carrier in the PSP program. So, if a motor carrier has a number of other questions on it, that is probably just part of their application. I imagine that motor carriers may adopt this, or include this, or incorporate this into any kind of standard application forms or other

questions they would ask a potential new hire. Certainly, if they want this information, they have to do it. We provide a template, but it can certainly be modified to how the motor carrier would like to see it.

**Question:** *Will an electronic signature be allowed as a driver's release for a company that uses a Web-based driver application system?*

Michael Johnsen: I am pretty sure that we require a written consent on this, so I think that this will be—the motor carrier will collect a piece of paper with the driver's written signature on it. I am pretty sure that is how that is going to work.

**Question:** *If the driver brings his own PSP record for the employer, will there need to be a signature release?*

Michael Johnsen: No, because that driver already has that information. If you are a driver and you get your record from the system, like I said, you can send it to—you can put it on you Facebook page, you can send it to your Aunt Mary; you can do anything you want with it. You can just take that with you. If you get a file with it, you can take it to the carrier and say, "Here is my pre-employment screening file. I got this 2 weeks ago. Here is the format and the information on it." If the motor carrier deems it acceptable, then they can work it out that way. If the motor carrier wants to go ahead and pay for it again, then the motor carrier can go ahead and pay for it again, but if that is the case, then the driver will have to provide that written consent. The driver provides that written consent every single time that information is released. Once the driver has the record, they can have that for awhile and offer that if that will be acceptable to the motor carrier. Certainly, the motor carriers may have standards that they do not want a record that is 6-months old, but that is certainly up to the motor carrier's discretion to do that. Yeah, you could certainly bring it. We want the market to work that out.

**Question:** *How can carriers be sure that the PSP record drivers bring are valid?*

Michael Johnsen: That is an excellent question. I just pulled that off the questions here. That is why we provide the system to some degree, is that the motor carriers, they want to have a valid—the driver wants to have, to be sure they have, a valid record, or the motor carrier wants to have a valid record. They can go through the PSP program and confirm they have a valid record from the driver. That would be one thing. If the motor carrier agrees to have a record that the driver brings with them, that is possible. That is a good question.

**Question:** *When a motor carrier is looking up a driver in the PSP, how is that tracked—how is that driver tracked? Are they going to use a driver's license number or a social security number?*

Michael Johnsen: The social security number will not be used. That is one piece of information that we have kept out of this system. That is an excellent example of how we are trying to do this with minimizing the PII information. The motor carrier it

does not actually get to look through the drivers. The motor carrier will be provided the record of that specific driver using data elements from the driver that the driver authorizes to be looked up and be provided. So, when the driver is applying for the job, they are going to be providing information to the motor carrier, to the person conducting screening, pre-employment screening services that will be able to be used in the PSP program to look up records just for that driver. We have a number of data pieces that can be used to do that. So, that hopefully answers that question. It would include driver's license, name, obviously, date of birth, and State that the license was issued in, and we have been able to find out that using several pieces of data that we can accurately pinpoint driver records within the file. Certainly, if there is any kind of information that gets returned on the record that—maybe another driver somehow—a record that is erroneously added to one driver's record file, that would be something we could challenge through the DataQs and get removed from the record file.

***Follow-up:*** ***To follow up on that, what if the driver does not give a previous license number?***

Michael Johnsen: They would have to have a commercial license because I think if they are getting a job with a motor carrier—

***Follow-up:*** ***Yeah, but if they change licensed states—so, if they came from Washington to Montana, so now they have a Montana CDL, but their old one is in Washington and they did not disclose that.***

Michael Johnsen: I am not 100 percent sure how to answer that or how that is recorded. The driver has to give the motor carrier some indication of who they are, so we know who they are. I guess if they are going to hide their prior experience, that might be difficult to track down. That is something I can certainly look into. We probably have a process in place, and I just may not be aware of how to handle that right now. That is a pretty detailed question, so I can look into that a bit. I think if the file—we may be able to trace that. Actually, in order for the driver to verify they are who they say they are, we are using Lexus Nexus. That is a really large database of a lot of consumer data and stuff like that. For the driver to confirm who they are requires several pieces of data. That will probably be able to help catch and things like that. Yeah, you have a number of different questions that are asked through the process that confirms identity. That is perhaps one way of addressing that question or your concern.

