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APPENDIX A. STATE LEGISLATIVE AUTHORITY: SURVEY FINDINGS

PRISM Statutory and/or Regulatory Implementation by State

States at advanced stages of PRISM implementation unless otherwise noted

State	PRISM Grant Allocation Date	Citation	Summary of Provision	Sanctions Authority Implemented*
Alabama	6/16/03	AL ADC 810-5-1-.400 & 810-5-1-.469	Under rules in state (Department of Revenue) administrative code, state can suspend or revoke registrations and license plates for commercial motor vehicles issued to any motor carrier that has been prohibited from operating by a state or federal agency under PRISM.	1
Arkansas	9/03	A.C.A. s. 27-14-308	State can suspend or revoke registration, title, or permit when registered vehicle is unsafe or owner is not authorized to operate by U.S. DOT due to safety violations.	2
Arizona	7/28/00	A.R.S. s. 28-5232 & neighboring sections	State can suspend or revoke registration if probable cause exists that continued operation by motor carrier constitutes a danger to public safety. Contains numerous references to suspension of registration, but none appear relevant to PRISM.	3
Colorado	Pilot state	C.R.S.A. ss. 40-10-22 & 24-4-104	State can suspend or revoke motor carrier's certificate of public convenience and necessity or registration after a hearing when holder has violated certain statutes, orders, rules, or regulations. Second section provides that license can be suspended or revoked after a hearing except when public health, safety, or welfare requires emergency action, in which case license may be suspended pending a hearing.	3
Connecticut	4/19/01	C.G.S.A. ss. 14-163d & 14-191	State can suspend registration or certificate of title in certain cases, but none appears relevant to PRISM.	3
Georgia	3/8/99	Ga. Code Ann. s. 40-2-89	State can suspend or revoke registration for any vehicle that is prohibited from being operated in interstate commerce by any federal agency pursuant to any federal law, rule, or regulation.	2
Iowa	Pilot state	I.C.A. s. 325A-23	State can revoke or suspend a motor carrier's permit or certificate for violation of certain statutes or rules or for persistent violation of safety or hazardous materials rules.	3
Illinois**	8/27/04	625 ILCS 5/3-704	State can suspend or revoke registration or certificate of title under numerous circumstances, including when state's secretary of state is notified by US DOT that a vehicle is in violation of federal motor carrier regulations and is prohibited from operating.	2
Maine	9/21/98	ME ADC 29-250 ch. 169 s. I; 29-A.M.R.S.A ss. 558 & 2458	Under state administrative code, state can suspend registration or privilege to operate of any motor carrier determined by FMCSA to be unfit as determined by an out-of-service order. Under state code, state can suspend or revoke operating authority and registrations if person fails to appear at a hearing to answer charge of statute violation. State can suspend or revoke certificate of title, registration, operating authority license, etc., after a hearing for any cause considered sufficient and without a hearing under certain conditions, such as when suspension or revocation is mandatory (required by federal or state law).	2

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State	PRISM Grant Allocation Date	Citation	Summary of Provision	Sanctions Authority Implemented*
Minnesota	9/17/02	M.S.A. s. 168.187	State can refuse to issue or revoke registration if vehicle is assigned to a motor carrier who has been prohibited from operating in interstate commerce by a federal agency with the authority to do so under federal law.	2
Missouri**	9/11/03	V.A.M.S. 226.009	State can immediately, without hearing, suspend or revoke a motor carrier's license, registration, certificate, or permit if the FMCSA or state highways and transportation commission issues an out-of-service order against that carrier. In such a case, the motor carrier is required to immediately surrender all license plates, motor carrier licenses, registrations, permits, and other credentials.	2
North Carolina	7/25/02	N.C.G.S.A. s 20-381	State can set safety standards for motor carriers and enforce state law and federal safety and hazardous materials regulations. State can determine the safety fitness of intrastate motor carriers, assign safety ratings to them as defined by federal regulations, and prohibit the operation of carriers rated unsatisfactory. State can prohibit the intrastate operation of a motor carrier subject to an order by FMCSA to cease operations based on a finding that the carrier poses an imminent hazard.	3
Nebraska	9/3/03	NE ST s. 60-3, 183	State can suspend, revoke, cancel or refuse to renew a registration certificate upon notice under PRISM that the holder's ability to operate has been terminated or denied by a federal agency. Any person receiving notice of one of the above actions is required to return the registration certificate and license plates.	1
New Mexico	8/18/00	NMSA s. 65-2A-27 (1978)	State can suspend a motor carrier's operating authority for violating a Motor Carrier Act safety requirement or certain state rules if a violation endangers public health or safety.	3
Ohio	5/3/02	O.R.C. s. 4503.642	State can refuse to issue, suspend, revoke, deny, or remove registration, license plates, or any permit assigned to a motor carrier that has been prohibited from operating by a federal agency. Suspension applies to all commercial motor vehicles under carrier's control.	2
Oregon	Pilot state	O.R.S. ss. 825.137 & 825.248	State can suspend or revoke a motor carrier's certificate or permit when the holder repeatedly violates state highway or motor laws or rules. Another statute provides that state will develop an annual commercial motor vehicle safety plan to collect data with the goal of developing performance measures.	3
South Carolina	8/21/00	S.C. Code s. 56-3-355 (1976)	State can suspend, revoke, or not issue a registration card and license plate if the motor carrier responsible for the safety of the vehicle has been prohibited from operating by a federal agency. In such a case, the registrant must promptly surrender any item suspended or revoked. Before a suspended registration can be reinstated, a \$50 fee must be paid to offset PRISM Program expenses.	1
South Dakota	9/25/00	SDCL ss. 32-9-17.1, 32-9-44.1 & 32-9-44.2	State can suspend, revoke, or remove the registration, plate, or any permit issued to a vehicle assigned to a commercial motor carrier prohibited from operating by FMCSA; it can also revoke, cancel, or suspend the commercial motor vehicle certificate belonging to a person who violates this chapter of the state code. It is a misdemeanor to fail or refuse to surrender, upon lawful demand, any suspended, revoked or cancelled commercial motor vehicle license plate or certificate.	2

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State	PRISM Grant Allocation Date	Citation	Summary of Provision	Sanctions Authority Implemented*
Tennessee	12/21/98	T.C.A. ss. 55-2-108 & 67-5-1301	State is authorized to take possession of any certificate of title, registration, permit, or license that has been ordered revoked, cancelled, or suspended by <u>a court of competent jurisdiction</u> . Another section of the code provides that the state is authorized to assess for taxation trucking companies operating commercial motor vehicles through PRISM.	3
Texas**	9/2005	V.T.C.A. s. 643.252	State can suspend or revoke a motor carrier's registration if the motor carrier has an unsatisfactory rating under 49 C.F.R. Part 385 or under certain state code provisions.	2
Utah	7/28/00	U.C.A. ss. 41-1a-109 & 41-1a-110	State can refuse, suspend, or revoke a registration, certificate of title, license plate, or permit under certain conditions, including if it determines that a registered vehicle is mechanically unfit or unsafe to be operated or it receives notification from DOT that the owner has committed any offense under the Motor Carrier Safety Act.	3
Vermont	9/25/00	VT ST T. 23 ss. 313, 314, & 204	State can refuse, suspend, or revoke the registration of a commercial motor vehicle if the vehicle is being operated by a commercial motor carrier that has been prohibited from operating in interstate commerce by an agency with authority to do so under federal law. A person whose license or registration has been suspended or revoked must surrender that license or registration upon demand.	2
Washington	5/3/02	RCWA 46.87.294 & 46.87.296	State can refuse to register a vehicle or can suspend or revoke the registration if the registrant or motor carrier responsible for the vehicle's safety has been prohibited by FMCSA from operating.	2
West Virginia	9/11/03	W. Va. Code ss. 17A-3-7, 17A-9-5, & 17A-9-7	Several sections of the state code address the suspension or revocation of a vehicle registration, but none seems relevant. State can suspend or revoke a vehicle registration, certificate of title, plates, license, etc., under certain circumstances (e.g., when a vehicle is mechanically unfit, or for other reasons as authorized by law). When such a suspension or revocation occurs, the holder must return the evidence of registration, title, permit, or license.	3

Appendix A Legend:

"1" = Yes, with PRISM directly mentioned.
 "2" = Yes, with PRISM requirements directly mentioned.
 "3" = No evidence of PRISM-related authority found.

* See legend.

** States at early stages of PRISM implementation.

APPENDIX B. PRISM STATE QUARTERLY REPORT: SUPPLEMENTAL QUESTIONS

A Financial Status: Please state the extent to which you agree with the following statements					
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
A.1 Additional funding as part of the original PRISM grant would have enhanced the state's ability to implement PRISM.					
<i>Please feel free to provide additional comment on this issue on this line:</i>					
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
A.2 Maintenance funding from the PRISM Program would enhance the state's ability to continue implementing PRISM over time.					
<i>Please feel free to provide additional comment on this issue on this line:</i>					
B PRISM Program Design: Please state the extent to which you agree with the following statements					
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
B.1 This office is satisfied with the PRISM Program overall.					
<i>Please feel free to provide additional comment on this issue on this line:</i>					
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
B.2 PRISM well-designed for achieving the goals of improved safety, data quality, and resource efficiency.					
<i>Please feel free to provide additional comment on this issue on this line:</i>					
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
B.3 The PRISM Program provides sufficient guidance for its implementation.					
<i>Please feel free to provide additional comment on this issue on this line:</i>					
C PRISM Program Effectiveness					
Please state the extent to which you agree with the following statements					
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
C.1 Is PRISM effective in denying registration to vehicles associated with OOS carriers?					
<i>Please feel free to provide additional comment on this issue on this line:</i>					

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	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
C.2 Has PRISM led to more regular MCS-150 updating?					
<i>Please feel free to provide additional comment on this issue on this line:</i>					
Please check all that apply					
	Go out of business	Operate intrastate only	Merge with a healthy carrier	Change name and register elsewhere	Comply with deficiency and be reinstated
C.3 In your opinion, OOS carriers denied registration will most likely:					
<i>Please feel free to provide additional comment on this issue on this line:</i>					
D Program Assessment: Please answer to the best of your ability					
D.1 If your state has not fully implemented PRISM, what are some of the reasons?					
D.2 If Congress approved funds to maintain PRISM operations beyond implementation, what would your state spend the money on?					
E PRISM Program Implementation					
Please state the extent to which you agree with the following statement					
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
E.1 Difficulties have been encountered with regards to having the legal authority to deny registration based on carrier safety.					
<i>Please feel free to provide additional comment on this issue on this line:</i>					
Please answer the following questions and provide any relevant comments or descriptions					
	Yes	No			
E.2 Does the state use the IRP database to match VIN with DOT numbers? If a different database is used please describe.					
<i>Comments/Description:</i>					
	Yes	No			
E.3 Does the state keep a formal/informal record of OOS-related registration denials?					
<i>Comments/Description:</i>					
F Listing of Denials					
Please provide information on the registration denials and revocations during the past year.					
NAME	USDOT	REASON	COMMENTS		

APPENDIX C. PRISM MILESTONE IMPLEMENTATION DATES, AS REPORTED BY STATE DMVS*

State	State Code	PRISM Implementation Review Completed by PRISM Team	Milestone				
			Grant Allocation Date	Institution of MCS-150 Update Requirement	Sending of IRP ⁽²⁾ Vehicle Data to SAFER ⁽³⁾ to Allow PRISM to Populate Target File	IRP ⁽²⁾ System to Perform Automated Safety Status Checks (DOT and Vehicle)	Invoking of Registration Sanctions When Carrier Is Under Out-of-Service Order
Alabama	AL	No	6/16/03	7/04	2/05	7/04	3/21/05
Alaska	AK	No	8/13/04	No response			
Arkansas	AR	No	Extended to 9/05	6/06	5/06	6/06	Before 2003
Arizona	AZ	No	9/00	5/03	9/03	5/03	Legislation required
California	CA	No	8/27/04	No response			
Colorado ⁽¹⁾	CO	No	Pilot state				
Connecticut	CT	No	9/98	12/03	4/04	12/03	12/03
Delaware	DE	No	8/10/04	No response			
District of Columbia	DC	No	Non-PRISM state				
Florida	FL	No	9/5/07	No response			
Georgia	GA	Yes	4/99	10/00	10/01	10/01	12/01
Hawaii	HI	No	9/5/07	No response			
Idaho	ID	No	9/5/07	No response			
Illinois	IL	No	8/27/04	No response			
Indiana	IN	No	Pilot state				
Iowa	IA	No	3/8/95	1994	Not available	1995	7/95
Kansas	KS	No	9/5/07	No response			
Kentucky	KY	No	3/29/99	No response			
Louisiana	LA	No	8/29/01	No response			
Maine	ME	Yes	2/00	11/00	2004	2004	11/00
Maryland	MD	No	Non-PRISM state				
Massachusetts	MA	No	9/9/03	No response			
Michigan	MI	No	Non-PRISM state				
Minnesota	MN	No	9/19/02	11/04	2/15/06	7/1/05	8/1/04
Mississippi	MS	No	Non-PRISM state				
Missouri	MO	No	9/11/03	No response			
Montana	MT	No	Non-PRISM state				
Nebraska	NE	Yes	9/4/03	9/04	9/04	9/04	9/04

* Dates current as of July 2006.

