



Level Up to Improve Highway Safety!

PERFORMANCE AND REGISTRATION INFORMATION SYSTEMS MANAGEMENT (PRISM)



PRISM State FAQ Talking Points

The talking points below can be used to respond to questions from your State's leadership and agency counterparts.

WHAT IS THE FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION'S (FMCSA'S) PRISM?

- Motor carriers must maintain the safety of their operations, taking responsibility for their vehicles, drivers, and appropriate documentation. FMCSA issues Federal Out-of-Service (OOS) orders to motor carriers with significant safety deficiencies. All carriers with Federal OOS orders are required to stay off the road until they satisfy their Federal OOS order requirements.
- The PRISM processes provide States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions.
- The PRISM processes give State agencies access to Federal safety data to ensure that motor carriers prohibited from operating due to a Federal OOS order do not register or renew registrations until they have corrected their safety deficiencies.
- PRISM helps safeguard the Nation's roads from motor carriers who do not abide by their Federal OOS orders. PRISM processes alert State systems when a carrier with a Federal OOS order attempts to register/renew a vehicle registration. State registration offices can then deny, suspend, or revoke registration and immobilize these carriers with Federal OOS orders through the vehicle registrations. State law enforcement may also use PRISM tools to identify and immobilize vehicles associated with Federal OOS orders at roadside.



WHO ARE PRISM'S PRIMARY PARTNERS, STAKEHOLDERS, AND AUDIENCE?

FMCSA's PRISM is a partnership with FMCSA and State commercial motor vehicle (CMV) registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal OOS order.

- PRISM strengthens States' capacity to identify, suspend, and deny registration applications and renewals of carriers and vehicles associated with Federal OOS orders. The PRISM partnership efficiently enforces Federal OOS orders, keeping more carriers with OOS orders and associated vehicles off the highways.
- The PRISM community consists of State leadership, vendors, and other stakeholders who contribute to the establishment of strategic priorities and authorize programmatic involvement in PRISM. This also includes:
 - ▶ State technical leads
 - ▶ State International Registration Plan (IRP)
 - ▶ Non-IRP CMV registry staff and law enforcement





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WHAT ARE THE DIFFERENT REQUIREMENTS AND LEVELS OF PRISM PARTICIPATION?

There are three levels of PRISM Participation:



The 2015 Fixing America's Surface Transportation (FAST) Act requires all States receiving financial assistance through FMCSA's Motor Carrier Safety Assistance Program (MCSAP) Grants to achieve and maintain Full Participation in PRISM. All States have met the minimum requirements for Full PRISM Participation. MCSAP grants provide funding to States to help them support projects that reduce crashes, injuries, and fatalities involving CMVs.

FULL PRISM Participation

Full PRISM Participation (PRISM requirements 1-6) focuses on keeping unsafe CMVs of 26,001 pounds and above off the highways. A State's IRP or CMV registration agency suspends or revokes active registrations and denies new registration requests if the motor carrier responsible for safety of the vehicle is under any Federal OOS order; and denies registration if the motor carrier possesses an inactive or deactivated USDOT Number.

ENHANCED PRISM Participation

States are encouraged to Level Up to Enhanced PRISM Participation and implement six additional requirements (7-12). States that Level Up to this tier increase the safeguards in their systems to keep large CMVs from concealing their Federal OOS orders and/or registering under a different company name, also known as "chameleon carriers."

EXPANDED PRISM Participation

States are encouraged to Level Up to Expanded PRISM Participation, the highest safety level, in which States also apply the Full PRISM Participation requirements 1 through 6 to lower-weighted non-IRP interstate commercial vehicles of 10,001-26,000 pounds. States eligible for Expanded PRISM must first reach Enhanced PRISM Participation, and maintain all twelve requirements. States that achieve Expanded PRISM Participation significantly improve road safety.





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WHO ARE PRISM'S PRIMARY PARTNERS, STAKEHOLDERS, AND AUDIENCE?

States are encouraged to Level Up their PRISM Participation and increase highway safety. States can Level Up from Full PRISM Participation to Enhanced PRISM Participation, Enhanced PRISM Participation to Expanded PRISM Participation and/or from Full PRISM Participation to Expanded PRISM Participation.

Why "Level Up" to Enhanced PRISM Participation?

- **Prevent and Immobilize Reincarnated Carriers**
Enhanced PRISM prevents registrations of carriers who attempt to violate their Federal Out-Of-Service (OOS) order by changing names or details to "reincarnate" or re-register unnoticed.
- **Improve Data Systems to Detect Reincarnated Carriers**
This challenge requires special tools. Enhanced PRISM provides States safety data to detect reincarnated carriers.
- **Identify Reincarnated Carriers**
Leveling Up to Enhanced PRISM participation helps States identify and flag large IRP commercial motor vehicles (CMV) subject to Federal OOS orders before they can register or renew their registrations.

How does a State achieve Enhanced PRISM Participation?

