
PRISM News

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Hot Topic -- New MCMIS

The new Motor Carrier Management Information System (MCMIS) was implemented on September 3, 2002. This web-based system replaced the existing mainframe MCMIS, which was shutdown on August 23rd.

Training for operation of the new system has been scheduled for the months of August, September and October and will thereafter be an ongoing part of the FMCSA training program. All users are required to apply for a new system ID and receive training. If you are a MCMIS user and have not received notice of the training, please contact Ms. Nancy Smalls at Nancy.Smalls@fhwa.dot.gov.

FMCSA recommends that a 5.5 browser be used to interact with New MCMIS. Although higher versions may work with the system, they have not been tested. Furthermore, FMCSA has found that Netscape may not support the new system.



New States on Board

We're pleased to announce that the States of North Carolina, Oklahoma and Rhode Island recently received approval of their PRISM Implementation Plans.

New Hampshire, Virginia, and West Virginia have also submitted a Letter of Intent to implement the program. New Hampshire received implementation training in May 2002.

There are currently 24 PRISM States. Five additional States have also submitted a Letter of Intent to implement the program.

MCS –150 date of last update

In our last edition, an article discussed the simplification of collecting the MCS-150 information. However, states have not yet modified their systems to take advantage of this change. As a reminder, the change provides motor carriers relief from providing

an updated MCS-150 to the state registration offices IF:

- the information has been updated within the previous 12 months by another state or through another fleet within the state, or
- the carrier updated the information on MCMIS directly with FMCSA within the previous 12 months from the beginning of the new registration year.

With new MCMIS, many more carriers will be taking advantage of updating directly from their offices.

The state just needs to check MCMIS to see when the last MCS-150 update occurred. If the date is within the 12-month period prior to the first day of the new registration period, then neither a new MCS-150 nor updates to the preprinted information on the renewal is necessary.

However, the update program for the renewal package must be modified to check for this date.

We encourage states to make the changes as soon as possible. Make it easy on the carriers; get rid of the paperwork and save a few trees!

Federal Operation Out-of-Service Orders

The PRISM Implementation

Committee has recommended that all PRISM states consider suspending registration for all three types of out-of-service orders issued by FMCSA. These include the following:

•Imminent Hazard

Immediate shutdown at time of the CR closeout.

•Final Unsatisfactory Safety Rating

Shutdown if carrier fails to improve a “proposed” unsatisfactory safety rating within 45/60 days.

•Failure to Pay Fines

Shutdown if carrier fails to pay fine or enter into a payment agreement within 90 days of a final agency order.

Quarterly Conference Call

The PRISM quarterly conference call was held on August 6th. Topics discussed included:

- **PRISM Briefings & Implementation Training Sessions** (noted in the state corner section)
- **New MCMIS Update** (See Hot Topic)
- **Volpe Center Secure File Transfer Protocol (SFTP) Site:** This PRISM hybrid will have the same file layout as pilot architecture, but the software will support FTP. CVIEW vehicle subscriptions

will also be available via SFTP. Volpe is currently developing the protocol. This should be available after November 1st.

- **MCSIP Step Enhancements:** FMCSA hopes to add more prescriptive steps to the MCSIP process to account for imminent hazard, Unsatisfactory/Unfit, and failure to pay carrier out-of-service orders. For more information, contact Bryan.Price@fhwa.dot.gov.
- **PRISM System Specifications:** The Volpe Center is updating the PRISM system specifications to include the hybrid architecture, CVISN capabilities, new MCSIP steps, and the replacement of the old VIP program with the CR vehicle process.
- **PRISM Education, Outreach & Technical Support:** Reviewed the PRISM Newsletter, the brochure templates, and reminded participants that technical support is available through Volpe at PRISMTECHNICALSUPPORT@VOLPE.DOT.GOV
- **Transponders on High Risk Carriers:** One of the downfalls of transponders is that only the “good guys” want to use them. FMCSA is evaluating the possibility of conducting a pilot project to evaluate the use of transponders by poor performing motor carriers in lieu of civil penalties. Comments may be directed to Doug McKelvey, FMCSA, at Doug.McKelvey@fhwa.dot.gov.
- **National ITS/CVIEW Deployment Showcase:** The next showcase is scheduled for Jan 28-30, 2003 in Las Vegas.
- **October SAFER 4.1 Release:** The File Transfer Protocol (FTP) will be available as an alternative to the IE mailbox, and CVISN states will be able

to participate in PRISM via CVIEW to exchange PRISM vehicle information using email, EDI, etc. The 4.1 PRISM web query capabilities will only be available to specific users, including enforcement personnel, and will provide targeted vehicle and history information. FMCSA is supporting use of XML in addition to EDI through its planned release of Safer 4.2 in March 2003, which will include the 150-update date field.

For a copy of the conference minutes, contact Susan.Alonzi@fhwa.dot.gov

Training Schedule

September:

.....MCMIS Training
.....Monthly SafeStat Training

October.....MCMIS Training

Pilot Update: Monthly SafeStat for CR Assignments

After the successful use and refinement of SafeStat during the PRISM Pilot, the FMCSA implemented the program nationwide in 1997. SafeStat has proven to be effective at identifying and prioritizing high-risk motor carriers for compliance reviews.

