

PRISM Technical Announcement

Subject: Removing MCSIP Steps 3, 7, and 22 from the PRISM Target File

Date Sent: July 21, 2015

Background

Originally, the intent of the Motor Carrier Safety Improvement Process (MCSIP) was to monitor carriers in a safety improvement process. Monitoring was to be accomplished by “targeting” the carriers for increased data collection activities, i.e. roadside inspections. The carriers would then be removed from the safety improvement process and the PRISM Target File once their safety status improved.

In 2010, MCSIP was replaced by FMCSA with the CSA program: Compliance, Safety, and Accountability. Since then, FMCSA has not maintained the MCSIP Targeting Steps to match current programs and objectives. For this reason, a few of the MCSIP Steps in the PRISM Target File, 3, 7, and 22 are now obsolete. These MCSIP Steps are not being properly maintained in MCMIS and as a result, carriers are being placed onto the Target File that should not be targeted.

Change to PRISM Target File

As of August 20th, 2015, the PRISM Target File will no longer contain carriers/vehicles that have a MCSIP Step of 3, 7, or 22.

MCSIP Step 3 - Past Due CR

MCSIP Step 7 - Mandatory CR

MCSIP Step 22 - Compliance Review Complete

MCSIP Steps in the range from 52-68, that identify OOS carriers and carriers that have not completed the Biennial Update will be unaffected by this change. After August 20th, 2015 the PRISM Target File will only contain the records with MCSIP Steps in the range from 52-68.

In the future, there will be a Phase 2 to this initiative that will include the addition of a new MCSIP Step to identify CSA High Risk carriers. There is not a projected implementation date for Phase 2. PRISM States will be given plenty of lead time to implement the new MCSIP Step for High-Risk. No decision has yet been made on what number the new MCSIP Step for High-Risk will be.

Impact on PRISM States

Impact to the IRP Offices

There will be no impact to the IRP Registration processes with this change. Currently, IRP offices are only using the MCSIP Steps 52-68 to either deny or suspend registrations, and those MCSIP Steps will remain on the file as they are today.

Impact to Law Enforcement Agencies

Depending on the source of data used to Target vehicles at the roadside, there may or may not be an effect on current Law Enforcement systems such as License Plate Readers, USDOT Number Readers, CVIEW, etc. If the source of data is the PRISM Target File, no changes will be necessary since the records will simply be removed from the file. If the source of data is the PRISM Census File, or the CVIEW T0031, then a change would be needed to the MCSIP Step table to set the MCSIP Steps 3, 7, 22 to **Not Targeted**. Included below is the updated MCSIP Step chart with changes highlighted in yellow.

MCSIP STEP CHART – As of August 20th, 2015

Step Number	Targeted at Roadside	Deny Registration	Step Description	External Description for Web Sites, Inspection Software, etc.
0	N	N	Not In MCSIP	Not Targeted
3	N	N	Past Due CR	Not Targeted
7	N	N	Mandatory CR	Not Targeted
22	N	N	Compliance Review Complete	Not Targeted
52	Y	Y	Biennial Update not Completed	Biennial Update not Completed
53	N	N	Not Implemented – Placeholder for future new OOSO	N/A
54	Y	Y	OOSO – Imminent Hazard	OOS: Imminent Hazard
55	Y	Y	OOSO – Unsat/Unfit	OOS: Unsat/Unfit Motor Carrier
56	Y	Y	OOSO – New Entrant Revoked for Expedited Actions and Intrastate Out-of-Service	New Entrant – OOSO Revoked for Expedited Actions and Intrastate Out-of-Service
57	Y	Y	OOSO – Failure to Pay Fine for Safety Violation	OOS: Failure to Pay
58	Y	Y	OOSO – New Entrant Revoked for Expedited Actions	New Entrant – OOSO Revoked for Expedited Actions
59	Y	N	Intrastate Out-of-Service	Intrastate Out-of-Service
60	Y	Y	OOSO – Imminent Hazard and Intrastate Out-of-Service	OOS: Imminent Hazard and Intrastate Out-of-Service
61	Y	Y	OOSO – Unsat/Unfit and Intrastate Out-of-Service	OOS: Unsat/Unfit Motor Carrier and Intrastate Out-of-Service
62	Y	Y	OOSO – Failure to Pay and Intrastate Out-of-Service	OOS: Failure to Pay and Intrastate Out-of-Service
63	Y	Y	OOSO – New Entrant Revoked for Refusal of Audit/No Contact	New Entrant – OOSO Revoked for Refusal of Audit/No Contact

Step Number	Targeted at Roadside	Deny Registration	Step Description	External Description for Web Sites, Inspection Software, etc.
64	Y	Y	OOSO – New Entrant Revoked for Failure of Safety Audit	New Entrant – OOSO Revoked for Failure of Safety Audit
65	Y	Y	OOSO –Operating without Authority	OOS: Operating without Authority
66	Y	Y	OOSO –Operating without Authority and Intrastate Out-of-Service	OOS: Operating without Authority and Intrastate Out-of-Service
67	Y	Y	OOSO – New Entrant Revoked for Refusal of Audit/No Contact and Intrastate Out-of-Service	New Entrant – OOSO Revoked for Refusal of Audit/No Contact and Intrastate Out-of-Service
68	Y	Y	OOSO – New Entrant Revoked for Failure of Safety Audit and Intrastate Out-of-Service	New Entrant – OOSO Revoked for Failure of Safety Audit and Intrastate Out-of-Service
99	N	N	Carrier Out of Business	Not Targeted