



Technology and ISS Usage Assessment

Results – October 2004

State	No. of Responses
Alabama	1
Alaska	1
Arizona	1
Arkansas	1
California	1
Colorado	1
Connecticut	1
Delaware	1
Florida	1
Georgia	1
Hawaii	1
Idaho	1
Illinois	2
Indiana	1
Kansas	1
Kentucky	1
Louisiana	1
Maryland	2
Michigan	1
Minnesota	2
Mississippi	1
Missouri	3
Montana	1
Nebraska	2
New Jersey	1
New Mexico	1
New York	2
North Carolina	1
North Dakota	1
Ohio	1
Oklahoma	1
Oregon	1
Pennsylvania	2
Rhode Island	1
South Carolina	1
South Dakota	1
Tennessee	1
Texas	1
Utah	2
Vermont	1
Virginia	1
Washington	1
West Virginia	1
Wisconsin	1
Total	53
(44 unique states)	



Q1. Do your agency motor carrier safety enforcement personnel use the ISS software and/or Query Central to access ISS information?

Yes	53
No	0

Q1b. If yes, approximately how many users use each?

	Range	Mean	N
Use ISS	3 – 500	98.2	48
Use Query Central	0 – 84	9.5	34
Use Both	0 – 160	24.4	42

Q2. How many motor carrier safety enforcement personnel does your agency have?

	Range	Mean	N
	4 - 1,000	159.8	51

Q3. Which hardware types are primarily used in your state to access ISS information? (You can check more than one.) (n=53)

Type	Yes	No
Desktops	26 - 49%	27 – 51%
Laptops	51 - 96%	2 - 4%
PDA's	1 - 2%	52 – 98%
Other	0 - 0%	53 – 100%

Q4. How satisfied are you with the current ISS delivery platform (i.e. desktop, laptop, PDA) that your personnel use? (n=52, Mean=5.1)

Very Dissatisfied				Very Satisfied		
1	2	3	4	5	6	7
12%			15%	73%		
2%	6%	4%	15%	31%	31%	12%
(1)	(3)	(2)	(8)	(16)	(16)	(6)

Q5. Does this delivery platform provide the information efficiently? (n=52, Mean=4.9)

Very Inefficient				Very Efficient		
1	2	3	4	5	6	7
13%			15%	72%		
4%	6%	4%	15%	31%	33%	8%
(2)	(3)	(2)	(8)	(16)	(17)	(4)

Q6. What improvements, if any, would you like to see to the current delivery platform? (e.g., Do you have a suggestion for a better platform? A different method of accessing the information? A different display of the data?)

[Our State] does not use the refresh option because of problems connecting, time frame of refreshing, and connection dropping. We prefer to download ISS from the website to our network and each officer can connect to the network and update their ISS. Would prefer that ISS was available on a monthly basis from the web site.

1) We need the ability to update the software on the State side, 2) More frequent updates on the Federal side

A PDA platform could be beneficial in the field.

Add carrier out of service information, or even DIAP/intelligence information.