***Question:*** ***What is the relationship between PSP and CSA 2010?***

Michael Johnsen: I have kind of touched upon that, but since it has come up a couple of times, I just want to clarify again that these are two different programs. They rely on similar data. The MCMIS data is similar between the two, but the programs are used differently. The CSA 2010, just to give a high-level overview, is kind of the SafeStat version 2.0, if you will. It is the way FMCSA tries to identify

poor performing carriers for compliance reviews for enforcement action. This is a system that takes that same data that tries to create a driver history profile so when a motor carrier wants to hire a driver, they are able to see what the crash and inspection data is. So if a driver is new and has a brand new CDL, has never worked before, they will not be in the PSP file. There are a lot of drivers that may not be in the PSP file. You would have to have a crash or inspection in order to even be in this system within the last 5 or 3 years. Here is an example for how motor carriers might want to think about how they would use this information. You could have two drivers that, when they are typed into the PSP system, come back with a null result—there is no record for them. One driver might be a veteran driver, of 25 years with a spotless record, and may not have had an inspection in the last 3 years and never had a crash, and the other driver might be brand new, never has—has 0 miles under their belts. The motor carrier is going to want to look at a number of pieces of information and, in that case, the veteran driver would probably be a better choice for hiring as far as safety goes, because they have a great record as far as no crashes in that case. Certainly, this is only going to be one piece of information that folks and that motor carriers can use in making their determination for hire. I would not recommend a motor carrier give a thumbs up or thumbs down strictly on this piece of information that they received. There are a number of pieces of information received on drivers and they should continue to look at it like that.

**Question:** *What is the difference between the PSP data and a driver motor vehicle record or MVR?*

Michael Johnsen: The motor vehicle record—that is where you have speeding tickets and things like that. The PSP data is just simply the inspection data and the crash data. I cannot say that enough. It excludes other data sources and other databases that an MVR might pick up.

**Question:** *If we employ a third party to collect our background information, will the third party be able to access this information on our behalf with a signed release from the driver?*

Michael Johnsen: If that third party is performing your pre-employment screening service that is what comes down to as who is allowed to see this information. There are companies, again, that provide this service to motor carriers. The motor carriers themselves do not actually screen and hire the driver, if you will. They get their recommendations from a company that does that, who has, maybe, a large pool of drivers that they are providing, especially if you have a large company or something that might actually contract that out. That company is performing that pre-employment screening service and they would be the ones to look at this data.

**Question:** *What format will the data be presented in? I am concerned about being able to retrieve it and show that we actually did retrieve it. Even though it will not be the sole determinant in the hiring decision, it would be something used in inform a hiring decision. I think there would be some EEOC requirements involved in that, wouldn't there?*

Michael Johnsen: What kind of format—you mean like—

**Follow-up:** *Will we be able to download it? How will we see it and what will be included in it? Presumably, since this is MCMIS driven, there will be all kinds of things that show up there that do not have any—the guy gets an inspection because he was pulled over for speeding, but they do not convict him for speeding. Otherwise, he has a clean inspection, but it shows up big in the carrier. Will it show up comparatively big with the driver?*

Michael Johnsen: The MCMIS data just shows the inspections and there is no conviction data in it. It is just the crash and inspection data. It is made available through an electronic format, so it is provided electronically. I think, actually I remember seeing that answer in the frequently asked questions. I am trying to look through them right now to see. I think, it is an HTML and maybe a PDF format are the two formats it is available in. You would be able to get that; it would be an electronic thing. Now, obviously, if the driver brought it in, it would be a manual copy.

**Question:** *What about flagging no-fault inspections or zero-defect inspections?*

Michael Johnsen: That is how it would show up in the MCMIS data. I would have to go back and look. If you had an inspection, if there are no violations or nothing found wrong in the inspection that is observed, that is how it is observed in MCMIS. Usually when I am looking through the information, I am trying to find drivers that have a number of hours-of-service violations, or log book violations, for example' so I will look through and search for drivers that have those citations and those actually cited violations in the records. I am not exactly sure how it works if there is nothing found. I would have to get back to you on that one. [Editor's note: The inspection is recorded in MCMIS with "no violations found."]

