

8. BEYOND CVISN LEVEL 1

This section includes a summary of potential credentialing capabilities beyond CVISN Level 1 and an overview of PRISM and its relationship to CVISN.

8.1 Credentials-Related Aspects Beyond CVISN Level 1

CVISN Level 1 was defined as a pragmatic means of setting a goal that was ambitious but achievable. It purposely excluded many capabilities that were desirable and feasible with today's technology in order to control project scope and cost. If funding is available, these capabilities will be included in a future phase of the CVISN Program.

A preliminary definition of the capabilities a state would implement beyond CVISN Level 1, in the credentialing area, is provided in the Table 8-1. The final definition will evolve in a cooperative effort among FMCSA, states, and other CVO stakeholders.

Table 8-1.
Preliminary State Requirements for Credentials Administration
Beyond CVISN Level 1

State Capabilities for Credentials Administration Beyond CVISN Level 1
<ul style="list-style-type: none"> ▪ Electronic payment for credentials. ▪ End-to-end processing (i.e., carrier application, state application processing, payment, and credential issuance) of intrastate registration, titling, OS/OW, carrier registration and HAZMAT credentials. ▪ Connection to the Unified Carrier Registry (UCR), the electronic federal carrier registration system. ▪ "Paperless" vehicle: no requirement for paper credentials on vehicle. ▪ At least 50 percent of the total transaction volume handled electronically.

8.2 PRISM Concepts

PRISM (Performance and Registration Information Systems Management) is a FMCSA-sponsored program that seeks to improve safety by linking vehicle registration actions to an evaluation of the related carrier's safety rating. The program includes procedures for a carrier to improve their safety rating.

PRISM is a comprehensive program of motor carrier safety assessment, enforcement and improvement. The core concept of PRISM is the linking of vehicle registration at the State level to acceptable carrier safety performance. Through the PRISM program, the safety performance of the carrier responsible for a vehicle being registered is considered at vehicle registration time. As a part of vehicle registration, participating States assure that the carrier is registered and meets the required safety criteria. Ultimately, subject to State laws, vehicle registration may be

denied to unsafe carriers. As part of this process, the USDOT number of the carrier is recorded as part of the vehicle registration electronic record, thus linking the vehicle to the carrier responsible for the safe operation of the vehicle. That linkage can also be used at the roadside during screening operations and inspections. Six states (CO, IN, IA, MN, OR, and PA) currently participate in the PRISM program. Other states have been approved to participate.

The other major process in PRISM is the **MCSIP (The Motor Carrier Safety Improvement Program)**. MCSIP tracks carrier safety improvement through a series of levels intended to bring the carrier into full safety compliance. The MCSIP level is a crucial measure of a carrier's current status in this improvement process.

The safety assessment algorithm at the core of PRISM is **SafeStat**. From a comprehensive array of MCMIS carrier performance data (inspections, crashes, reviews, enforcement cases, citations) SafeStat computes an indicator and a category for carriers that have sufficient data. The SafeStat indicator and category can be used to prioritize carriers for a possible on-site review. The SafeStat values are also available at the roadside for use in screening algorithms.

How are PRISM and CVISN Related?

CVISN (Commercial Vehicle Information Systems and Networks) - The information systems and communications networks that support commercial vehicle operations. CVISN includes information systems owned and operated by governments, carriers, and other stakeholders. It excludes the sensor and control elements of ITS/CVO.

The **CVISN Architecture** provides a standardized framework for linking new and existing systems and networks to facilitate the exchange of information. The CVISN Prototype & Pilot states are deploying **CVISN Level 1 capabilities**: safety information exchange through snapshots, inspection reporting using ASPEN, electronic screening using transponders and snapshot data, electronic credentialing for IRP and IFTA, and supporting base state agreements via the IRP and IFTA Clearinghouses. Ten states (CA, CO, CT, KY, MD, MI, MN, OR, VA, and WA) are currently deploying CVISN Level 1 capabilities.

Access to safety information is necessary to support the safety performance evaluations that serve as a basis for accomplishing PRISM program goals. Information systems and networks that are part of the CVISN Architecture provide that access.

- To facilitate information exchange, several systems are being developed under CVISN. One of those systems is **SAFER (Safety and Fitness Electronic Records)**. SAFER and other information systems (e.g., SAFETYNET, MCMIS, ASPEN, CAPRI) are used to supply data for the PRISM processes.
- The values generated by PRISM's SafeStat algorithm are included in SAFER snapshots. Snapshots are used in roadside screening and inspection activities to focus resources on high-risk operators.

Thus, the PRISM system concepts and approach are compatible with and utilize components of the CVISN Architecture.

The PRISM operational concepts are illustrated in the figure below. Originally, the PRISM Central Site was maintained by the IOWA DOT. Today, modifications to SAFER are underway to provide PRISM Central Site data exchange support for participating PRISM states using open standards.