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State	State Code	PRISM Implementation Review Completed by PRISM Team	Milestone				
			Grant Allocation Date	Institution of MCS-150 Update Requirement	Sending of IRP ⁽²⁾ Vehicle Data to SAFER ⁽³⁾ to Allow PRISM to Populate Target File	IRP ⁽²⁾ System to Perform Automated Safety Status Checks (DOT and Vehicle)	Invoking of Registration Sanctions When Carrier Is Under Out-of-Service Order
Nevada	NV	No	Non-PRISM state				
New Hampshire	NH	No	Response not available				
New Jersey	NJ	No	9/30/01	No response			
New Jersey	NJ	No	9/30/01	No response			
New Mexico	NM	No	3/28/01	1/1/02	Response not available		
New York	NY	No	Non-PRISM state				
North Carolina	NC	No	7/25/02	8/15/05	11/3/03	11/3/03	11/3/03
North Dakota	ND	No	Non-PRISM state				
Ohio	OH	Yes	6/5/02	3/04	3/04	3/04	3/04
Oklahoma	OK	No	8/26/02	No response			
Oregon ⁽¹⁾	OR	No	Pilot state				
Pennsylvania	PA	No	7/1/98	No response			
Rhode Island	RI	No	6/8/99	No response			
South Carolina	SC	No	2/13/02	8/27/04	8/27/04	Response not available	
South Dakota	SD	No	9/27/00	10/1/04	10/1/04	10/1/04	7/1/02
Tennessee	TN	No	12/21/98	5/04	6/03	11/03	6/04
Texas	TX	No	9/5/07	No response			
Utah	UT	No	Response not available				
Vermont	VT	Yes	Not sure	7/1/04	6/04	6/04	7/1/04
Virginia	VA	No	9/9/03	No response			
Washington	WA	No	5/14/02	7/03	11/3/05	7/03	7/03
West Virginia	WV	No	9/11/03	3/06	8/05	9/05	Response not available
Wisconsin	WI	No	Non-PRISM state				
Wyoming	WY	No	9/13/04	No response			

* Dates current as of July 2006.

Notes:

- (1) Pilot PRISM states in variable PRISM status; currently discontinued from PRISM program.
- (2) IRP = International Registration Plan.
- (3) SAFER = Safety and Fitness Electronic Records System.

APPENDIX D. EVALUATION QUESTIONNAIRE RESPONSES

Table D-1. FMCSA Divisions in Non-PRISM States

Survey Group	Surveys Sent				Surveys Received	
FMCSA Division surveys	10				10	
Item	Through 2005					
A Financial Status	No Response	No Funding	Range	Average	Not Applicable	Volpe Comments
A.1 Please indicate the amount of PRISM funds that your State has received from inception through 2005, amount received in 2006, and amounts expected in 2007, 2008.		8	\$576,987			CO is the only state that received funding.
A.2 Please indicate the amount of PRISM funds that your State has spent from inception through 2005, amount received in 2006, and amounts expected 2007, 2008.			\$576,987		8	CO provided a detailed breakout by category.* Only CO spent funding.
Item	2006					
A Financial Status	No Response	No Funding	Range	Average	Not Applicable	Volpe Comments
A.1 Please indicate the amount of PRISM funds that your State has received from inception through 2005, amount received in 2006, and amounts expected in 2007, 2008.		7	500,000			MI and CO are the only states that received funding. Both states received \$500,000.
A.2 Please indicate the amount of PRISM funds that your State has spent from inception through 2005, amount received in 2006, and amounts expected 2007, 2008.		2			7	
Item	2007					
A Financial Status	No Response	No Funding	Range	Average	Not Applicable	Volpe Comments
A.1 Please indicate the amount of PRISM funds that your State has received from inception through 2005, amount received in 2006, and amounts expected in 2007, 2008.		9				
A.2 Please indicate the amount of PRISM funds that your State has spent from inception through 2005, amount received in 2006, and amounts expected 2007, 2008.					9	
Item	2008					
A Financial Status	No Response	No Funding	Range	Average	Not Applicable	Volpe Comments
A.1 Please indicate the amount of PRISM funds that your State has received from inception through 2005, amount received in 2006, and amounts expected in 2007, 2008.		9				
A.2 Please indicate the amount of PRISM funds that your State has spent from inception through 2005, amount received in 2006, and amounts expected 2007, 2008.					9	

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Table D-1. FMCSA Divisions in Non-PRISM States, continued

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Volpe Comments
A.3 Would additional funding, as part of the original PRISM grant, have enhanced the State's ability to implement PRISM?	1	2	1	1		
A.4 Would maintenance funding from the PRISM program enhance the State's ability to continue implementing PRISM program components over time?	3	1		1		
B PRISM Program Design	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Volpe Comments
B.1 Is your office satisfied with the PRISM program overall?		1	3			
B.2 Is PRISM well designed for achieving the goals of improved safety, data quality, and resource efficiency?		1	3			OR measured each category: safety, data quality, and resource efficiency.
B.3 Does the PRISM program provide sufficient guidance for its implementation?		2	2			
C PRISM Program Effectiveness	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Volpe Comments
C.1 In your opinion, is PRISM effective in denying registration to vehicles associated with OOS carriers?			3			
C.2 Have you noticed more frequent MCS-150 updating on the part of motor carriers that you would attribute to PRISM?			1	2		
	Go out of business	Operate intrastate only	Merge with a healthy carrier	Change name and register elsewhere	Take corrective action and re-register	Volpe Comments
C.3 Most likely, out-of-service carriers denied registration will:		1		1	1	OR provided a detailed breakout by action item using percentages. The highest percentage is recorded here.
D Program Assessment	Number of Comments	No Comment	No Response			
D.1 If your State has not fully embraced or implemented PRISM, what are some of the reasons?	10					
D.2 If Congress approved funds to maintain PRISM operations beyond implementation, what would your State spend the money on?	8	1	1			

* The categories include bar code systems, software and system coding, contracts supporting PRISM, computer/electronics support, miscellaneous expenses, and other expenses.

Table D-2. FMCSA Divisions in PRISM Grant States

Survey Group	Surveys Sent		Surveys Received		Incomplete Surveys	
FMCSA Division surveys	17		16		2	
Item	Through 2005					
A Financial Status	No Response	No Funding	Range	Average	Not Applicable	Volpe Comments
A.1 Please indicate the amount of PRISM funds that your State has received from inception through 2005, amount received in 2006, and amounts expected in 2007, 2008.		14	\$300,000-\$750,000	\$434,955		IL and MT did not receive funding, but were included in the average.
A.2 Please indicate the amount of PRISM funds that your State has spent from inception through 2005, amount received in 2006, and amounts expected 2007, 2008.			\$525-\$127,446	\$7,998		AK provided a detailed breakout by category*. Only AK and RI spent funding, but the average includes all sixteen states.
Item	2006					
A Financial Status	No Response	No Funding	Range	Average	Not Applicable	Volpe Comments
A.1 Please indicate the amount of PRISM funds that your State has received from inception through 2005, amount received in 2006, and amounts expected in 2007, 2008.		12	\$482,069-\$750,000	\$139,504		Only CA, DE, KS, and MT received funding, but the average includes all sixteen states.
A.2 Please indicate the amount of PRISM funds that your State has spent from inception through 2005, amount received in 2006, and amounts expected 2007, 2008.		15	\$1,188			Only RI spent funding. RI received funding in 2005, but did not spend it until 2006 and 2007.
Item	2007					
A Financial Status	No Response	No Funding	Range	Average	Not Applicable	Volpe Comments
A.1 Please indicate the amount of PRISM funds that your State has received from inception through 2005, amount received in 2006, and amounts expected in 2007, 2008.		15	\$500,000			Only DE received funding.
A.2 Please indicate the amount of PRISM funds that your State has spent from inception through 2005, amount received in 2006, and amounts expected 2007, 2008.		9	\$250,000-\$750,000	\$184,393		1) CA, DE, MT, and WY provided a detailed breakout by category*. 2) Only AK, CA, DE, FL, MT, RI, and WY spent funding, but the average includes all sixteen states. 3) RI received funding in 2005, but did not spend it until 2006 and 2007. 4) FL received funding in 2005, but did not spend it until 2007. 5) CA received funding in 2005 and 2006, but did not spend it until 2007and 2008. 6) MT received funding in 2005, but did not spend it until 2007and 2008. 7) WY received funding in 2005, but did not spend it until 2007. 8) AK received funding in 2005, but did not spend it until 2007.

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Table D-2. FMCSA Divisions in PRISM Grant States, continued

Item	2008					Volpe Comments
	No Response	No Funding	Range	Average	Not Applicable	
A Financial Status						
A.1 Please indicate the amount of PRISM funds that your State has received from inception through 2005, amount received in 2006, and amounts expected in 2007, 2008.		15	\$500,000			Only DE received funding.
A.2 Please indicate the amount of PRISM funds that your State has spent from inception through 2005, amount received in 2006, and amounts expected 2007, 2008.		13	\$250,000-\$750,000	\$78,125		1) CA, DE, and MT provided detailed breakouts by category*. 2) Only CA, DE, and MT spent funding, but the average includes all sixteen states. 3) CA received funding in 2005 and 2006, but did not spend it until 2007 and 2008.
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Volpe Comments
A.3 Would additional funding as part of the original PRISM grant have enhanced the State's ability to implement PRISM?	2	4	2	2	5	
A.4 Would maintenance funding from the PRISM program enhance the State's ability to continue implementing PRISM program components over time?	8	3	1	1	3	
B PRISM Program Design	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Volpe Comments
B.1 Is your office satisfied with the PRISM program overall?	3	6	5			
B.2 Is PRISM well-designed for achieving the goals of improved safety, data quality, and resource efficiency?	2	8	3			
B.3 Does the PRISM program provide sufficient guidance for its implementation?	4	9		1		
C PRISM Program Effectiveness	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Volpe Comments
C.1 In your opinion, is PRISM effective in denying registration to vehicles associated with OOS carriers?	3	6	3			
C.2 Have you noticed more frequent MCS-150 updating on the part of motor carriers that you would attribute to PRISM?	1	1	6	1		
	Go out of business	Operate intrastate only	Merge with a healthy carrier	Change name and register elsewhere	Take corrective action and re-register	Volpe Comments
C.3 Most likely, out-of-service carriers denied registration will:	2			7	4	NJ chose two answers. Both answers recorded here. PA chose two answers. Both answers recorded here.
D Program Assessment	Number of Comments	No Comment	No Response	Not Applicable		
D.1 If your State has not fully embraced or implemented PRISM, what are some of the reasons?	13		2	1		
D.2 If Congress approved funds to maintain PRISM operations beyond implementation, what would your State spend the money on?	14			2		

* The categories include bar code systems, software and system coding, contracts supporting PRISM, computer/electronics support, miscellaneous expenses, and other expenses.