Although laptops and the CD work well for us, [our State] may use SAFER if it was not so cumbersome. The reasons [our State] does not use SAFER include multiple log-ons; rules of behavior forms; and individual log-ons.
Compress data base size for smaller packages
Everything works very well now.
Full address on address pop up; include an option to also check "inactive" carriers or flag US DOT number as belonging to an "inactive" carrier.
Full Carrier updates cannot be done wirelessly as were done in ISS v1 as the data elements have grown. We now do a Update of Displayed carrier wirelessly at the time of inspection. This gives the inspector the most current data for the carrier at inspection time. Improvements would be to search for a carrier by name at SAFER, through ISS, when not found in the local database. As we look to connect wirelessly to Query Central and SaferSys to provide this functionality.
I have no suggestions for a better platform.
I would like to be able to access this data wirelessly and in a more timely manner.
I would like to see the inspection summary on the first page to save time. It would not need to be all of the data just the over threshold items.
Include inter or intra state carrier and phone number
Is it possible to transfer the ISS updates automatically (broken down in smaller files or weekly) when the officer transfers his inspections to SAFER? Then when the officer has time, he can run an update.
ISS needs to incorporate carrier Out-of-Service orders/cease of operation orders issued by FMCSA.
ISS: A better delivery or update platform, and also ISS should distinguish between interstate carriers and intrastate carriers
Just keep in mind that not all states have internet connects for officers. Please do not stop the CD update mail out.
Make it easier to update from the Volpe server. UAS doesn't work a lot of the time. A lot of people don't keep trying when the connection doesn't work the first time.
More frequent updates. Currently we are receiving updates quarterly. We would prefer monthly or even "real-time" if possible.
Our operations are mobile in nature. Currently lack wireless connection to get updates so they are only done via CD updates. As a result data is "stale"
PDA
Query by address
Real Time information through the ASPEN program would be nice.
Routine downloads available through SAFER - small file size
Search by DBA and Legal names in ISS
Smaller file size when upgrading from a CD.
We are experiencing difficulties due to slow internet connections. We will be upgrading to from CDPD connections to GPRS shortly which will increase our connectivity speeds dramatically.
Would like to be able to see if the DOT number is Inter on Intra state. It would also be beneficial if the updates could be posted on the website, because this would be easier to update the field laptops if the file was smaller and not the entire database.



Q7. How does your state currently complete ISS data updates? (You can check more than one.) (n=53)

Type	Yes	No
a. Users use the "single carrier" refresh	12 – 23%	41 – 77%
b. Users use the "carrier database" refresh	9 – 17%	44 – 83%
c. Users install from CD	26 – 49%	27 – 51%
d. Users install from the Information Systems Website	8 – 15%	45 – 85%
e. Users install from an Internal State Network	6 – 11%	47 – 89%
f. Require that inspectors bring their laptops in and have a technical computer person install the updates	25 – 47%	28 – 53%
g. Other	8 – 15%	45 – 85%

Q7g. Other. Please explain.

ISS is updated by technical person whenever an inspector is at headquarters - less often than monthly. Technical person travels to install the updates - less often than monthly. One inspector uses the Information Systems Website to download and install the updates for himself and several other inspectors - monthly.

IT administrator goes to the sites statewide and updates all desktops and laptops when a new version/release comes in on CD. Sites used to be able to use the single carrier refresh until UAS was established. Multiple users on shared workstations do not make the use of UAS feasible.

Occasionally users may use the single carrier refresh for immediate updates. When an announcement is made that a new update is posted on the Information System Website, a few will download however CD are made and sent out to the field for updating.

One person copies the ISS Update from the "INFO SYSTEMS" Website & then copies it to 8 different CD's, which are distributed out to 8 Regional offices across our State. Each Inspector within the Regional office then upgrades their individual laptops with the CD they were provided.

The method and timeliness vary. It is sometimes longer than a month before updates are distributed to field personnel because of the vast area of [our State].

Upon quarterly updates we update those who have not done a carrier database refresh. They all have the capability of doing it but less than half actually run the update.

We also have a "technical computer person" install the updates when we receive a new CD.

We burn CD's from your quarterly mail out and send them to our five districts around the state and let them install it.

Q8. Do you have the infrastructure to access the Internet at fixed and/or mobile sites? (n=51)

Type	Yes	Percent
Fixed sites only	24	47%
Mobile sites only	1	2%
Both fixed and mobile sites	17	33%
Neither fixed nor mobile sites	9	18%