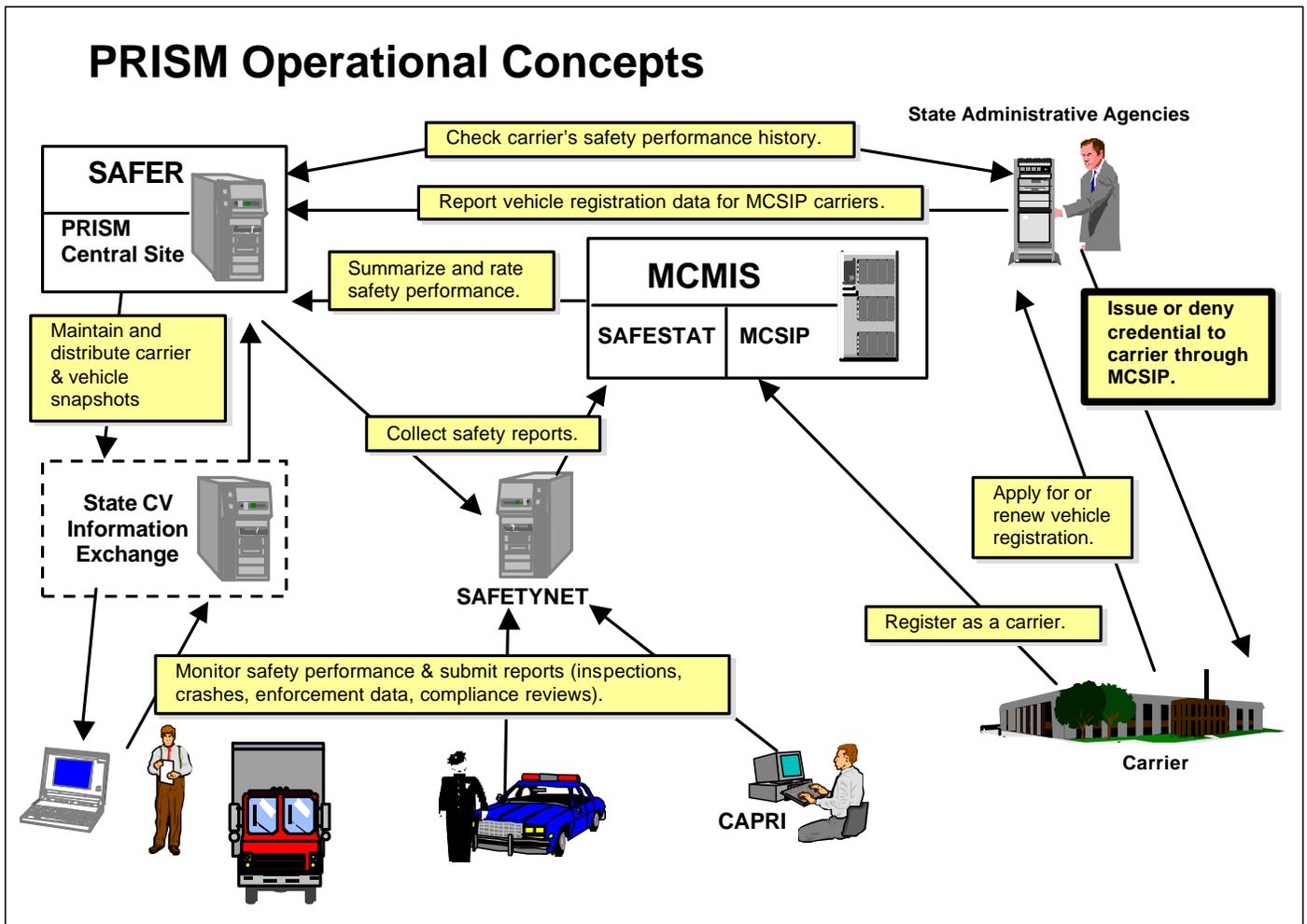


Figure 8–1. PRISM Operational Concepts

PRISM and CVISN share key concepts:

- focus safety enforcement on high risk operators
- use open standards for data communications
- use standardized algorithm for determining a carrier's safety fitness
- use data exchange systems, e.g. SAFER that conform with the National ITS Architecture

These concepts, implemented through state and national systems, link CVISN deployment and PRISM Program activities.

SAFER is being modified to:

- provide users with a logical view of the existing PRISM Target File, i.e., access to carrier and vehicle records for those carriers in the MCSIP
- accept, process, and output MCSIP carrier vehicle records to requesting PRISM state systems
- generate an historical audit of MCSIP carrier activities
- support batch and interactive communications
- provide PRISM users with enhanced query support and report generation capabilities