Table D-3. FMCSA Divisions in PRISM States

Survey Group	Surveys Sent		Surveys Received		Incomplete Surveys	
FMCSA Division surveys	24		24		1	
Item	2006					
A Financial Status	No Response	No Funding	Range	Average	Not Applicable	Volpe Comments
A.1 Please indicate the amount of PRISM funds that your State has received from inception through 2005, amount received in 2006, and amounts expected in 2007, 2008.		1	\$189,819-\$5,500,000	\$622,444		AR did not receive funding, but was included in the average.
A.2 Please indicate the amount of PRISM funds that your State has spent from inception through 2005, amount received in 2006, and amounts expected 2007, 2008.		1	\$95,781-\$5,332,566	\$507,245		AL did not spend funding, but was included in the average.
Item	2006					
A Financial Status	No Response	No Funding	Range	Average	Not Applicable	Volpe Comments
A.1 Please indicate the amount of PRISM funds that your State has received from inception through 2005, amount received in 2006, and amounts expected in 2007, 2008.		22	\$136,931-\$881,000	\$9,872		Only GA and KY received funding, but the average includes all 24 states.
A.2 Please indicate the amount of PRISM funds that your State has spent from inception through 2005, amount received in 2006, and amounts expected 2007, 2008.		15	\$820-\$380,533	\$30,472		1) Only AZ, KY, MN, NE, NH, SC, UT, WA, and WV spent funding, but the average includes all 24 states; 2) AZ, MN, NH, SC, UT, WA, and WV received funding in 2005, but spent it in 2005 and 2006; 3) NE received funding in 2005, but spent it from 2005 - 2007.
Item	2007					
A Financial Status	No Response	No Funding	Range	Average	Not Applicable	Volpe Comments
A.1 Please indicate the amount of PRISM funds that your State has received from inception through 2005, amount received in 2006, and amounts expected in 2007, 2008.		23	\$86,000			Only NC received funding.
A.2 Please indicate the amount of PRISM funds that your State has spent from inception through 2005, amount received in 2006, and amounts expected 2007, 2008.		21	\$86,000-\$195,150	\$17,114		1) Only KY, NC, and NE spent funding, but the average includes all 24 states; 2) KY received funding in 2005 and 2006, but spend it from 2005-2008; 3) NE received funding in 2005, but spent it from 2005-2007.
Item	2008					
A Financial Status	No Response	No Funding	Range	Average	Not Applicable	Volpe Comments
A.1 Please indicate the amount of PRISM funds that your State has received from inception through 2005, amount received in 2006, and amounts expected in 2007, 2008.		23	\$100,000			Only NC received funding.
A.2 Please indicate the amount of PRISM funds that your State has spent from inception through 2005, amount received in 2006, and amounts expected 2007, 2008.		22	\$100,000-\$195,150	\$12,297		1) Only KY and NC spent funding, but the average includes all 24 states; 2) KY received funding in 2005 and 2006, but spent it from 2005-2008.

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Table D-3. FMCSA Divisions in PRISM States, continued

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Volpe Comments
A.3 Would additional funding as part of the original PRISM grant have enhanced the State's ability to implement PRISM?	3	4	13	2	2	
A.4 Would maintenance funding from the PRISM program enhance the State's ability to continue implementing PRISM program components over time?	9	11	3	1		
B PRISM Program Design	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Volpe Comments
B.1 Is your office satisfied with the PRISM program overall?	5	16	2	1		
B.2 Is PRISM well designed for achieving the goals of improved safety, data quality, and resource efficiency?	3	13	7	1		
B.3 Does the PRISM program provide sufficient guidance for its implementation?	3	14	2	5		
C PRISM Program Effectiveness	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Volpe Comments
C.1 In your opinion, is PRISM effective in denying registration to vehicles associated with OOS carriers?	8	12	3	2		VT chose two answers. Both answers recorded here.
C.2 Have you noticed more frequent MCS-150 updating on the part of motor carriers that you would attribute to PRISM?	11	9	3	1		
	Go out of business	Operate intrastate only	Merge with a healthy carrier	Change name and register elsewhere	Take corrective action and re-register	Volpe Comments
C.3 Most likely, out-of-service carriers denied registration will:	6	5	4	13	11	1) NE chose five answers. Five answers recorded here. 2) UT chose five answers. Five answers recorded here. 3) MN chose five answers. Five answers recorded here. 4) MN chose four answers. Four answers recorded here. 5) ME chose six answers. Six answers recorded here. 6) AZ chose two answers. Both answers recorded here.
D Program Assessment	Number of Comments	No Comment	No Response	Not Applicable		
D.1 If your State has not fully embraced or implemented PRISM, what are some of the reasons?	13		3	8		
D.2 If Congress approved funds to maintain PRISM operations beyond implementation, what would your State spend the money on?	21		3			

* The categories include bar code systems, software and system coding, contracts supporting PRISM, computer/electronics support, miscellaneous expenses, and other expenses.

Table D-4. Non-PRISM State DMVs

Survey Group	Surveys Sent	Surveys Received
Non-PRISM State DMVs	10	7
Question 3.1: Is your office familiar with the PRISM Program?		
Yes		7
No		
Unsure		
Comments		
Question 3.2: Is your state considering joining the PRISM Program?		
Yes		4
No		1
Unsure		2
Comments		
Question 3.3: Why has your state not yet joined the PRISM Program?		
Comments		
Question 3.4: What would make participation in PRISM more attractive to your state?		
Comments		
Question 4.1: Are bar code readers used for roadside inspections of commercial motor vehicles in your state?		
Yes		2
No		5
Unsure		
Comments		5
Question 4.2: What agency(s) or program(s) provided funding to implement the bar code readers?		
Comments		
Question 4.3: Have the bar code readers been fully implemented?		
Yes		1
No		1
Unsure		
Comments		
Question 4.4: Have state inspection personnel been trained in the use of bar code readers?		
Yes		2
No		
Unsure		
Comments		
No response because answered "no" to Question 4.2		5

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Table D-4. Non-PRISM State DMVs, continued

Question 4.5: Have bar code readers been successfully interfaced with roadside inspection software (e.g., ASPEN)?	
Yes	1
No	1
Unsure	
Comments	
No response because answered "no" to Question 4.2	5
Question 4.6: In your opinion, have there been noticeable improvements in data quality attributable to the use of bar code readers?	
Yes	1
No	
Unsure	2
Comments	
No response because answered "no" to Question 4.2	4

Table D-5. PRISM Grant State DMVs

Survey Group	Surveys Sent	Surveys Received
PRISM Grant State DMVs	17	14
Question 3.1: Has your office been involved in efforts to begin implementing components of the PRISM Program? If "Yes", please provide additional comments if possible.		
Yes		11
No		2
Unsure		1
Comments		
Question 3.2: Do you anticipate that your state will implement key components of the PRISM Program during the coming year?		
Yes		6
No		6
Unsure		2
Comments		
Question 3.3: If your state has not yet fully implemented PRISM, please provide additional comments regarding some of the reasons why.		
Comments		
Question 3.4: If Congress were to approve funds to maintain PRISM operations beyond implementation, what would your state spend the money on?		
Comments		
Question 3.5: Please select (from the five options available in the answer box below) a response that indicates the extent to which you agree or disagree with the following statement: "Overall, my office is satisfied with the PRISM Program."		
Strongly Agree		
Agree		4
Neutral		9
Disagree		
Strongly Disagree		
Comments		
Question 3.6: Please select (from the five options available in the answer box below) a response that indicates the extent to which you agree or disagree with the following statement: "The PRISM Program provides sufficient guidance for its implementation."		
Strongly Agree		3
Agree		4
Neutral		5
Disagree		
Strongly Disagree		
Comments		
Question 4.1: Please select (from the five options available in the answer box below) a response that indicates the extent to which you agree or disagree with the following statement: "PRISM is well designed for achieving the goals of improved safety, data quality, and resource efficiency."		
Strongly Agree		1
Agree		5
Neutral		7
Disagree		
Strongly Disagree		
Comments		

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Table D-5. PRISM Grant State DMVs, continued

Question 4.2: If an out-of-service motor carrier is denied registration under PRISM, what action(s) do you believe the motor carrier will most likely take (please select all applicable options):	
Go out of business	3
Operate intrastate only	4
Merge with a healthy carrier	3
Change name and register elsewhere	7
Take corrective action and re-register	11
Other	
Comments	

Table D-6. PRISM State DMVs

Survey Group	Surveys Sent	Surveys Received	Incomplete Surveys		
PRISM State DMVs	24	24	3		
A Financial Status: Please state the extent to which you agree with the following statements					
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
A.1 Additional funding as part of the original PRISM grant would have enhanced the state's ability to implement PRISM.	5	6	6	4	
A.2 Maintenance funding from the PRISM Program would enhance the state's ability to continue implementing PRISM over time.	8	9	3		
B PRISM Program Design: Please state the extent to which you agree with the following statements					
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
B.1 This office is satisfied with the PRISM Program overall.	5	12	4		
B.2 PRISM is well designed for achieving the goals of improved safety, data quality, and resource efficiency.	4	10	7		
B.3 The PRISM Program provides sufficient guidance for its implementation.	3	12	5	2	
C PRISM Program Effectiveness	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
C.1 Is PRISM effective in denying registration to vehicles associated with OOS carriers?	7	11	4		
C.2 Has PRISM led to more regular MCS-150 updating?	13	8	1		
	Go out of business	Operate intrastate only	Merge with a healthy carrier	Change name and register elsewhere	Comply with deficiency and be reinstated
C.3 In your opinion, OOS carriers denied registration will most likely:	3	2	8	8	9
E PRISM Program Implementation	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
E.1 Difficulties have been encountered with regard to having the legal authority to deny registration based on carrier safety.		6	1	9	4
Please answer the following questions and provide any relevant comments or descriptions					
	Yes			No	
E.2 Does the state use the IRP database to match VIN with DOT numbers? If a different database is used please describe.	17			3	
E.3 Does the state keep a formal/informal record of OOS-related registration denials?	14			6	

Table D-7. Non-PRISM State DMV Comments

Survey Group	Surveys Sent	Surveys Received
Non-PRISM State DMVs	10	7
Question 3.1: Is your office familiar with the PRISM Program?		State
Through discussions with other IRP representatives from other jurisdictions.		DC
MS has had the FMCSA presentation.		MS
We are familiar with the general idea behind the PRISM program.		NV
New York signed a letter of intent July 5 th of this year.		NY
Oregon participated in the CVIS/PRISM pilot project.		OR
Question 3.2: Is your state considering joining the PRISM Program?		State
The DMV is hoping to learn how it can benefit from the PRISM program.		DC
Not at this time, we feel it is more of an enforcement tool. Currently we are in the process of creating an in-house data base for our registration information.		NV
Oregon does not currently see the additional benefit to be had by participating in PRISM. In addition, Oregon regularly consults with a motor carrier advisory body which continues to recommend that Oregon not participate. On one occasion this industry advisory body discussed PRISM and asked FMCSA reps also in attendance to respond to several specific questions and no response was forthcoming.		OR
Question 3.3: Why has your state not yet joined the PRISM Program?		State
Information Technology resource availability. Colorado has in-house IT support staff that must manage PRISM programming development to ensure they can support systems that will utilize PRISM functionality.		CO
Right now we are interested in learning about the potential benefits to be derived from implementing PRISM.		DC
MS hadn't been contacted by FMCSA after the presentation. MS applied for the grant and the State Tax Commission is in the process of completing the plan/proposal.		MS
Other programs have had priority including CVISN & CURA.		ND
Prior to this we found it to be cost prohibitive.		NY
Oregon participated in the pilot program. When the pilot officially ended, Oregon decided not to remain in the PRISM program. The main consideration for this decision was that Oregon already has the ability to affect motor carrier's ability to operate in Oregon based on safety considerations. Oregon administrative rules allow operating authority to be suspended based on safety performance. Also taken into consideration at the time was the fact that many states joined PRISM, but lacked the authority to affect carrier operation or vehicle registration based on safety practices. Absent the statutory authority to deny registration there really does not appear to be any reason to participate. Oregon continues to share data with PRISM and conducts safety compliance reviews identified through PRISM.		OR
Question 3.4: What would make participation in PRISM more attractive to your state?		State
We have already signed a contract and are waiting for other IT projects to finish up and then we will begin PRISM.		CO
Not sure because IRP is not familiar with the full advantages of PRISM.		DC
Nothing really b/c MS uses ASC. Everything else in the FMCSA presentation sounded fine and there is nothing that would make it more attractive.		MS
The grant money set aside for implementation in NY made it much more attractive.		NY
Oregon industry raised particular concerns and asked pointed questions of FMCSA. Specific responses from FMCSA would be the first step towards garnering agreement from an industry lobby whose support is necessary to secure necessary legislation to enable full participation in PRISM.		OR

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Table D-7. Non-PRISM State DMV Comments, continued

Question 4.1: Are bar code readers used for roadside inspections of commercial motor vehicles in your state?	State
Funding ... but we will consider using them when we implement PRISM.	CO
Bar code readers used for roadside inspections is a function of the Metropolitan Police Department's Motor Carrier Safety Unit.	DC
MS is working with ASC to have cab cars redone. Once MS receives PRISM grant money, the Department of Public Safety (enforcement agency) will obtain equipment that can read bar codes on the cab cars.	MS
Currently our NHP is working on this project, but they are not currently using bar code readers.	NV
Barcode readers are not currently used roadside. Barcode readers are used by administrative staff managing the inspection return process. Barcode readers allow the inspection number to be recorded in SafeyNet, thus eliminating mistakes. Oregon has looked at barcode readers for roadside use, but is not convinced that the benefit meets or exceeds the cost at this time.	OR
Question 4.2: What agency(s) or program(s) provided funding to implement the bar code readers?	State
From NHTSA.	ND
New York State Police, New York State Traffic and Criminal Software (TraCS), Governors Traffic Safety Committee.	NY
MCSAP funds were used to purchase two barcode readers.	OR
Question 4.3: Have the bar code readers been fully implemented?	State
Yes, to the State Police.	NY
Question 4.4: Have bar code readers been successfully interfaced with roadside inspection software (e.g., ASPEN)?	State
This was a pilot program that was not well received due to hardware and software limitations. A new project is currently underway to better integrate current state and federal applications.	NY
Question 4.5: In your opinion, have there been noticeable improvements in data quality attributable to the use of bar code readers?	State
Other applications and forms have seen the error rate drop from 17% to less than 1%. This decrease is attributed to both the use of bar code readers and built-in software edits.	NY

