PRISM

Performance and Registration Information Systems Management

Background and Purpose

- Developed to meet the challenge of reducing the number of commercial vehicle crashes of a rapidly expanding interstate carrier population.

- Increases the efficiency and effectiveness of Federal and State safety efforts through a more accurate process for targeting the highest-risk carriers.

- Allows for a more efficient allocation of scarce resources for compliance reviews and roadside inspections.

- Requires that motor carriers improve their identified safety deficiencies or face progressively more stringent sanctions up to the ultimate sanction of a Federal Out-of-Service Order and concurrent State registration suspensions.

History

- PRISM originated as a pilot project mandated by Congress in 1991.
- The Federal Motor Carrier Safety Administration (FMCSA) and the State of Iowa developed the pilot project. The States of Colorado, Indiana, Minnesota, and Oregon also participated in the pilot.
- The pilot demonstrated that State commercial vehicle registration sanctions could be a powerful enforcement tool in Federal and State motor carrier safety improvement efforts.
- Congress authorized funding through:
  - Transportation Equity Act for the 21st Century (TEA-21), P.L. 105-178 (1998) to expand PRISM nationally.
  - The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy of Users (SAFETEA-LU), P.L. 109-59 (2005) established statutory requirements for States to participate in PRISM.
  - The Moving Ahead for Progress in the 21st Century Act (MAP-21), P.L. 112-141 (2012) further authorized PRISM funding for fiscal years 2013-2014.

PRISM Benefits

- Accountability
  - Identification of the motor carrier (via their United States Department of Transportation [USDOT] number) responsible for the safe operation of the vehicles being registered.

- Performance-based Approach to Safety Management
  - The primary means for identifying potentially poor performing carriers is through an accumulation of carrier, vehicle, and driver-specific safety events that is then linked to the carrier through the carrier's USDOT number.

- Improved Productivity
  - The PRISM program was developed to help the FMCSA and States with limited safety resources meet the challenge of reducing the number of commercial vehicle crashes of a rapidly expanding interstate carrier population.

- Improved Data Quality
  - The PRISM program has shown that an improvement in the accuracy and timeliness of data results in better resource allocation and heightened efficiencies in the administration of major Federal and State safety programs.

Benefits Cont'd.

- Improved Motor Carrier Safety
  - The PRISM program requires that motor carriers improve their identified safety deficiencies or face progressively more stringent sanctions up to a Federal Out-of-Service Order and concurrent State registration suspensions.

- Customer Service
  - The PRISM program provides an opportunity for carriers to obtain a USDOT number, meet Congressionally mandated data update requirements, and get their International Registration Plan (IRP) license plates effortlessly.

Federal Out-of-Service Orders

- There are four general instances in which the FMCSA will order a motor carrier to cease interstate operations:

    1. When the motor carrier receives a final unsatisfactory safety rating from the FMCSA as set forth in 49 Code of Federal Regulations (CFR) part 385.

    2. When, after exhausting all due process options, the motor carrier fails to pay Federal fines levied from FMCSA enforcement actions as set forth in 49 CFR part 386.

    3. When the motor carrier is determined to be an imminent hazard; and

    4. When a new entrant fails an audit or does not schedule an audit within 12 months of obtaining interstate authority.

States Using PRISM

PRISM - State Vehicle Registration Connectivity
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