The FMCSA Enforcement and Compliance Division, along with 5 states - Colorado, Georgia, Kentucky, Michigan and South Dakota - began a pilot project in April 2002 to assess the field staff operational implications associated with updating SafeStat scores on a monthly basis. Particular emphasis is being placed on analyzing the viability of providing monthly "work-lists" to the division offices.

Thus far, the pilot is running smoothly and feedback from the FMCSA offices has been largely positive! An additional five or six FMCSA offices will convert to the pilot process in October.

For more information, please contact Bryan Price at Bryan.Price@fhwa.dot.gov.



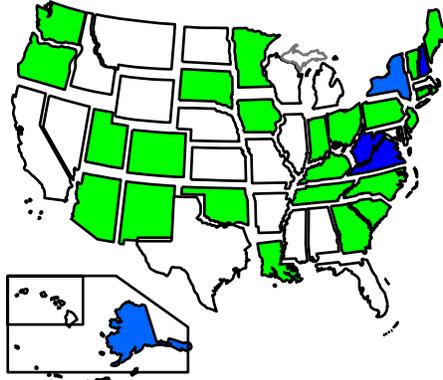
State Corner

Georgia's First Suspension of Registration under PRISM!

The first motor carrier to be issued an "Out of Service Order" since the implementation of PRISM in Georgia was found to have additional vehicles not previously identified. The motor carrier had reported having one vehicle under his control and would not produce documentation regarding his IRP registration. A thorough check of the records related to this carrier by the Georgia IRP showed that he had three vehicles registered under his company name and two additional vehicles from a leasing

company. All vehicles under this carrier's control have had their registration suspended by the State of Georgia as the company continues to be out-of-service.

PRISM WORKS!!



PRISM State
PRISM - Letter of Intent State

Other States' News

Alaska has submitted a letter of intent.

Arizona's revised Implementation Plan is under review by FMCSA. AZ will use CVIEW.

Arkansas has expressed interest in PRISM and the FMCSA PRISM Team visited the state to provide an introductory briefing in May.

Colorado, a pilot state, is fully implemented.

Connecticut will use CVIEW as the PRISM database.

Georgia implemented in December 2000. This year, the

State is scheduled to begin their transfer of vehicles for the target file.

Indiana expects to be fully implemented this year.

Iowa had a recent plate suspension for a failure to pay OOSO. They also implemented a process for enforcement to issue tickets for failing to turn in plates.

Kentucky expects to be fully implemented later this year using CVIEW as its database.

Louisiana is getting ready to kick things off later this year. FMCSA notification letters were recently sent to all LA based carriers to remind them that under PRISM carriers are required to provide their US DOT number to register vehicles.

Maine's full implementation of PRISM is scheduled for 2002.

Minnesota received implementation guideline training in July and recently submitted a draft of their Implementation Plan to FMCSA for review. MN will also use CVIEW.

Nebraska received a briefing from the PRISM Team in June.

New Mexico has been updating their Implementation Plan and is expected to submit it to FMCSA for approval in the near future.

New Hampshire submitted a letter of intent to FMCSA and received implementation training in May.

New Jersey has been finalizing their Implementation Plan and is expected to submit it to FMCSA for approval in the near future.

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New York recently submitted their PRISM Implementation Plan and grant request to FMCSA for approval.

North Carolina's PRISM Implementation Plan was approved in July and the State plans to use CVIEW. The North Carolina House Judiciary Committee also recently passed a bill giving the NC DMV the authority to participate in PRISM. The bill requires the DMV to refuse to issue a certificate of title for, and to refuse or cancel the registration of, a motor vehicle owned by a motor carrier that has been ordered by either the FMCSA or NCDMV to cease all operations if the continued operation of the carrier is found to pose an "imminent hazard". Furthermore, the bill also authorizes the DMV to prohibit the intrastate operation of a motor carrier that is determined to be an "imminent hazard" by the FMCSA.

Ohio's Implementation Plan has been approved by FMCSA.

Oklahoma received implementation guideline training in July. Subsequently, their Implementation Plan was submitted to FMCSA and approved in August. OK will use CVIEW.

Pennsylvania plans to submit information to the target file soon.

Rhode Island's PRISM Implementation Plan was recently approved by the FMCSA. The State has also passed legislation to enable suspension of registration based on a Federal order to cease operations and has done at least one suspension in conjunction with a FMCSA shut-down.

South Carolina plans to implement with this year's renewal period – 2002.

South Dakota's legal authority to suspend vehicle registrations in conjunction with a FMCSA order to cease operations became effective on July 1, 2002. SD also plans to use CVIEW.

Tennessee has been collecting MCS-150 information. Staff is now issuing USDOT Numbers as part of their registration process.

Utah will be using CVIEW when it implements PRISM.

Vermont received PRISM Implementation guideline training in July and is working to finalize their Plan.

Virginia recently submitted a Letter of Intent to implement PRISM.

Washington is in the planning stages for implementation of the PRISM requirements. WA is a strong proponent for using CVIEW.

West Virginia received a briefing from the PRISM Team during July of this year and recently submitted a Letter of Intent to FMCSA to implement the program.