Table D-8. PRISM Grant State DMV Comments

Survey Group	Surveys Sent	Surveys Received
PRISM Grant State DMV Comments	17	14
Question 3.1: Has your office been involved in efforts to begin implementing components of the PRISM Program? If "Yes", please provide additional comments if possible.	State	
Have been involved in the planning process with Alaska DOT, Commercial Vehicle Enforcement.	AK	
The California Department of Motor Vehicles (Department) is in the process of requesting approval for implementation of PRISM, which pursuant to legislation must be implemented by January 1, 2008.	CA	
Delaware has an approved PRISM Plan and received a Grant Approval to implement the PRISM Program. The following Offices from Delaware Department of Transportation have been involved in implementation of PRISM Program: Office of Information and Technology, Motor Fuel Tax Administration, Planning. Delaware State Police, Department of Homeland Security is also involved.	DE	
The Florida Department of Highway Safety and Motor Vehicles signed a grant letter of intent in October 2005 to participate in the PRISM Program. At that time, we indicated that implementation would not start until early 2007.	FL	
We will begin PRISM implementation with our renewal in January 2007.	KS	
We have secured funding, but have not been able to implement due to overriding agency priorities.	MA	
Montana signed the Letter of Agreement on September 28, 2006.	MT	
Question 3.2: Do you anticipate that your state will implement key components of the PRISM Program during the coming year?	State	
Yes. Check and verify Motor Carrier's Safety record at time of registration at DMV.	AK	
The Department has yet to receive official approval to move forward on this project. However, we anticipate implementation by January 1, 2008.	CA	
Delaware Department of Transportation is in process of acquiring IRP and CVIEW software. RFP has been advertised and proposals are being reviewed. The implementation process will start after the vendor selection.	DE	
Unsure as to the implementation timetable at this point. Have not had training from FMCSA or developed implementation plan at this point due to other commitments.	FL	
Will be working with the Hawaii ITS/CVO Business Plan.	Hi	
We will begin verifying the USDOT #'s, TIN #'s and information responsible for safety this year. We are in the process of getting a new IRP system that will have PRISM components for CVIEW communications.	KS	
Anticipate full implementation by September 30, 2009.	MT	
Question 3.3: If your state has not yet fully implemented PRISM, please provide additional comments regarding some of the reasons why.	State	
As Alaska is not an IRP state, we have had to "mold" the standard PRISM process to fit Alaska. We have been involved in a planning process with AK DOT, Commercial Vehicle Enforcement to determine how the PRISM process will work with minimal impact on DMV operations and customer service.	AK	
Legislative authority allowing the CA DMV to implement PRISM was not granted until August 28, 2006. The Department will implement PRISM by the legislative effective date of January 1, 2008.	CA	

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Table D-8. PRISM Grant State DMV Comments, continued

Delaware has decided to implement the PRISM Program along with implementation of CVISN program. PRISM requirements will be implemented as a part of IRP and CVIEW software solutions. IRP and CVIEW software acquisition is under RFP process. The existing application was developed using COBAL, CICS, and VSAM technology. Implementation of the PRISM Program in existing IRP application requires significant modifications that are neither effective nor efficient.	DE
Unsure as to the implementation timetable at this point. Have not had training from FMCSA or developed implementation plan at this point due to other commitments.	FL
The state has no main DMV office and must have cooperation from other agencies to implement PRISM.	HI
We will begin PRISM implementation with our renewal in January 2007.	KS
Due to MCSIA, we have devoted large amount of resources to updating our database for CDL issues. This, coupled with changes in administrations, has not given the agency the opportunity to pursue PRISM.	MA
Enabling legislation; technology project approval at state level; contracted services development project with Affiliated Computer Services needs to be established.	MT
Question 3.4: If Congress were to approve funds to maintain PRISM operations beyond implementation, what would your state spend the money on?	State
IT program enhancement. Two additional full-time positions at DMV to handle the increased workload. Installation and maintenance of Kiosks in major DMV Offices to enable the owner to update their MC-150 in the DMV office at time of renewal of registration.	AK
The Department would work with the California Highway Patrol to develop means of enhancing PRISM operations. This may mean enhancement of the available technology once PRISM is implemented; augmentation of both the registration and enforcement workforce to effectively administer the PRISM program; and provide continuous training of our employees and motor carriers to improve safe performance and effective communication between the state, federal government, and the motor carriers.	CA
The additional money would be spent to increase number of roadside inspections for safety and enforcement. Additional money would be used to maintain, enhance technology to improve PRISM Program's effectiveness, efficiency and productivity. Additional money would be used to train Commercial Vehicle Motor Carriers and solicit PRISM program's goals, objectives and achievements.	DE
Training personnel on the new technology.	HI
Further implementation.	KS
Modification of our IRP database to accept and manage DOT numbers to successfully revoke plates within our Mainframe.	MA
ACS PRISM system maintenance.	MT
Question 3.5: Please select (from the five options available in the answer box below) a response that indicates the extent to which you agree or disagree with the following statement: "Overall, my office is satisfied with the PRISM Program."	State
As stated earlier, Alaska - along with Hawaii- is exempt from the IRP program. The current PRISM model is designed around the concept that each state has an IRP program and the infrastructure already in place to collect, store and retrieve all the registration information needed for PRISM. Alaska, being a non-IRP state, has no need for the additional information and storage of information needed for PRISM. We think PRISM is a great concept, however it adds to DMV's workload without benefit to DMV, although there is a great benefit to commercial vehicle enforcement and the motoring public.	AK
Implementation of the PRISM Program will improve roadside safety. Goals and objectives of PRISM Program indicate that motor carrier will become cautious regarding Driver's and Vehicle's Safety Ratings. It will reduce accidents and will save lives.	DE

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Table D-8. PRISM Grant State DMV Comments, continued

Don't have the necessary experience to answer the question.	FL
Since we are just now beginning implementation, I really don't have a good answer. Staff has been very good to work with our State.	KS
Too new in Montana to comment.	MT
Question 3.6: Please select (from the five options available in the answer box below) a response that indicates the extent to which you agree or disagree with the following statement: "The PRISM Program provides sufficient guidance for its implementation."	State
Again, if we were an IRP state, I believe the PRISM design model is ideal. Alaska and Hawaii have to design PRISM to work within our current vehicle registration processes.	AK
All of the documents provided by the Federal Motor Carrier Safety Administration for the implementation of PRISM (Procedure Manual, System Specification, and PRISM Cab Card Bar Code Specifications document) are informative and user friendly. They provide all of the information necessary for effective implementation of the PRISM program.	CA
The PRISM Program's requirements are well defined. They are clear, specific and detailed.	DE
Appears to be based on our limited exposure to this point.	FL
Too new in Montana to comment.	MT
Question 4.1: Please select (from the five options available in the answer box below) a response that indicates the extent to which you agree or disagree with the following statement: "PRISM is well designed for achieving the goals of improved safety, data quality, and resource efficiency."	State
For IRP states it is designed well.	AK
The PRISM program appears to be an extremely effective means of monitoring motor carriers and facilitating communication at both federal and state government level in order to promote safe operation of commercial motor vehicles on the highways.	CA
After implementation and operation of the PRISM Program, we will be able to provide comments.	DE
Appears to be.	FL
Too new in Montana to comment.	MT
Question 4.2: If an out-of-service motor carrier is denied registration under PRISM, what action(s) do you believe the motor carrier will most likely take (please select all applicable options)?	State
As long as all states are members of PRISM this will work.	KS
Too new in Montana to comment.	MT

Table D-9. PRISM State DMV and Enforcement Agency Comments

If your state has not fully implemented PRISM, what are some of the reasons?	State
Funding needed to change IRP program to be compliant with PRISM requirements	AL
Legislation	AZ
Lack of the proper legislation is one of the reasons our state has not fully embraced PRISM. Legislation is one thing we cannot control, but the web service for the customers is another matter. We are working on implementing an e-carrier service	LA
Originally when NC state implemented PRISM in 2003, we had technical difficulties implementing 2D barcode. Currently plans are being made to design a new cab card including the 2D Bar Code for the USDOT#. IRP Technical team analyzing proposed changes and risk and cost involved in implementing this functionality.	NC
Ohio has begun to revoke and suspend registrations. Additional staff and support on the technical, training, information coming from the Federal side to assist the state in full implementation.	OH
Improvements to the current system process and maintenance	SC
The last real PRISM deliverable left for VT is bar code scanners for roadside inspectors. These have been delayed in part due to an overlapping FMCSA sponsored E-Citation project. VT is trying to acquire barcode scanners that will meet both project needs.	VT
If Congress approved funds to maintain PRISM operations beyond implementation, what would your state spend the money on?	State
Automated MCS-150 verification at the vehicle level. Updating CVIEW database. Bar code changes.	AL
Maintenance and upgrades	AR
The implementation of CVISN	AZ
Additional staff and system enhancements.	CT
The state of Georgia would spend the monies on various ways to provide electronic means to update all commercial vehicles in the state.	GA
System upgrades when changing systems or better enforcement tools.	IA
Implementation, oversight and changes to IRP and Insurance/Safety systems to allow us to keep up with PRISM requirements.	IN
Requirement Maintenance and Enforcement	KY
This would be entirely dependent on if/when legislation is considered and passed	LA
Integration with CVIEW - move from SFTP file transfer to PRISM reporting through CVIEW; State Police - expand roadside enforcement capability, update equipment, etc.	ME
Maintenance costs for the system, training, business operating expenses, forms, paper and printing.	MN
Can't determine a need for future funding at this time.	MO
We will spend money to comply with new requirements.	NC
We would be interested in improved communication with enforcement on PRISM, either by enhancing our CVIEW or updating NLETS.	NE
Personnel and equipment.	NM
Training and staffing.	OH
System enhancements.	SD
Hopefully, extending the USDOT # requirement to intrastate vehicles.	TN
Vermont would be looking to obtain funds to maintain connectivity to roadside inspectors. Inspectors use satellite communications to run the NLET's queries and we are looking at other wireless means to increase/improve real-time connectivity at roadside. Additional funding to keep up with changing PRISM specification will be needed in the future.	VT
A PRISM Program for intrastate carriers.	WA
PreView and system enhancements and maintenance.	WV

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Table D-9. PRISM State DMV and Enforcement Agency Comments, continued

How would you assess the PRISM program in terms of support for Law Enforcement?	State
It is a benefit to roadside enforcement as information available makes issues or questions on motor carriers answered quickly and at the needed locations. Streamlines communications.	AZ
POOR- there is little training, communication and cross cutting between IRP and Law Enforcement- AAMVA/IRP Inc. needs to coordinate more and provide communication between them and CVSA.	CT
Enforcement personnel go through NCIC/GCIC to access Carrier/vehicle information that is updated through the PRISM program based on information entered by IRP.	GA
Good initial indicator during roadside check of carrier safety issues	IA
Good support	KY
We are in the first phases of implementation and cannot really assess the program at this point.	MO
Concept good, implementation to slow. Need 100% participation from all jurisdictions.	NE
The concept is good but the current limited number of states participating greatly limits its usefulness. Currently the Ohio State Highway Patrol has the ability to access this information from out platform scale locations.	OH
Not using to full potential due to necessary tools.	TN
This is a very positive program that adds teeth to the enforcement authority to prevent repeat offenders from continuing to operate after receiving civil penalties. Due to the way in which our state has distributed the authority for this program our department has but a limited role in this program. Our assessment with that limited role is that the program is working as designed and is effective in preventing further operations of problem carriers with multiple repeat violations.	UT
What about the PRISM program do you like?	State
The fact the data available supports enforcement actions taken in the field. Identifies violators and reduces mistakes.	AZ
Knowing that enforcement actions (that contribute to the SafeStat profile) will eventually be used in a carrier's ability to register. Knowing that those carriers who continue to be non-compliant will be refused registration (IRP).	CT
Enforcement personnel like PRISM because out-of-service carriers are identified easily.	GA
Ease of use.	IA
Barcode registration.	KY
Improved information access.	MO
PRISM legislation provided the Nebraska State Patrol authority to seize license plates from unsafe motor carriers.	NE
The one-stop resource for checking validity of registrations, USDOT numbers, etc.	OH
The IRP Office being properly trained to identify OOS carriers and deny registration.	TN
The ability to take enforcement action against repeat offenders that severely limits their ability to continue to operate while in violation.	UT
What facet of the PRISM program do you think needs improvement or change to more effectively support Law Enforcement?	State
Access to data at remote locations without infrastructure.	AZ
PRISM design and implementation needs to address Intrastate issues. Carriers caught by the PRISM process easily register CMVs on Intrastate side. No tie exists (in CT) between the two systems. More funding and an implementation and design plan is needed to address these issues. PRISM needs to address Enforcement notifications through NLETS using the DOT# query; this is an issue that has languished far too long.	CT
Improvement verification process of out of service carriers at roadside.	GA
More understandable responses from PRISM, more specific carrier safety problems.	IA

