PRISM News

HOT TOPIC –
Registrant Only

The registrant only number, created by PRISM, is being eliminated by FMCSA.

This change was published in the Federal Register on August 9, 2010.

The registrant only number has not been used for the purpose for which it was created. Instead, this number has created havoc with the assignment of safety events and with the overall oversight of the motor carrier safety programs.

As mentioned in previous additions of this newsletter, the motor carrier that improperly uses a registrant only number escapes any oversight by FMCSA, including compliance reviews and the new entrant program audit.

With this change, states will need to modify their forms, instruction manuals, computer systems and procedures to eliminate the requirement for a registrant only number. States have been sent guidance for these changes.

Please keep in mind: the USDOT Number at the registrant level will still be collected for registrants who are also motor carriers, e.g. those with company-operated vehicles and short-term lease owner/operators.

While States are modifying their systems, the FMCSA and/or state enforcement and/or UCR offices will be correcting events that are on the registrant only records. This could result in the event being moved to another USDOT number or it could result in the registrant only entity type designation being changed to motor carrier.

 PRISM's goal is to have the state system changes completed by the mid to late 2011. States do not need to wait to implement these changes until all states are ready. States may implement when changes have been made.

States may apply for supplemental PRISM funding to accomplish these necessary changes.

Update for CVIEW States

In two CVIEW transactions, T0022 and T0020, the data field for the Registrant's USDOT Number is named: IRP_CARRIER_ID_NUMBER. Once the State has completed the necessary changes to no longer require the Registrant's USDOT Number, then the CVIEW uploads should contain a NULL value for the IRP_CARRIER_ID_NUMBER field when the Registrant is not also a Motor Carrier.

 (Note: For States that choose to store the word "REGONLY" in their local system, that value cannot be uploaded to SAFER. Instead, a NULL value must be uploaded.)
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USDOT Number on Non-IRP Vehicles

States that are planning legacy system re-writes might want to consider adding a field for the USDOT number of the carrier responsible for safety on commercial vehicle records, even if the state is not yet considering an expanded PRISM program. It is much less costly to add a field for this purpose during a complete re-write than it is to make the change later on when a decision is made to collect this information for all non-IRP vehicles.
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Mini-Target File

The PRISM Target File was created for use by both the state registration office to identify carriers and vehicles that are associated with an OOSO and by enforcement at the roadside to identify vehicles for inspection as well as those that are OOS.

Later this year, SafeStat will be replaced with the CSA 2010 program. At that time, the number of carriers and vehicles on the file will most likely increase.

Since the registration office only needs the carriers and vehicles that have an OOS MCSIP step, the PRISM team has created a second Target File that contains only the OOS carriers and vehicles. If you are interested in downloading this file for the registration purpose or want more information, please contact the PRISM technical support office at: PRISMTechnicalSupport@dot.gov

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PRISM Website

PRISM has a new web site. All of the PRISM information is now on the FMCSA web site. The new address is:

http://www.fmcsa.dot.gov/safety-security/prism/prism.aspx

Please take a look at the redesigned site. In addition to the redesign and new documents, updated versions of the Procedural Manual, the Law Enforcement training package and the clerical training package are included.

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MCSIP Step Changes

Several new steps have been added to MCSIP. Step 59 which provides for a state to issue an intrastate out-of-service order (OOSO) has been added for those states that are participating in an expanded PRISM program and regulate the intrastate carriers.

Since carriers can be issued OOSOs by both the federal and state governments, it was necessary to also create "companion" steps for each type of Federal OOSO so that

the proper designation can be made if the carrier has been issued an OOSO by FMCSA and the state.

In addition, a new Federal MCSIP step and companion step -58 and 56 have been created for an OOSO being issued for New Entrants revoked for expedited actions.

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Bar Code Re-certification

In an effort to ensure all cab cards can be read at the roadside, PRISM re-certifies each states cab cards annually. If you have not been certified for version 3.4.1, please send three copies of your cab cards as specified in the Bar Code Specification to the PRISM team to be re-certified.

The change to print the statement: "Motor Carrier Responsible for Safety is Expected to Change" was required last January.

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PRISM Status Reporting

With the implementation last January of the new quarterly reporting form for states with open grants, the PRISM team has not been getting the implementation status nor the denial, suspension /revocation information. Please be sure a copy of the quarterly reporting form that you are providing to the FMCSA Division Office is also being sent to Allen.day.efit@gmail.com

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MCS – 150 Biennial Letter

The process for sending Biennial letters for the required MCS–150 update to motor carriers is changing this month. If a carrier has updated the MCS -150 information within the previous 18 months, a letter will no longer be sent to the carrier.
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National Conference Call

The PRISM conference call was held on September 15, 2010. The registrant only elimination project was the single issue that was discussed. (See Hot Topics)
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Grant Applications

States can now submit grant applications for PRISM funding for the fiscal year 2011. PRISM grants remain as 100% Federal funding.
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States' Implementation Progress

Since our last newsletter, significant progress and growth of the PRISM program has taken place. The following states' implementation levels have been upgraded which can be seen on the map on the next page:

District of Columbia
Florida
Illinois
Maryland
Massachusetts
Mississippi
Montana
North Carolina
North Dakota
Rhode Island
Texas
Virginia
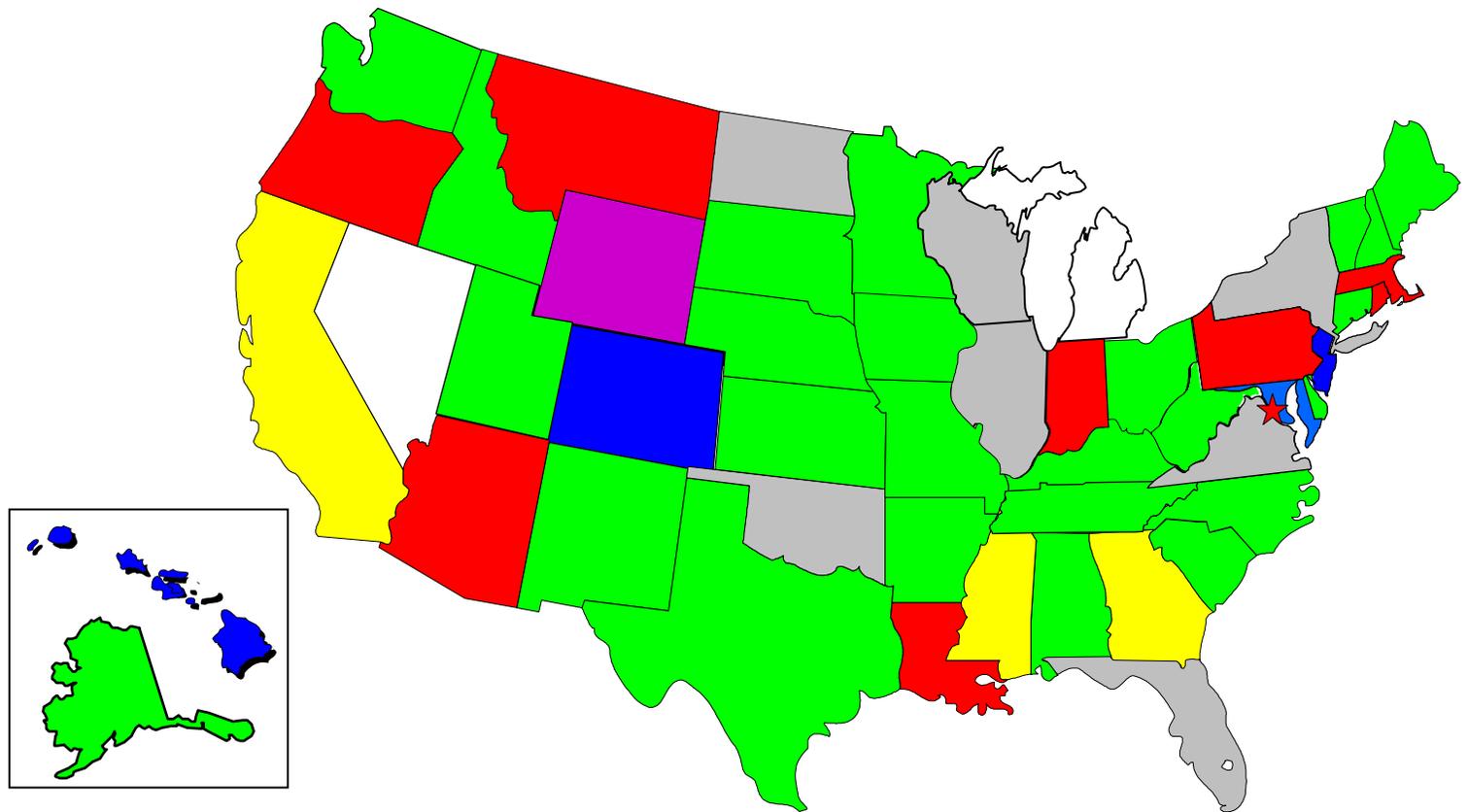
PRISM Implementation Levels

Grant Approval – ***BLUE*** (4 States: CO, HI, MD, NJ)

**States Developing Implementation
Plan for Approval –** ***PURPLE*** (1 State: WY)

**States Implementing
an Approved Plan –** ***GREY*** (7 States: FL, IL, ND, NY, OK, WI, VA)

PRISM Level 1 – ***RED*** (8 States + D.C.: AZ, IN, LA, MA, MT, OR, PA, RI)
**Collecting/Validating USDOT Number
of Carrier Responsible for Safety**

PRISM Level 2 – ***YELLOW*** (3 States: CA, GA, MS)
**Enforcing MCS-150 Update
Checking Carrier Safety Status
Submitting Targeted Vehicles to SAFER**

PRISM Level 3 – ***GREEN*** (25 States: AK, AL, AR, CT, DE, ID, IA, KS, KY, ME, MN,
MO, NC, NE, NH, NM, OH, SC, SD, TN, TX, UT, VT, WA, WV)
**Denying, Suspending, Revoking for Federal OOSO
Bar Coding PRISM Specs
Enforcement Stopping Targeted Vehicles**

N/A – ***WHITE*** (2 States: MI, NV)   **Total PRISM States: 36 + D.C.**