**Follow-up:** *It will only be helpful for both the carrier and, I think, the driver's eventual rating when that new system for that comes on.*

**Question:** *If a person is in the PSP system, how long did they remain in the system?*

Michael Johnsen: There is a little bit of redemption in this because the crash data is kept for 5 years and the inspection data for 3 years. That is a good one. I like that concept because if a driver starts off or has a rough spot in their career, they know that if they keep driving safely and focus on safety and bettering their driver performance, over time, those inspections and those crashes will disappear from their record. So that gives them an incentive to try to always

improve. I really like that. I think that it is an important aspect because we are not trying to play a "Gotcha" game. We need to get these goods and services moved around our country. We need to do it safe. We need the drivers on the road and we want to provide incentive and ability for them to be safe drivers and minimize their crash instances. Minimized crashes are improved efficiency for the company and the drivers themselves, and no one wants anyone to get hurt out there. So, yeah, essentially, yeah, 5 years for crashes and 3 years for inspection data. That is the time limit on both of those. That provides the drivers the ability to improve themselves, and eventually that shows up on their record that they were good to employ with.

**Question:** *Recognizing that the PSP and CSA 2010 are different, I still need clarification on the point system. The CSA 2010 was developed to assign points regardless of convictions, although on one side of violations. Will those points be put into the PSP program?*

Michael Johnsen: No, the PSP will just simply show the data. The CSA 2010 program and the safety-fitness determination has algorithms and weights, and things like that for violations. Some violations are more erroneous or worse than others, so they are weighted differently. That is all within that system there to try to assess driver/motor carrier safety determination. The PSP is simply just the data. I think in some ways, we want to try to present the data to the motor carriers and let the motor carriers determine how they want to interpret that information with the caveats that just because they were involved in a crash, does not mean they were at fault for the crash, or full force, or full fault for the crash. Usually crashes seem to be partial fault of both parties a lot of the time. But in any event, we are just presenting the data. It is not in the way the safety-fitness determination or the CSA 2010 program does it, where it tries to weight information. It is kind of like what our safety inspectors see when we pull up the Driver Information Resource, or to look at a particular record of a driver in the MCMIS system.

**Follow-up:** *A follow-up: will the violations—I am sorry, the roadside inspection information—be in the PSP? Will they have the dates of the inspections so that a carrier can tell trends of drivers?*

Michael Johnsen: Yeah, exactly. You will have the date of the inspection and the general information—any problems that were found during that inspection—obviously, the crash too, the information about that crash, the date, location, and injury or fatality status, and things like that. So that information that we get into the MCMIS system, where it is simply turning around, out to the motor carriers to provide. That way, I think it also helps to provide a dialogue if you are hiring somebody to talk about these trends or issues, and, "What happened here? What was this?" And that kind of thing. Hopefully that is what it helps develop—more of a dialogue—and gets people concerned about their records and safety files.

**Question:** *I wanted to know why the reports were being restricted on current drivers—why a carrier cannot pull that data on the current drivers.*

Michael Johnsen: A motor carrier will actually be able to see this information on drivers employed with them now. If you were to go over to the SafeStat Web site on Analysis and Information online, A&I online, and look up the SafeStat module, and type in your DOT number and your pass code, and you get that information, you are seeing information strictly on your company's performance. So if you have 10 drivers, you will be able to see their inspections and crashes as they pertain to your company. What is different about the pre-employment screening data, or the Driver Information Resource data, is that this data is specific to the driver. The way our MCMIS database is set up is to be carrier-centric, so when we search the data in MCMIS, it pulls it up by carrier. That is why we had to take a cut of data, run some algorithms and create these driver profiles—so we can search it by driver. What you will get as a motor carrier looking at a potential new hire if you use this system is that driver's performance over whoever they were employed with over the last 5- and 3-year calculated crash and inspection data. It is tied in to the driver, not the motor carrier. You, as the motor carrier, can now go in and check your driver's performance. I think we also have the Employer Notification System, which updates carriers on the performance of their—safety performance—of their drivers, which is also available through the FMCSA Web site if you want more information on that program as well. You can certainly see your driver's crash and inspection data through the SafeStat Web site and get your SafeStat file.

**Follow-up:** *And that same 3- and 5-year history?*

Michael Johnsen: Yeah, 5 years for crash and 3 years for inspection.

**Follow-up:** *And there is no charge for that?*

Michael Johnsen: How does that work? What is that report called? I think you can get a report, I think through, you can go on to A&I online Web site and actually just view it. I think you can download it on there. Then they have the motor carrier reports. There are a number of ways for motor carriers to get that information. I think when you look at it on your SafeStat information. I think you can see all that information there, if I am not mistaken.