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Table D-9. PRISM State DMV and Enforcement Agency Comments, continued

Refine threshold to higher level to flag a carrier for inspection	KY
It's still too early in the program to effectively assess improvement or change.	MO
Motor Carriers can change from interstate operations to intrastate operations immediately by purchasing a county license plate, allowing the motor carrier to be right back in business. In addition, every jurisdiction needs to participate. Without 100% participation the project is inconsistent and unreliable.	NE
Participation by all states and stated guarantees that the information is current.	OH
Easily access of the data at roadside. Having the necessary equipment at roadside.	TN
We would like to have information relayed back to us when action is taken and the status of an investigation. This relates more to inter-departmental communications within our own state then with the program. But knowing what action takes place after an officer makes a report, helps our officers to see the value of participating in the program and lets them know that when they take the time to report on a problem carrier that something comes of it.	UT
What is your opinion on bar coding--does it help; are you experiencing equipment or data problems; is it effective?	State
No opinion as we have never used this technology. But support the concept of information and identification process could achieve.	AZ
No dependable, reliable, standard in bar coding across the states - the problem is not with the technology; it is with the bar code itself.	CT
Bar coding is beneficial for accuracy of information. Bar code readers for fix inspection stations and bar code readers for officers at roadside will be an asset.	GA
Bar coding is an effective tool as long as nationwide standards are established.	IA
Just starting to use scanners to read bar coding. It will be helpful in saving time and accuracy	KY
We are not using bar coding at this time.	MO
Reduces data entry errors on inspection reports and citations. Need bar code standards, when utilizing bar code technology every state is just a little bit different.	NE
Bar coding is helpful but is only occasionally used due to the limited number of states bar coding vehicle registrations. We have experienced problems with the bar code/computer interface being dropped requiring the computer to be restarted to reconnect. This connectivity problem is probably due to the large amount of programs running on our laptop computers.	OH
Necessary equipment is not available to Enforcement personnel at current time. With adequate equipment at roadside bar coding would be great.	TN
The scanners are useful and provide the officer with another tool for efficiency purposes. Having a national standard for bar coding would help with operability between states. Occasionally a different states bar code will not read properly if it is a different type.	UT
The scanners are useful and provide the officer with another tool for efficiency purposes. Having a national standard for bar coding would help with operability between states. Occasionally a different states bar code will not read properly if it is a different type.	UT
Do you consider the PRISM Program an effective Law Enforcement tool?	State
Definitely	AZ
The PRISM program has been extremely effective in Connecticut. It is, however, a low volume product. In other words the carriers who are caught are the worst of the worst - there are however few; guess that's a good thing.	CT
Yes, the PRISM program is an effective tool if everything works the way it is designed.	GA
No, because response information too limited.	IA
Somewhat but not great correlation between carriers that are flagged and the violations found on random inspections	KY
It's still too early in the program to assess its overall effectiveness.	MO
Percentage wise favorable. However there are inconsistencies' as listed above.	NE

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Table D-9. PRISM State DMV and Enforcement Agency Comments, continued

It will be once all states are participating and the information is found to be reliable and up-to-date.	OH
Yes, the program could be most effective if equipment was in place and the system was used to its fullest potential.	TN
Yes. It is another tool to use in removing dangerous carriers from the road.	UT
Please list any impediments you believe may be hindering full implementation/operation of the PRISM program.	State
Communications at remote locations, Enforcement is usually the last issue to be addressed by system builders. Afterthought-type implementation.	AZ
The MCS 150 update issues are a huge impediment. Those states that use an IRP vendor (ACS) produce non-standard MCS 150's as part of the process; the FMCSA vendor will not perform the updates/corrections. This scenario puts a huge labor-intensive burden on the states.	CT
We are not aware of any impediments at this time.	MO
I believe we have addressed our concerns above.	NE
Cost	OH
Lack of necessary equipment at roadside. Incorporating more PRISM data in the TN CVIEW.	TN
None. Implementation has been completed and the program is running as intended within our department.	UT

APPENDIX E. NEW IMPLEMENTATION STATUS CATEGORIES

PRISM milestones for the PRISM team's categorization of program states:

Level 1

- Collecting and Validating USDOT Numbers of Carriers Responsible for Safety

Level 2

- Enforcing MCS-150 update
- Checking Carrier Safety Status at the registrant and carrier responsible for safety levels.
- Submitting Targeted Vehicles to SAFER

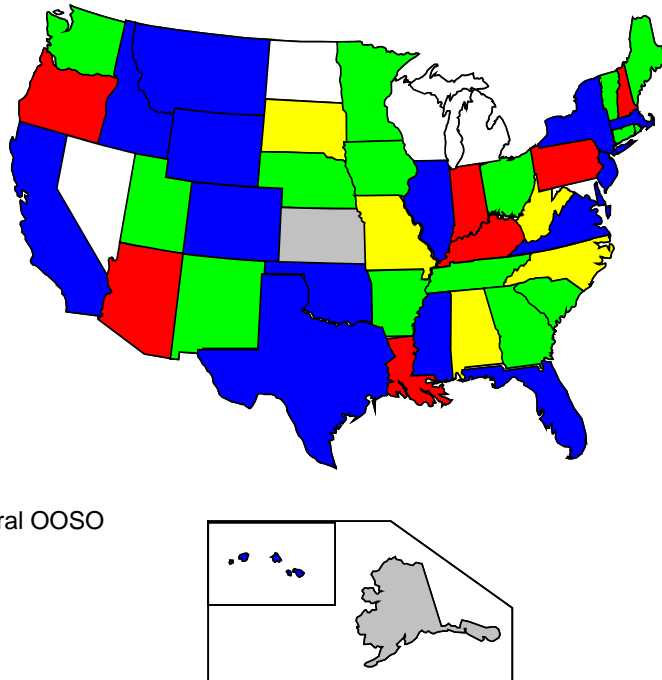
Level 3

- Denying, Suspending, Revoking registration for Federal out of service orders
- Complying with PRISM Bar Code Specifications
- Law Enforcement Stopping Targeted Vehicles

PRISM Implementation Status – 4/1/2007

PRISM Implementation Levels

- **Grant Approval – Blue (16 States)**
- **Approved PRISM Implementation Plan – Gray (2 States AK & KS)**
- **Level 1 – Red (7 States)**
Collecting/Validating USDOT Number of Carrier Responsible for Safety
- **Level 2 – Yellow (5 States)**
Enforcing MCS-150 Update
Checking Carrier Safety Status
Submitting Targeted Vehicles to SAFER
- **Level 3 – Green (15 States)**
Denying, Suspending, Revoking for Federal OOSO
Bar Coding PRISM Specs
Enforcement Stopping Targeted Vehicles
- **N/A – White (5 States)**



APPENDIX F. CRASH-RATE OUTLIER FILTERING CRITERIA

Table F-1. Criteria and Cutoff Points

Carrier Size in Power Units (from MCMIS*)	Low Crash-Rate Cutoff	High Crash-Rate Cutoff						
		Formula	2000	2001	2002	2003	2004	2005
0	All carriers discarded	All carriers discarded	NA [†]	NA	NA	NA	NA	NA
1–6	None	Avg. + 18 SD [‡]	2.77	2.53	2.80	3.01	2.89	3.95
7–20	None	Avg. + 10 SD	0.68	0.57	0.58	0.64	0.69	0.68
21–100	None	Avg. + 8 SD	0.42	0.34	0.34	0.33	0.35	0.35
101–499	0	Avg. + 6 SD	0.20	0.17	0.17	0.18	0.19	0.19
≥500	0.003	Avg. + 6 SD	0.20	0.17	0.17	0.18	0.19	0.19

* Motor Carrier Management Information System

[†] Not applicable

[‡] Standard deviations

Table F-2. Number of Carriers Affected

Year	Number of Outlier Carriers with Zero or Missing Power Unit Entry	Number of Outlier Carriers with One or More Recorded Power Units	Total Number of Active Carriers
2000	80,233	235	536,378
2001	76,885	265	566,959
2002	65,591	279	610,925
2003	60,019	251	637,286
2004	52,898	257	654,001
2005	47,790	211	657,478

APPENDIX G. PRISM- VS. NON-PRISM-STATE CRASH RATES

Table G-1. Power Units, Crashes, and Crash Rates by Year and PRISM Status

		PRISM States			Non-PRISM States			
Year	Number of PRISM States	Power Units	Total Crashes	Crash Rate*	Power Units	Total Crashes	Crash Rate*	PRISM-Associated Difference in Crash Rates
2000	1	57,903	1,621	28.00	2,892,403	65,284	22.57	5.42
2001	1	60,344	1,544	25.59	3,100,972	64,256	20.72	4.87
2002	1	66,665	1,716	25.74	3,180,018	67,345	21.18	4.56
2003	2	184,237	4,456	24.19	2,942,761	67,245	22.85	1.34
2004	4	228,456	6,019	26.35	2,663,169	62,086	23.31	3.03
2005	9	622,937	14,848	23.84	2,487,452	57,987	23.31	0.52

Table G-2. Power Units, Fatal Crashes, and Fatal Crash Rates by Year and PRISM Status

		PRISM States			Non-PRISM States			
Year	Number of PRISM States	Power Units	Fatal Crashes	Fatal Crash Rate*	Power Units	Fatal Crashes	Fatal Crash Rate*	PRISM-Associated Difference in Fatal Crash Rates
2000	1	57,903	83	1.43	2,892,403	3,014	1.04	0.39
2001	1	60,344	85	1.41	3,100,972	2,829	0.91	0.50
2002	1	66,665	71	1.07	3,180,018	2,707	0.85	0.21
2003	2	184,237	165	0.90	2,942,761	2,527	0.86	0.04
2004	4	228,456	206	0.90	2,663,169	2,305	0.87	0.04
2005	9	622,937	575	0.92	2,487,452	2,049	0.82	0.10

Table G-3. Power Units, Injury Crashes, and Injury Crash Rates by Year and PRISM Status

		PRISM States			Non-PRISM States			
Year	Number of PRISM States	Power Units	Injury Crashes	Injury Crash Rate*	Power Units	Injury Crashes	Injury Crash Rate*	PRISM-Associated Difference in Injury Crash Rates
2000	1	57,903	821	14.18	2,892,403	31,681	10.95	3.23
2001	1	60,344	836	13.85	3,100,972	30,567	9.86	4.00
2002	1	66,665	863	12.95	3,180,018	32,428	10.20	2.75
2003	2	184,237	2,322	12.60	2,942,761	31,436	10.68	1.92
2004	4	228,456	2,935	12.85	2,663,169	27,733	10.41	2.43
2005	9	622,937	6,817	10.94	2,487,452	25,158	10.11	0.83