- **Modify the State International Registration Plan (IRP) system to check every Vehicle Identification Number (VIN) against the PRISM Target File or by an FMCSA-approved alternative process before issuing new or renewing registration to verify if the vehicle is registered or was previously registered to a "reincarnated" motor carrier under a Federal OOS order.**
- **Enable registration staff to check if the new motor carrier responsible for the safety of the vehicle has matching information to the motor carrier under a Federal OOS order. Determine if both motor carriers are affiliated and if the new motor carrier responsible for safety of the vehicle is attempting to reincarnate under a new USDOT number and/or company name to avoid FMCSA enforcement sanctions.**
- **Deny registration if a motor carrier registering a vehicle is affiliated with a motor carrier under a Federal OOS order.**

Why "Level Up" to Expanded PRISM Participation?

- **Prevent and Immobilize Unsafe Interstate Non-IRP, Lower Weighted CMVs**
Lower levels of PRISM only cover larger, interstate IRP CMVs of GVWR of 26,001 pounds and above. To immobilize non-IRP interstate, lower weighted CMVs subject to a Federal OOS order, States are encouraged to Level Up to Expanded PRISM.
- **Reduce and Prevent Crashes, Injuries & Fatalities Involving Smaller CMVs**
There is an increase of delivery and smaller CMVs are on the road. Every year, these smaller CMVs (GWR 10,001-26,000 pounds) account for 1-in-4 CMV-involved crashes, and 1-in-5 Federal OOS orders.
- **Add a Third Layer of Safety Focusing on Smaller CMVs in Interstate Commerce**
Imagine how many more crashes, fatalities and injuries States can prevent by identifying and immobilizing Federal OOS lower-weighted vehicles of GVWR of 10,001-26,000 pounds, too!





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How does a State achieve Expanded PRISM Participation?

- Each State's registration program is different, and therefore the Expanded PRISM process will always be unique. Generally, States looking to achieve Expanded PRISM will develop a plan for the following:
- The PRISM Team must confirm that the State meets the requirements for the Full and Enhanced Participation levels before they are eligible for Expanded PRISM.
- The State's registration system must have the ability to collect and upload data for interstate non-IRP CMVs with a gross vehicle weight (GVW) from 10,001-26,000 pounds.
- Additional coordination with State agencies may be required if the CMV registration systems are in a different office/division other than the MCSAP lead agency within your State.
- Some States' non-IRP offices may also be able to collect and upload additional vehicles (e.g., intrastate vehicles). While this is not a requirement for Expanded PRISM Participation, it is considered a process enhancement.

HOW DOES PRISM AND THE LEVEL UP INITIATIVE SUPPORT ROADWAY SAFETY?

Encouraging States to Level Up supports several priorities outlined in the United States Department of Transportation's (DOT) Strategic Plan, including:

- Improve mission support systems so timely and accurate information is available for better DOT oversight of operations, compliance activities, reporting functions, and business processes.
- Improve technical assistance and resources for States to ensure successful, improved and equitable outcomes.
- Deploy the people, tools, and processes needed to ensure the accuracy, confidentiality, and trust in U.S. DOT's systems and data by internal and external customers and other stakeholders, including the general public and government officials. Make all U.S. DOT systems secure by design and implement zero trust principles in all systems.
- PRISM plays a key role in the DOT's National Roadway Safety Strategy (NRSS) Safe Systems "layers of safety" approach, augmenting FMCSA's enforcement actions with actions taken by State partners, thus holding the industry accountable for safety.
- The PRISM processes add another layer of safety to the FMCSA enforcement programs, giving State partners the information they need to detect which carriers are attempting to operate in defiance of an OOS order.
- The Enhanced PRISM Participation level adds a second PRISM safety layer to the vetting process in the event a chameleon carrier attempts to circumvent their OOS order by registering as another company.
- Expanded PRISM Participation adds the third and highest PRISM safety layer by ensuring that carriers with Federal OOS orders from 10,001-26,000 pounds are identified and immobilized.





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ARE THERE FUNDING OPPORTUNITIES AVAILABLE TO HELP STATES LEVEL UP WITH PRISM?

- States can use the FMCSA Motor Carrier Safety Assistance Program (MCSAP) or High Priority Commercial Motor Vehicle (HP-CMV) grant funding to maintain and advance PRISM projects. For example, States may fund new PRISM system development, deployments, or operations and maintenance (O&M) costs, and any other PRISM related projects under MCSAP and HP-CMV Grants.
- To learn more about FMCSA's Grant opportunities and the application process, visit: <https://ai.fmcsa.dot.gov/Grants/>

WHERE/HOW CAN STATE PARTNERS LEARN MORE ABOUT PRISM?

- FMCSA's PRISM team supports each State in achieving that their safety goals. The team convenes quarterly PRISM Stakeholder Forums to share information, offers on-call technical assistance, and provides a rotation of PRISM Participation Level reviews and PRISM training among other services.
- As a State partner, you can log in to FMCSA's PRISM Data and Activity Safety Hub (DASH) website to access reports, submit data, complete the PRISM Participation Level Certification (PPLC), and find training tools to help you and your team apply the PRISM process to your State's registration and enforcement procedures.



Additional Questions?

PRISM DASH website: <https://ai.fmcsa.dot.gov/PRISM>

PRISM Technical Team e-mail: PRISMTechSupport@dot.gov