Q9. If applicable, please describe the type(s) of wireless (radio, cellular, satellite, etc) and/or wired (dial-up, dedicated line, DSL, cable, etc) Internet access available at your sites.	
State	Response
Alabama	Dial-up at fixed sites. Southern Linc wireless access at 11 mobile sites, with up to 50 more to come on board by the end of summer.
Alaska	Dial-up
Arizona	None whatsoever.
Arkansas	We are in the process of purchasing wireless card for our units only. If you have any suggestions on the best way they can keep updated once we purchase them please let me know.
California	Dial-up and dedicated line capabilities are available.
Colorado	Cellular / Dial up, Dedicated Line
Connecticut	Laptop wireless computers are INTERNET RESTRICTED so as not to be seen on the internet. This is a requirement. These computers are also connecting to NLETS, NCIC etc. We currently use CDPD and access Volpe on a Verizon INTRANET connection as Volpe has a connection into Verizon. We are looking to replace CDPD with Cingular GSM or Verizon CDMA
Delaware	Wireless on mobile and dedicated line on fixed.
Florida	Cellular, dial-up, LAN
Georgia	Wired: All come through our headquarters from fixed sites, largely on frame relay, though we have a few DSL sites. Wireless: We are just beginning deployment of a wireless data solution. We are using Verizon CDMA 1xRTT (PC5220) cards, currently going straight to Verizon. We may move these in the future to a PTP VPN through our network. Verizon is also beginning roll-out of 1xEVDO high-speed wireless; 12 cards out now to a test group. We are prepared to deploy up to 100 cards.
Idaho	At fixed site DSL and at mobile is cellular.
Illinois	CDPD to the state's wireless network.
Illinois	Dial up from a non-dedicated line. Remote Access w/modem
Kansas	CDMA cellular with 30 MCSAP personnel, dial-up to SAFER server from their houses or offices, DSL/Cable at small district offices, firewalled T1 at Troop Headquarters
Kentucky	256k Frame Relay connections
Louisiana	Radio/DSL high speed department network/T1 Limited RF supported internet access 14.4K max speed
Maryland	Maryland Transportation Authority Police report Internet access through their agency intranet.
Maryland	2CDPD(cellular) , 4 dial-up, 1 LAN
Michigan	We are currently testing a few laptops with cellular wireless uploads. The fixed sites dial-up to the mailbox.
Minnesota	DSL, dial up, and a T1 land line.
Minnesota	Radio, cellular and satellite
Mississippi	Dial up
Missouri	Dedicated 56K line
Missouri	We are in the process of using a cellular wireless connection from Cingular Wireless. We have tested it and it works with QC. We are waiting for Cingular to update their hardware for a faster connection.



Missouri	We have dial-up access at each of our regional offices. We are in the process of possibly obtaining DSL &/or Satellite at those locations.
Montana	The state is currently engaged in a project that will use a radio frequency to access the internet for mobile users. Another agency is working on satellite access to internet for mobile users. The state currently is using an AAMVANET connection
Nebraska	Nebraska has no dedicated state wireless. Most portable units upload using dial-up modem connections from home or office, and a couple have broadband thru local vendors. 20 fixed site computers on T-1, 6 fixed site computers on wireless from local vendors, 3 fixed site computers still on dialup.
New Jersey	Most laptops use CDPD, however we are currently upgrading to CDMA / 1xRTT (Verizon) which is 8 times faster.
New Mexico	We have 7 Verizon wireless cards being tested in patrol units. All other connections to the internet are through our domain via T-1 and 56K lines.
New York	Our 60 roadside personnel use verizon air cards to access Query Central, Safer and MCMIS.
North Carolina	T-1 Cable
North Dakota	We have a dedicated line at the fixed locations
Ohio	Air Cards, T1 Lines, Dial-up,
Pennsylvania	State Network, hardwire connection, high speed connection.
Rhode Island	Roadside is CDPD and in the office we have a dedicated line.
South Carolina	Dial up, Broad Band T-1 w/ Cisco Wireless connection, 27 Sprint Air Cards
Texas	We have wireless and wired internet connections at some of our fixed sites. Wired systems are generally T1 lines while the wireless systems use standard 802.11 x technologies from the T1 lines.
Utah	In the office we have WiFi 802.11b wireless connections. In the vehicles we are currently using AT&T's CDPD standard. We will be upgrading to AT&T's GPRS system.
Utah	Wired dedicated line at each Port and at Administration
Washington	Wireless is not fast enough for this large of package. Can ISS be changed to give only the updates or carrier changes like the Census updates?
West Virginia	Wired dial up