* Crashes per 1,000 power units

APPENDIX H. CRASH AND INSPECTION RECORD COUNTS AND MATCH RATES BY STATE: APPROACH 1

Table H-1. 2003 Crashes

STATE	PRISM			Non-PRISM		
	Count	Match	Match %	Count	Match	Match %
GA	2,280	1,954	85.70	1,423	1,210	85.03
IA	260	250	96.15	1,223	1,153	94.28
ME	994	968	97.38	363	351	96.69
PRISM Total	3,534	3,172	89.76	3,009	2,714	90.20
AK	0	0	0.00	11	9	81.82
AL	487	421	86.45	2,480	1,872	75.48
AR	192	187	97.40	1,225	1,192	97.31
AZ	1,006	983	97.71	881	842	95.57
CA	23	23	100.00	6,144	5,063	82.41
CO	195	184	94.36	837	789	94.27
CT	340	300	88.24	626	524	83.71
DC	1	1	100.00	5	4	80.00
DE	17	17	100.00	197	190	96.45
FL	487	385	79.06	3,533	2,427	68.70
HI	0	0	0.00	51	48	94.12
ID	104	99	95.19	442	415	93.89
IL	588	584	99.32	4,903	4,642	94.68
IN	556	515	92.63	2,996	2,735	91.29
KS	141	135	95.74	1,125	1,006	89.42
KY	541	535	98.89	1,497	1,486	99.27
LA	19	10	52.63	2,002	1,389	69.38
MA	130	119	91.54	961	847	88.14
MD	128	125	97.66	1,105	998	90.32
MI	315	216	68.57	2,505	1,559	62.24
MN	1,261	988	78.35	570	472	82.81
MO	349	335	95.99	3,139	2,962	94.36
MS	249	219	87.95	1,752	1,328	75.80
MT	84	82	97.62	485	480	98.97
NC	2,338	1,917	81.99	951	754	79.28
ND	50	44	88.00	199	181	90.95
NE	566	554	97.88	390	371	95.13
NH	46	42	91.30	353	287	81.30
NJ	408	328	80.39	4,738	3,420	72.18
NM	58	41	70.69	96	69	71.88
NV	125	115	92.00	385	349	90.65
NY	267	232	86.89	2,488	2,082	83.68
OH	2,143	2,070	96.59	1,772	1,723	97.23
OK	152	128	84.21	1,258	1,051	83.55
OR	169	166	98.22	808	788	97.52
PA	691	527	76.27	5,969	3,696	61.92
RI	30	25	83.33	260	229	88.08
SC	574	555	96.69	223	215	96.41
SD	148	141	95.27	75	73	97.33
TN	8	7	87.50	12	11	91.67
TX	747	677	90.63	8,445	6,971	82.55
UT	425	385	90.59	313	280	89.46
VA	0	0	0.00	1	1	100.00
VT	22	19	86.36	24	21	87.50
WA	734	684	93.19	472	464	98.31
WI	250	232	92.80	1,860	1,802	96.88
WV	508	488	96.06	437	406	92.91
WY	240	240	100.00	679	679	100.00

Non-PRISM Total	17,912	16,080	89.77	71,680	59,202	82.59
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Table H-2. 2004 Crashes

STATE	PRISM			Non-PRISM		
	Count	Match	Match %	Count	Match	Match %
GA	2,930	2,767	94.44	1,686	1,578	93.59
IA	199	199	100.00	1,132	1,123	99.20
ME	457	452	98.91	149	146	97.99
NC	2,149	1,765	82.13	1,044	811	77.68
PRISM Total	5,735	5,183	90.37	4,011	3,658	91.20
AK	0	0	0.00	23	23	100.00
AL	613	562	91.68	2,423	2,181	90.01
AR	273	267	97.80	1,607	1,561	97.14
AZ	1,008	994	98.61	808	786	97.28
CA	472	427	90.47	6,772	5,186	76.58
CO	269	255	94.80	1,297	1,187	91.52
CT	430	400	93.02	606	525	86.63
DE	15	14	93.33	189	183	96.83
FL	697	639	91.68	4,397	3,607	82.03
HI	0	0	0.00	49	49	100.00
ID	114	111	97.37	530	503	94.91
IL	712	687	96.49	5,489	5,127	93.40
IN	640	573	89.53	3,648	3,171	86.92
KS	149	144	96.64	1,159	1,047	90.34
KY	555	549	98.92	1,513	1,510	99.80
LA	83	63	75.90	1,943	1,454	74.83
MA	148	138	93.24	796	696	87.44
MD	109	105	96.33	1,133	1,032	91.09
MI	375	363	96.80	2,771	2,598	93.76
MN	1,431	1,282	89.59	738	563	76.29
MO	353	324	91.78	3,612	3,305	91.50
MS	114	104	91.23	984	720	73.17
MT	59	58	98.31	390	388	99.49
ND	46	44	95.65	178	175	98.31
NE	569	541	95.08	351	336	95.73
NH	73	66	90.41	360	322	89.44
NJ	439	375	85.42	4,904	3,480	70.96
NM	132	104	78.79	211	165	78.20
NV	107	100	93.46	412	351	85.19
NY	274	236	86.13	2,098	1,649	78.60
OH	2,184	2,134	97.71	1,946	1,899	97.58
OK	131	118	90.08	1,282	1,070	83.46
OR	177	174	98.31	940	919	97.77
PA	775	607	78.32	6,575	4,007	60.94
RI	38	33	86.84	308	281	91.23
SC	1,605	1,540	95.95	638	610	95.61
SD	189	185	97.88	86	81	94.19
TN	34	22	64.71	14	8	57.14
TX	845	808	95.62	8,685	7,845	90.33
UT	614	493	80.29	309	272	88.03
VA	267	259	97.00	902	888	98.45
VT	27	23	85.19	19	16	84.21
WA	742	709	95.55	472	467	98.94
WI	248	226	91.13	2,075	1,989	95.86
WV	584	573	98.12	423	407	96.22
WY	205	205	100.00	553	553	100.00
Non-PRISM Total	18,924	17,634	93.18	76,618	65,192	85.09

Table H-3. 2005 Crashes

STATE	PRISM			Non-PRISM		
	Count	Match	Match %	Count	Match	Match %
AZ	825	747	90.55	892	809	90.70
CT	456	436	95.61	747	682	91.30
GA	3,406	2,981	87.52	2,238	1,912	85.43
IA	97	97	100.00	1,551	1,541	99.36
ME	513	505	98.44	171	169	98.83
NC	1,770	1,366	77.18	808	630	77.97
NM	85	57	67.06	106	79	74.53
OH	2,110	2,062	97.73	1,919	1,868	97.34
TN	1,529	1,216	79.53	1,213	1,042	85.90
WA	682	661	96.92	454	450	99.12
PRISM Total	11,473	10,128	88.28	10,099	9,182	90.92
AK	0	0	0.00	15	14	93.33
AL	561	537	95.72	2,315	2,266	97.88
AR	175	169	96.57	1,386	1,371	98.92
CA	655	595	90.84	7,626	5,932	77.79
CO	201	193	96.02	1,727	1,558	90.21
DC	1	1	100.00	6	6	100.00
DE	38	38	100.00	328	321	97.87
FL	523	515	98.47	2,956	2,908	98.38
HI	0	0	0.00	57	57	100.00
ID	92	87	94.57	556	515	92.63
IL	467	458	98.07	5,443	5,094	93.59
IN	597	536	89.78	4,402	3,886	88.28
KS	93	93	100.00	1,304	1,206	92.48
KY	609	606	99.51	1,851	1,846	99.73
LA	147	141	95.92	1,754	1,568	89.40
MA	70	62	88.57	624	542	86.86
MD	67	66	98.51	951	774	81.39
MI	333	329	98.80	2,965	2,859	96.42
MN	54	42	77.78	1,844	1,692	91.76
MO	288	269	93.40	3,626	3,358	92.61
MS	85	79	92.94	661	470	71.10
MT	60	59	98.33	422	395	93.60
ND	18	17	94.44	232	215	92.67
NE	207	195	94.20	702	670	95.44
NH	18	16	88.89	100	98	98.00
NJ	355	281	79.15	4,144	3,038	73.31
NV	86	80	93.02	477	405	84.91
NY	237	211	89.03	2,390	2,053	85.90
OK	113	96	84.96	1,398	1,161	83.05
OR	190	189	99.47	1,060	1,044	98.49
PA	684	556	81.29	6,351	4,055	63.85
RI	37	35	94.59	327	292	89.30
SC	1,319	1,261	95.60	1,077	1,039	96.47
SD	65	59	90.77	224	208	92.86
TX	733	710	96.86	8,912	8,275	92.85
UT	469	383	81.66	513	416	81.09
VA	477	471	98.74	1,713	1,686	98.42
VT	9	9	100.00	121	111	91.74
WI	106	99	93.40	2,535	2,476	97.67
WV	203	191	94.09	847	731	86.30
WY	113	113	100.00	571	570	99.82
Non-PRISM Total	10,555	9,847	93.29	76,513	67,181	87.80

Table H-4. 2003 Inspections

STATE	PRISM			Non-PRISM		
	Count	Match	Match %	Count	Match	Match %
GA	32,969	32,512	98.61	50,768	49,632	97.76
IA	361	351	97.23	64,664	62,233	96.24
ME	3,384	3,317	98.02	3,932	3,867	98.35
PRISM Total	36,714	36,180	98.55	119,364	115,732	96.96
AK	1	1	100.00	4,373	4,155	95.01
AL	2,055	1,942	94.50	19,511	18,517	94.91
AR	948	943	99.47	57,923	57,570	99.39
AZ	362	357	98.62	31,246	30,585	97.88
CA	2,197	2,172	98.86	331,065	305,929	92.41
CO	429	423	98.60	55,563	54,445	97.99
CT	489	467	95.50	19,828	18,981	95.73
DC	8	8	100.00	3,488	3,214	92.14
DE	60	60	100.00	4,106	4,059	98.86
FL	4,808	4,675	97.23	38,555	37,087	96.19
HI	1	1	100.00	2,416	2,351	97.31
ID	68	67	98.53	7,970	7,792	97.77
IL	520	499	95.96	76,582	73,985	96.61
IN	680	667	98.09	51,571	50,535	97.99
KS	475	471	99.16	58,564	57,429	98.06
KY	2,431	2,410	99.14	88,648	87,863	99.11
LA	1,016	996	98.03	39,756	37,468	94.24
MA	368	355	96.47	17,058	16,430	96.32
MD	1,792	1,765	98.49	89,150	87,293	97.92
MI	392	382	97.45	44,533	43,167	96.93
MN	109	106	97.25	25,586	24,812	96.97
MO	764	755	98.82	68,221	66,552	97.55
MS	2,006	1,983	98.85	50,694	49,724	98.09
MT	300	300	100.00	38,765	38,439	99.16
NC	4,060	3,931	96.82	35,129	34,042	96.91
ND	39	39	100.00	14,468	14,255	98.53
NE	210	209	99.52	24,949	24,633	98.73
NH	795	751	94.47	8,118	7,656	94.31
NJ	251	243	96.81	32,457	29,877	92.05
NM	1,087	1,044	96.04	70,141	65,788	93.79
NV	59	58	98.31	18,451	17,202	93.23
NY	656	648	98.78	73,920	71,458	96.67
OH	731	721	98.63	66,420	65,429	98.51
OK	53	52	98.11	12,362	12,060	97.56
OR	196	195	99.49	40,056	39,671	99.04
PA	712	698	98.03	66,383	64,481	97.13
RI	33	31	93.94	3,643	3,419	93.85
SC	4,572	4,379	95.78	22,190	21,333	96.14
SD	282	280	99.29	25,881	24,982	96.53
TN	3,875	3,691	95.25	52,045	50,411	96.86
TX	1,063	921	86.64	194,636	164,501	84.52
UT	193	191	98.96	28,416	27,937	98.31
VA	1,200	1,150	95.83	33,826	32,824	97.04
VT	126	124	98.41	6,316	6,095	96.50
WA	618	615	99.51	115,089	112,446	97.70
WI	180	172	95.56	28,894	27,724	95.95
WV	130	126	96.92	13,326	12,955	97.22
WY	159	159	100.00	19,634	19,456	99.09
Non-PRISM Total	43,559	42,233	96.96	2,231,922	2,129,017	95.39