**Question:** *Whenever a carrier accesses the PSP, it would show them the inspection and not necessarily the violations, but it would show the entire inspection, is that correct?*

Michael Johnsen: Yes, and citations. No violations; no convictions; I am sorry.

**Follow-up:** *Right, no convictions, but every violation that may have been cited on that inspection report.*

Michael Johnsen: Exactly. It is important for carriers to realize, certainly, many times that you may know that you could be cited for something that winds up not resulting in a conviction. Either the officer was misinformed or was mistaken. They usually are correct, sometimes they are not and result differently when the other branch of the Government—the judiciary branch gets its shot at it for the court. So, yeah, there is no conviction data, it is just what is being cited at the roadside inspection.

**Question:** *Are there any plans to include positives on drug and alcohol screenings required?*

Michael Johnsen: At this point, no. We are trying to get this information up. We have this system that is required by statute and by Congress to do this. That would be a considerable effort and certainly we would have to, in order to be able to do that, there are a number of hurdles we would have to look at and overcome to do that. So, that is not pending at any point right now. Certainly, there is an idea of wanting to get the information about drivers in concise environments, databases, and this kind of one-stop-shop approaches for looking at data that is required to be released to motor carriers. Some of that drug and alcohol testing data, I think is supposed to be released to the motor carriers, but at this point we do not have any plans of incorporating that in the PSP. Right now, what we are presenting is kind of what you can expect from the PSP unless something major changes in the medium- or long-term.

**Question:** *If we have a driver that is currently in our fleet that has been with us 4 months, if he signs off on it will we be able run it through the PSP as well?*

Michael Johnsen: If he is in your system 4 months... This is really for pre-employment screening. It really cannot be used for existing—that probably ties into the previous caller's question. If you have a driver that has been working for you, as you said, 4 months and you want to see what his other history has been, this really is not the system for that, because this system by definition is for pre-employment screening. So if he is already employed with you, then you cannot force that person to—you will not be able to use this system to get that information from it. The whole purpose of this one is prior to hiring, not a post-factor. You can certainly—you will be able to trace that driver's performance with your company. It is pretty specific to pre-employment screening processes. That is what we are confined to in this program.

**Question:** *Are roadside inspections that reveal no deficiencies also included in the report?*

Michael Johnsen: Yeah; that is kind of similar to the last question. I would have to look at how MCMIS records an inspection that has no citations in it. [*Editor's Note: The inspection is recorded in MCMIS with "no violations found."*] I would have to see how that pops up. It may pop up as an inspection with no citations and no violations in it, and that is good news. The reason I do not know that is that

specifically, when I am looking, I am always trying to do some analysis on trends and citations, and trends and violations. I am searching the back of my mind; I am actually looking at that screen, looking at the lines where I see the citations. It may actually say that it shows that you had a roadside with no—nothing wrong found. I will double-check that just for my own edifies [*sic*], as well.

I think with that, we have run out of time. I want to thank everybody for joining in and I will turn it over to Kirse. She probably has some ending comments and information for you folks.

**[1:23:23]**

Kirse Kelly:

Thank you all so much for participating. This does conclude our webinar, but before you sign off, we just ask that you complete the evaluation you see on the screen, and we welcome your comments about this webinar and your suggestions for future webinars. Please note, we are very sorry we could not get to all your questions, but we are going to review those that were typed in and for the most common question, we will make sure to put those on the frequently asked questions page. You also have the contact information for Michael Johnsen and Arlene Thompson if you have more specific questions. So, go ahead and e-mail those to us.

Now, we just wanted to let you know that we will be doing a webinar on April 14 on the Integrated Vehicle-Based Safety Systems Program, or the IVBSS program. It is the heavy truck skilled operational test preliminary results. That webinar will be open for registration during the next week. So, please go ahead and check our Web site at [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov) to register for this and other webinars in the future. As I said, that will be open for registration during the next week. You can also take a look at the FMCSA ART Webinar Archives on that Web site. Previous webinars from 2007–2010 are posted online and many include presentation, audio, transcript, and video files. We are going to continue to send out announcements of future webinars, so if you are not yet on the e-mail list, please put your e-mail in here under suggestions, or you can contact me at [kirse.kelly@dot.gov](mailto:kirse.kelly@dot.gov) to request that your name be added to our list. This concludes our webinar, and once again, thank you all for participating and thanks also to Jeri, our phone operator. Have a good afternoon.

**[1:25:44]**