Q10. If you do not currently use PDAs in your agency, would you consider using a PDA incorporating ISS? (n=50)		
	Number	Percent
Yes	25	50%
No	25	50%
Q10a. If yes, would you prefer to use the PDA either as a stand-alone and/or through the Internet via Query Central, if it were available? (n=25)		
	Number	Percent
Stand-alone	7	28%
Query Central	1	4%
Stand-alone & Query Central	17	68%



Q11. How satisfied or dissatisfied are you with the current ISS algorithm? (n=51, Mean=4.8)						
Very Dissatisfied				Very Satisfied		
1	2	3	4	5	6	7
14%			24%	62%		
6%	4%	4%	24%	27%	25%	10%
(3)	(2)	(2)	(12)	(14)	(13)	(5)

Q12. When following the ISS inspection recommendation, do you believe it results in increased vehicles/drivers placed out-of-service? (n=49)		
	Number	Percent
Yes	36	73%
No	13	27%

Q13. Aside from potentially increasing the number of vehicles/drivers placed out-of-service, what other benefits of ISS, if any, have been identified?
[Our State] is a probable cause state, so we do not use ISS to identify which vehicles to inspect. Any CMV stopped by an officer is subject to inspection. Some officers do use it to decide whether to inspect a CMV that has been stopped. ISS helps ensure the correct USDOT number is applied to the inspection.
[Our State] Patrol does not use ISS for the purposes of selecting which vehicles to inspect. The 12 [State] Highway Patrol employees using ISS are using it for the purpose of verifying US DOT numbers, carrier names, addresses, etc.
Ability to match carriers with correct DOT numbers/carrier information. Auto-fill of inspection reports.
Accessing carriers' addresses.
At peak times it helps weed out good carriers so more time is focused on the bad.
Auto fill of information from ISS to ASPEN allows for faster and more accurate information.
Carrier information
Carrier safety rating
Correct Carrier Demographics
Data Quality - Using this in Aspen has greatly reduced our nonmatch rate. Also it does help prioritize the carriers when the Ports are busy and/or resources are low.
Drug and alcohol contacts
Excellent in identifying assisting in identifying carrier and saves the inspector a lot of time in not having to enter carrier information into Aspen
Gives the officer another tool in selecting a vehicle or driver to inspect.
Helps identify past violations, id new carriers, & gives a base for inspect/don't inspect decisions
Helps officers "scope-in" on areas where they should pay special attention. Also helps their communication with drivers and carriers - shows documented proof of safety history and supports the officers' recommendation to the driver and carrier. It's a handy tool.
Helps to identify who the Carrier is, based on their registration (USDOT/MC #'s). This is very helpful, and sometimes alleviates confusion related to leases/agents...
Helps to minimize non-match
It helps us target carriers that are more likely to have safety problems (not just higher OOS rates) and we can spend less time on carriers that we don't need to inspect.