Table H-5. 2004 Inspections

STATE	PRISM			Non-PRISM		
	Count	Match	Match %	Count	Match	Match %
GA	34,083	33,657	98.75	38,454	37,740	98.14
IA	1,814	1,759	96.97	62,239	60,362	96.98
ME	3,995	3,906	97.77	3,897	3,820	98.02
NC	19,160	18,523	96.68	22,801	22,404	98.26
PRISM Total	59,052	57,845	97.96	127,391	124,326	97.59
AK	20	20	100.00	4,272	4,114	96.30
AL	3,112	3,027	97.27	19,268	18,679	96.94
AR	3,270	3,260	99.69	42,693	42,442	99.41
AZ	9,197	9,102	98.97	23,930	23,418	97.86
CA	19,096	18,790	98.40	324,503	304,081	93.71
CO	2,134	2,089	97.89	54,195	53,034	97.86
CT	1,464	1,436	98.09	14,216	13,539	95.24
DC	56	53	94.64	4,342	4,020	92.58
DE	247	243	98.38	4,471	4,421	98.88
FL	7,081	6,914	97.64	39,220	38,191	97.38
HI	1	1	100.00	1,902	1,860	97.79
ID	540	529	97.96	7,073	6,936	98.06
IL	3,321	3,250	97.86	70,900	68,886	97.16
IN	5,180	4,966	95.87	42,160	41,080	97.44
KS	1,725	1,713	99.30	49,807	49,107	98.59
KY	9,967	9,859	98.92	65,341	64,791	99.16
LA	2,172	2,137	98.39	38,463	36,917	95.98
MA	588	567	96.43	15,044	14,442	96.00
MD	6,582	6,463	98.19	87,632	85,725	97.82
MI	3,288	3,211	97.66	36,948	36,127	97.78
MN	314	307	97.77	22,769	22,127	97.18
MO	3,393	3,350	98.73	68,180	66,644	97.75
MS	2,452	2,409	98.25	31,933	31,249	97.86
MT	1,794	1,779	99.16	35,488	35,276	99.40
ND	222	222	100.00	15,803	15,613	98.80
NE	1,091	1,088	99.73	26,399	26,157	99.08
NH	455	435	95.60	6,002	5,698	94.94
NJ	821	798	97.20	25,483	23,970	94.06
NM	6,132	5,892	96.09	69,164	66,081	95.54
NV	945	890	94.18	21,153	20,139	95.21
NY	3,849	3,769	97.92	86,635	84,218	97.21
OH	22,093	21,737	98.39	44,304	43,720	98.68
OK	219	218	99.54	12,353	12,172	98.53
OR	4,138	4,089	98.82	44,891	44,572	99.29
PA	6,481	6,281	96.91	68,491	66,946	97.74
RI	89	83	93.26	2,875	2,725	94.78
SC	8,534	8,179	95.84	18,591	18,175	97.76
SD	1,076	1,067	99.16	23,389	22,976	98.23
TN	12,462	11,929	95.72	54,856	53,149	96.89
TX	4,927	4,778	96.98	236,488	220,490	93.24
UT	1,049	1,032	98.38	22,479	22,141	98.50
VA	4,731	4,576	96.72	26,602	26,005	97.76
VT	349	340	97.42	6,810	6,609	97.05
WA	22,835	22,472	98.41	93,307	91,657	98.23
WI	891	870	97.64	32,008	30,964	96.74
WV	2,171	2,117	97.51	12,766	12,613	98.80
WY	820	818	99.76	17,442	17,338	99.40
Non-PRISM Total	193,374	189,155	97.82	2,073,041	2,001,234	96.54

Table H-6. 2005 Inspections

STATE	PRISM			Non-PRISM		
	Count	Match	Match %	Count	Match	Match %
AZ	14,052	13,743	97.80	21,592	21,010	97.30
CT	7,104	7,015	98.75	9,162	8,757	95.58
GA	46,145	45,596	98.81	33,347	32,783	98.31
IA	5,036	4,940	98.09	54,703	53,265	97.37
ME	4,312	4,224	97.96	5,416	5,345	98.69
NC	26,702	26,030	97.48	18,877	18,604	98.55
NM	15,681	15,061	96.05	53,683	51,335	95.63
OH	31,368	31,027	98.91	40,431	40,020	98.98
TN	27,211	25,779	94.74	36,546	34,853	95.37
WA	47,169	46,514	98.61	61,962	61,012	98.47
PRISM Total	224,780	219,929	97.84	335,719	326,984	97.40
AK	57	56	98.25	5,232	5,038	96.29
AL	5,010	4,853	96.87	17,818	17,180	96.42
AR	9,518	9,494	99.75	39,167	38,942	99.43
CA	39,667	39,223	98.88	306,277	289,284	94.45
CO	7,345	7,235	98.50	43,870	43,199	98.47
DC	139	132	94.96	8,438	7,686	91.09
DE	535	533	99.63	4,304	4,271	99.23
FL	9,485	9,320	98.26	37,640	37,140	98.67
HI	1	1	100.00	1,656	1,618	97.71
ID	1,609	1,552	96.46	6,542	6,403	97.88
IL	6,716	6,621	98.59	68,937	67,519	97.94
IN	8,927	8,652	96.92	45,973	44,761	97.36
KS	4,346	4,319	99.38	38,442	37,811	98.36
KY	20,288	20,092	99.03	59,038	58,585	99.23
LA	2,935	2,894	98.60	29,387	28,264	96.18
MA	1,030	1,002	97.28	13,956	13,181	94.45
MD	9,994	9,859	98.65	85,361	83,228	97.50
MI	3,761	3,676	97.74	34,996	34,304	98.02
MN	787	768	97.59	21,411	20,822	97.25
MO	7,334	7,276	99.21	63,736	62,396	97.90
MS	3,881	3,801	97.94	15,690	15,327	97.69
MT	4,046	4,018	99.31	26,294	26,061	99.11
ND	962	953	99.06	16,360	16,136	98.63
NE	5,869	5,826	99.27	26,163	25,880	98.92
NH	973	939	96.51	7,873	7,617	96.75
NJ	1,419	1,372	96.69	25,085	23,346	93.07
NV	3,670	3,555	96.87	21,463	20,190	94.07
NY	6,339	6,192	97.68	72,061	70,289	97.54
OK	959	952	99.27	14,858	14,658	98.65
OR	9,645	9,529	98.80	40,112	39,836	99.31
PA	9,259	9,029	97.52	67,345	65,887	97.84
RI	315	301	95.56	2,684	2,548	94.93
SC	18,947	18,166	95.88	12,748	12,450	97.66
SD	3,320	3,259	98.16	19,841	19,448	98.02
TX	11,853	11,589	97.77	256,594	246,076	95.90
UT	7,202	7,113	98.76	16,245	16,021	98.62
VA	6,213	6,114	98.41	23,483	23,049	98.15
VT	851	837	98.35	8,924	8,728	97.80
WI	1,530	1,514	98.95	30,581	29,787	97.40
WV	2,871	2,801	97.56	11,846	11,716	98.90
WY	2,942	2,923	99.35	16,448	16,361	99.47
Non-PRISM Total	242,550	238,341	98.26	1,664,879	1,613,043	96.89

APPENDIX I. CRASH AND INSPECTION RECORD COUNTS AND MATCH RATES BY STATE: APPROACH 2

Table I-1. 2003 Crashes

STATE	In-State			Out of State		
	Count	Match	Match %	Count	Match	Match %
GA	1,600	1,380	86.25	2,103	1,784	84.83
IA	752	723	96.14	731	680	93.02
ME	947	922	97.36	410	397	96.83
PRISM Total	3,299	3,025	91.69	3,244	2,861	88.19
AK	11	9	81.82	0	0	0.00
AL	1,649	1,157	70.16	1,318	1,136	86.19
AR	428	424	99.07	989	955	96.56
AZ	786	768	97.71	1,101	1,057	96.00
CA	4,070	3,280	80.59	2,097	1,806	86.12
CO	452	422	93.36	580	551	95.00
CT	225	195	86.67	741	629	84.89
DC	1	1	100.00	5	5	100.00
DE	56	52	92.86	158	155	98.10
FL	2,824	1,892	67.00	1,196	920	76.92
HI	0	0	0.00	51	48	94.12
ID	275	259	94.18	271	255	94.10
IL	3,134	2,886	92.09	2,357	2,340	99.28
IN	1,467	1,378	93.93	2,085	1,872	89.78
KS	591	515	87.14	675	626	92.74
KY	654	648	99.08	1,384	1,373	99.21
LA	948	574	60.55	1,073	825	76.89
MA	523	468	89.48	568	498	87.68
MD	656	584	89.02	577	539	93.41
MI	1,547	911	58.89	1,273	864	67.87
MN	1,166	899	77.10	665	561	84.36
MO	1,455	1,397	96.01	2,033	1,900	93.46
MS	1,072	769	71.74	929	778	83.75
MT	243	241	99.18	326	321	98.47
NC	1,775	1,459	82.20	1,514	1,212	80.05
ND	119	108	90.76	130	117	90.00
NE	477	470	98.53	479	455	94.99
NH	273	215	78.75	126	114	90.48
NJ	2,581	1,844	71.45	2,565	1,904	74.23
NM	39	27	69.23	115	83	72.17
NV	133	124	93.23	377	340	90.19
NY	1,134	959	84.57	1,621	1,355	83.59
OH	1,790	1,729	96.59	2,125	2,064	97.13
OK	655	534	81.53	755	645	85.43
OR	549	534	97.27	428	420	98.13
PA	3,455	2,048	59.28	3,205	2,175	67.86
RI	122	112	91.80	168	142	84.52
SC	339	329	97.05	458	441	96.29
SD	98	93	94.90	125	121	96.80
TN	7	6	85.71	13	12	92.31
TX	5,550	4,329	78.00	3,642	3,319	91.13
UT	359	330	91.92	379	335	88.39
VA	1	1	100.00	0	0	0.00
VT	22	19	86.36	24	21	87.50
WA	690	642	93.04	516	506	98.06
WI	1,194	1,167	97.74	916	867	94.65
WV	297	286	96.30	648	608	93.83
WY	113	113	100.00	806	806	100.00
Non-PRISM Total	46,005	37,207	80.88	43,587	38,076	87.36

Table I-2. 2004 Crashes

STATE	In-State			Out of State		
	Count	Match	Match %	Count	Match	Match %
GA	2,129	2,014	94.60	2,487	2,331	93.73
IA	764	758	99.21	567	564	99.47
ME	436	432	99.08	170	166	97.65
NC	1,589	1,299	81.75	1,604	1,277	79.61
PRISM Total	4,918	4,503	91.56	4,828	4,338	89.85
AK	23	23	100.00	0	0	0.00
AL	1,525	1,359	89.11	1,511	1,384	91.59
AR	597	592	99.16	1,283	1,236	96.34
AZ	813	802	98.65	1,003	978	97.51
CA	4,841	3,553	73.39	2,403	2,060	85.73
CO	781	698	89.37	785	744	94.78
CT	298	275	92.28	738	650	88.08
DE	69	65	94.20	135	132	97.78
FL	3,328	2,680	80.53	1,766	1,566	88.67
HI	49	49	100.00	0	0	0.00
ID	304	288	94.74	340	326	95.88
IL	3,442	3,163	91.89	2,759	2,651	96.09
IN	1,855	1,661	89.54	2,433	2,083	85.61
KS	621	541	87.12	687	650	94.61
KY	693	692	99.86	1,375	1,367	99.42
LA	966	667	69.05	1,060	850	80.19
MA	434	390	89.86	510	444	87.06
MD	666	603	90.54	576	534	92.71
MI	1,417	1,297	91.53	1,729	1,664	96.24
MN	1,314	1,185	90.18	855	660	77.19
MO	1,786	1,682	94.18	2,179	1,947	89.35
MS	649	423	65.18	449	401	89.31
MT	211	211	100.00	238	235	98.74
ND	104	101	97.12	120	118	98.33
NE	475	452	95.16	445	425	95.51
NH	227	204	89.87	206	184	89.32
NJ	2,629	1,859	70.71	2,714	1,996	73.54
NM	80	63	78.75	263	206	78.33
NV	181	150	82.87	338	301	89.05
NY	1,015	805	79.31	1,357	1,080	79.59
OH	1,821	1,776	97.53	2,309	2,257	97.75
OK	666	542	81.38	747	646	86.48
OR	622	603	96.95	495	490	98.99
PA	3,741	2,168	57.95	3,609	2,446	67.78
RI	153	142	92.81	193	172	89.12
SC	910	878	96.48	1,333	1,272	95.42
SD	132	130	98.48	143	136	95.10
TN	26	16	61.54	22	14	63.64
TX	5,577	4,875	87.41	3,953	3,778	95.57
UT	530	420	79.25	393	345	87.79
VA	408	402	98.53	761	745	97.90
VT	24	20	83.33	22	19	86.36
WA	692	659	95.23	522	517	99.04
WI	1,435	1,401	97.63	888	814	91.67
WV	354	346	97.74	653	634	97.09
WY	120	120	100.00	638	638	100.00
Non-PRISM Total	48,604	41,031	84.42	46,938	41,795	89.04

Table I-3. 2005 Crashes

STATE	In-State			Out of State		
	Count	Match	Match %	Count	Match	Match %
AZ	667	599	89.81	1,050	957	91.14
CT	350	334	95.43	853	784	91.91
GA	2,528	2,235	88.41	3,116	2,658	85.30
IA	877	870	99.20	771	768	99.61
ME	490	482	98.37	194	192	98.97
NC	1,406	1,064	75.68	1,172	932	79.52
NM	66	44	66.67	125	92	73.60
OH	1,860	1,822	97.96	2,169	2,108	97.19
TN	1,242	956	76.97	1,500	1,302	86.80
WA	657	636	96.80	479	475	99.16
PRISM Total	10,143	9,042	89.15	11,429	10,268	89.84
AK	15	14	93.33	0	0	0.00
AL	1,412	1,379	97.66	1,464	1,424	97.27
AR	598	596	99.67	963	944	98.03
CA	5,509	4,075	73.97	2,772	2,452	88.46
CO	988	847	85.73	940	904	96.17
DC	0	0	0.00	7	7	100.00
DE	113	111	98.23	253	248	98.02
FL	2,103	2,062	98.05	1,376	1,361	98.91
HI	57	57	100.00	0	0	0.00
ID	314	293	93.31	334	309	92.51
IL	3,114	2,841	91.23	2,796	2,711	96.96
IN	2,293	2,056	89.66	2,706	2,366	87.44
KS	642	568	88.47	755	731	96.82
KY	803	800	99.63	1,657	1,652	99.70
LA	822	724	88.08	1,079	985	91.29
MA	338	304	89.94	356	300	84.27
MD	562	424	75.44	456	416	91.23
MI	1,586	1,502	94.70	1,712	1,686	98.48
MN	1,143	1,086	95.01	755	648	85.83
MO	1,681	1,614	96.01	2,233	2,013	90.15
MS	418	259	61.96	328	290	88.41
MT	203	182	89.66	279	272	97.49
ND	120	113	94.17	130	119	91.54
NE	492	474	96.34	417	391	93.76
NH	47	46	97.87	71	68	95.77
NJ	2,232	1,607	72.00	2,267	1,712	75.52
NV	199	159	79.90	364	326	89.56
NY	1,128	987	87.50	1,499	1,277	85.19
OK	695	584	84.03	816	673	82.48
OR	740	725	97.97	510	508	99.61
PA	3,391	2,072	61.10	3,644	2,539	69.68
RI	165	153	92.73	199	174	87.44
SC	973	930	95.58	1,423	1,370	96.28
SD	127	116	91.34	162	151	93.21
TX	5,850	5,347	91.40	3,795	3,638	95.86
UT	566	433	76.50	416	366	87.98
VA	709	695	98.03	1,481	1,462	98.72
VT	62	56	90.32	68	64	94.12
WI	1,784	1,762	98.77	857	813	94.87
WV	353	286	81.02	697	636	91.25
WY	99	99	100.00	585	584	99.83
Non-PRISM Total	44,446	38,438	86.48	42,622	38,590	90.54

Table I-4. 2003 Inspections

STATE	In-State			Out of State		
	Count	Match	Match %	Count	Match	Match %
GA	32,424	31,982	98.64	51,303	50,153	97.76
IA	20,832	19,858	95.32	44,193	42,726	96.68
ME	3,502	3,434	98.06	3,814	3,750	98.32
PRISM Total	56,758	55,274	97.39	99,310	96,629	97.30
AK	4,202	3,991	94.98	170	163	95.88
AL	10,518	10,023	95.29	11,048	10,436	94.46
AR	7,275	7,227	99.34	51,594	51,284	99.40
AZ	8,865	8,808	99.36	22,743	22,134	97.32
CA	160,637	138,749	86.37	172,588	169,317	98.10
CO	15,727	15,412	98.00	40,250	39,441	97.99
CT	6,201	6,091	98.23	14,116	13,357	94.62
DC	192	164	85.42	3,298	3,052	92.54
DE	1,417	1,391	98.17	2,748	2,727	99.24
FL	23,388	22,464	96.05	19,974	19,297	96.61
HI	2,411	2,346	97.30	6	6	100.00
ID	2,285	2,214	96.89	5,753	5,645	98.12
IL	33,523	32,217	96.10	43,561	42,251	96.99
IN	17,012	16,673	98.01	35,239	34,529	97.99
KS	14,658	14,427	98.42	44,380	43,472	97.95
KY	15,563	15,423	99.10	75,513	74,847	99.12
LA	15,810	14,667	92.77	24,962	23,797	95.33
MA	11,178	10,770	96.35	6,248	6,015	96.27
MD	27,809	27,484	98.83	63,132	61,573	97.53
MI	16,696	16,064	96.21	28,227	27,483	97.36
MN	13,820	13,401	96.97	11,875	11,517	96.99
MO	18,150	17,358	95.64	50,835	49,949	98.26
MS	12,767	12,465	97.63	39,933	39,242	98.27
MT	8,900	8,834	99.26	30,164	29,904	99.14
NC	14,983	14,231	94.98	24,206	23,742	98.08
ND	3,948	3,885	98.40	10,559	10,409	98.58
NE	7,179	7,127	99.28	17,979	17,714	98.53
NH	3,756	3,553	94.60	5,156	4,853	94.12
NJ	16,681	15,793	94.68	16,024	14,325	89.40
NM	7,455	6,713	90.05	63,749	60,097	94.27
NV	4,059	3,808	93.82	14,451	13,452	93.09
NY	25,051	23,666	94.47	49,525	48,440	97.81
OH	21,284	20,841	97.92	45,867	45,309	98.78
OK	7,045	6,924	98.28	5,370	5,188	96.61
OR	14,742	14,634	99.27	25,510	25,232	98.91
PA	27,309	26,524	97.13	39,786	38,655	97.16
RI	1,401	1,309	93.43	2,274	2,140	94.11
SC	10,665	10,284	96.43	16,097	15,428	95.84
SD	3,871	3,651	94.32	22,291	21,610	96.94
TN	15,822	15,412	97.41	40,096	38,688	96.49
TX	92,448	76,254	82.48	103,243	89,163	86.36
UT	8,645	8,545	98.84	19,964	19,583	98.09
VA	11,333	10,913	96.29	23,693	23,061	97.33
VT	1,494	1,451	97.12	4,944	4,764	96.36
WA	43,990	42,952	97.64	71,715	70,107	97.76
WI	11,109	10,538	94.86	17,965	17,358	96.62
WV	5,534	5,418	97.90	7,922	7,663	96.73
WY	2,450	2,441	99.63	17,343	17,174	99.03
Non-PRISM Total	811,258	755,530	93.13	1,464,086	1,415,593	96.69

Table I-5. 2004 Inspections

STATE	In-State			Out of State		
	Count	Match	Match %	Count	Match	Match %
GA	29,154	28,818	98.85	43,383	42,579	98.15
IA	21,173	20,453	96.60	42,880	41,668	97.17
ME	3,828	3,739	97.68	4,064	3,987	98.11
NC	15,549	14,963	96.23	26,412	25,964	98.30
PRISM Total	69,704	67,973	97.52	116,739	114,198	97.82
AK	4,035	3,879	96.13	257	255	99.22
AL	10,597	10,326	97.44	11,783	11,380	96.58
AR	8,460	8,413	99.44	37,503	37,289	99.43
AZ	10,339	10,245	99.09	22,788	22,275	97.75
CA	178,317	159,965	89.71	165,249	162,879	98.57
CO	16,129	15,745	97.62	40,200	39,378	97.96
CT	4,913	4,808	97.86	10,767	10,167	94.43
DC	214	194	90.65	4,175	3,872	92.74
DE	1,383	1,363	98.55	3,335	3,301	98.98
FL	23,342	22,717	97.32	22,959	22,388	97.51
HI	1,901	1,859	97.79	2	2	100.00
ID	2,539	2,483	97.79	5,074	4,982	98.19
IL	32,120	31,068	96.72	42,101	41,068	97.55
IN	16,866	16,483	97.73	30,474	29,563	97.01
KS	12,948	12,789	98.77	38,584	38,031	98.57
KY	14,982	14,876	99.29	60,326	59,774	99.08
LA	14,506	13,794	95.09	26,129	25,260	96.67
MA	10,309	9,862	95.66	5,323	5,147	96.69
MD	34,669	34,240	98.76	59,545	57,948	97.32
MI	14,597	14,122	96.75	25,639	25,216	98.35
MN	13,186	12,889	97.75	9,897	9,545	96.44
MO	20,024	19,360	96.68	51,549	50,634	98.22
MS	8,868	8,583	96.79	25,517	25,075	98.27
MT	8,868	8,833	99.61	28,414	28,222	99.32
ND	5,102	5,032	98.63	10,923	10,803	98.90
NE	8,029	7,993	99.55	19,461	19,252	98.93
NH	2,946	2,827	95.96	3,511	3,306	94.16
NJ	13,510	12,968	95.99	12,794	11,800	92.23
NM	7,563	7,151	94.55	67,733	64,822	95.70
NV	3,864	3,699	95.73	18,234	17,330	95.04
NY	29,140	27,986	96.04	61,344	60,001	97.81
OH	23,713	23,313	98.31	42,684	42,144	98.73
OK	6,748	6,686	99.08	5,824	5,704	97.94
OR	16,403	16,311	99.44	32,626	32,350	99.15
PA	30,210	29,630	98.08	44,762	43,597	97.40
RI	1,098	1,042	94.90	1,866	1,766	94.64
SC	10,993	10,740	97.70	16,132	15,614	96.79
SD	3,545	3,437	96.95	20,920	20,606	98.50
TN	18,027	17,484	96.99	49,291	47,594	96.56
TX	110,305	97,661	88.54	131,105	127,604	97.33
UT	8,169	8,050	98.54	15,359	15,123	98.46
VA	10,848	10,549	97.24	20,485	20,032	97.79
VT	1,684	1,645	97.68	5,475	5,304	96.88
WA	43,863	43,045	98.14	72,279	71,084	98.35
WI	13,519	12,959	95.86	19,380	18,875	97.39
WV	6,275	6,236	99.38	8,662	8,494	98.06
WY	2,313	2,311	99.91	15,949	15,845	99.35
Non-PRISM Total	841,979	797,651	94.74	1,424,389	1,392,701	97.78

Table I-6. 2005 Inspections

STATE	In-State			Out of State		
	Count	Match	Match %	Count	Match	Match %
AZ	10,747	10,484	97.55	24,897	24,269	97.48
CT	6,230	6,156	98.81	10,036	9,616	95.82
GA	33,783	33,474	99.09	45,709	44,905	98.24
IA	20,324	19,737	97.11	39,415	38,468	97.60
ME	3,855	3,776	97.95	5,873	5,793	98.64
NC	18,444	17,876	96.92	27,135	26,758	98.61
NM	6,497	6,217	95.69	62,867	60,179	95.72
OH	26,460	26,142	98.80	45,339	44,905	99.04
TN	18,111	17,058	94.19	45,646	43,574	95.46
WA	41,496	40,863	98.47	67,635	66,663	98.56
PRISM Total	185,947	181,783	97.76	374,552	365,130	97.48
AK	5,047	4,863	96.35	242	231	95.45
AL	10,406	10,034	96.43	12,422	11,999	96.59
AR	8,461	8,432	99.66	40,224	40,004	99.45
CA	185,275	169,611	91.55	160,636	158,865	98.90
CO	14,839	14,588	98.31	36,376	35,846	98.54
DC	515	451	87.57	8,062	7,367	91.38
DE	951	938	98.63	3,888	3,866	99.43
FL	23,331	23,097	99.00	23,794	23,363	98.19
HI	1,653	1,615	97.70	4	4	100.00
ID	2,552	2,481	97.22	5,599	5,474	97.77
IL	30,886	30,208	97.80	44,767	43,932	98.13
IN	18,858	18,350	97.31	36,042	35,063	97.28
KS	10,921	10,747	98.41	31,867	31,383	98.48
KY	15,806	15,677	99.18	63,520	63,000	99.18
LA	11,702	11,232	95.98	20,616	19,922	96.63
MA	10,009	9,389	93.81	4,977	4,794	96.32
MD	35,710	35,170	98.49	59,645	57,917	97.10
MI	13,483	13,083	97.03	25,274	24,897	98.51
MN	12,676	12,413	97.93	9,522	9,177	96.38
MO	19,418	18,795	96.79	51,652	50,877	98.50
MS	4,048	3,921	96.86	15,523	15,207	97.96
MT	6,446	6,399	99.27	23,894	23,680	99.10
ND	5,187	5,122	98.75	12,135	11,967	98.62
NE	10,111	10,033	99.23	21,921	21,673	98.87
NH	4,124	4,070	98.69	4,722	4,486	95.00
NJ	12,650	11,936	94.36	13,854	12,782	92.26
NV	4,392	4,199	95.61	20,741	19,546	94.24
NY	29,293	28,361	96.82	49,107	48,120	97.99
OK	7,579	7,526	99.30	8,238	8,084	98.13
OR	16,654	16,581	99.56	33,103	32,784	99.04
PA	29,659	29,085	98.06	46,945	45,831	97.63
RI	1,053	1,005	95.44	1,946	1,844	94.76
SC	12,912	12,599	97.58	18,783	18,017	95.92
SD	3,246	3,118	96.06	19,915	19,589	98.36
TX	109,292	100,542	91.99	159,145	157,113	98.72
UT	7,242	7,145	98.66	16,205	15,989	98.67
VA	9,458	9,209	97.37	20,238	19,954	98.60
VT	1,992	1,953	98.04	7,783	7,612	97.80
WI	15,079	14,635	97.06	17,032	16,666	97.85
WV	5,832	5,794	99.35	8,885	8,723	98.18
WY	2,314	2,308	99.74	17,076	16,976	99.41
Non-PRISM Total	731,062	696,715	95.30	1,176,320	1,154,624	98.16