It increases the efficiency of the carrier's (one's in good standing in ISS) operations by not having to submit to needless vehicle inspections, and it also increases the efficiency of the vehicle inspectors by their only inspecting vehicles in question, and it also speeds up the inspections by the inspectors being able to import carrier information (names/addresses, etc) into ASPEN from ISS.
It is a good indicator to assist the officers' in determining if a vehicle/driver needs to be inspected. We do not use the data as the sole criteria for conducting an inspection.
It is more updated then SAFER, we rely on ISS first.
Items to pay particular attention to in the inspection process.
Motor carriers that are concerned with ISS score strive to improve condition of equipment and better watch driver qualifications.
New entrant carriers identified.
Obtaining carrier information such as addresses, searching for carrier DOT numbers,
Officer awareness of motor carriers history and OOS factors
Populating the inspection fields and identifying poor performance areas of the motor carrier.
Provides mobile screening.
Serves as a good screening tool for field enforcement. Shows a carrier's tendencies to be out of compliance in certain regulatory areas.
The ability to post carrier information into Aspen
The inspectors are able to determining the high risk companies.
The software allows us to identify non-compliant carriers while letting compliant carriers continue.
Tool for targeting resources and educating carriers
Useful for determining carrier ID in cases where carrier named on the inspection disputes the ID
Verification of carriers
Verification of proper USDOT numbers, carrier addresses, etc.
We've been able to target special enforcement activities towards carriers with poor safety ratings.
When areas of inspection violations i.e., logs, steering, brakes, etc. are identified by ISS as being over the threshold, the violation is generally found.
When used, it directs field personnel to problem areas for that carrier.

Q14. What problems, if any, have been identified?
[Our State] would like to see an algorithm for intrastate carriers developed, that would help us evaluate, and categorize these carriers for roadside inspection.
As mentioned before, quarterly updates allow numerous carriers to operate months with records that do not reflect their operating and/or safety status. New carriers are not reflected until another quarter.
Companies with passing scores / we are starting to see a lot of violations on these trucks
DBA names do not show for state census carriers. Also unable to search by DBA name for state census number carriers.
Entire database downloads results in too much data being constantly stored in laptops.
Freshness of the data can potentially allow some bad carriers to be overlooked.
Inconsistent upgrades.
Inspections on larger carriers or often times done only if obvious violations are noticed, due to resources, therefore only "bad" inspections are noted. Fewer random inspections are done on these types of carriers which tend to slant the data.
Inspectors don't use all the information ISS gives. They forget there's more info on the other tabs of ISS. They also don't care what ISS says. They need their 50 trucks a year to stay certified and here comes the next one. No matter if its green or red.



ISS doesn't always include DBA names
ISS-2 score should not include Safety Management or Accident information. It should only include vehicle and driver data.
Keeping the laptops updated is probably our biggest problem with ISS.
Large carrier refresh database, is next to impossible to update using CDPD, however this is changing.
Officers experienced problems using the refresh option (see question 6)
Refresh not always reliable
Since the ISS is linked to SafeStat and accident sea carries a weight 2.5 times against the carrier the ISS2 is not a true picture of what we need at roadside. The ISS2 gives a false reading to the roadside officer. The majority of roadside officers do not have a clear picture of the ISS and how it was developed from SafeStat. SafeStat is geared toward compliance reviews and that is fine if a compliance review is being conducted.
Some other selection criteria not related to algorithms have a higher out of service rate. Trained personnel can exceed algorithm in selection of out of service vehicles.
Sometimes we are slow in getting the ISS updates.
The ISS score does not match with data found in the detail screen regarding vehicle OOS percentages.
The need to research if carrier is inter or intra state carrier. Also, they have to look up phone number.
Updates are slow in coming.

Q15. To what extent do your enforcement personnel use the features of ISS? (You can check more than one.) (n=53)		
Type	Yes	No
Informational to enforcement personnel.	46 - 87%	7 - 13%
Primary basis for deciding to inspect a vehicle/driver.	19 - 36%	34 - 64%
Used to populate ASPEN.	46 - 87%	7 - 13%

Q16. If your enforcement personnel do not use ISS as the primary basis of deciding whether to inspect a vehicle/driver, what other methods are used to select vehicles/drivers to inspect?
A pre-determined "random" selection process defined by the shift supervisor.
Although ISS is used, CVSA decal is also used in the decision process.
Complaints, condition of trucks, and some CMVs get inspected annually due to state mandate.
Condition of vehicle
CVISN - [Our State] PreView Query - Credential and safety info.
CVSA decals, obvious visible violations, etc. Additionally, our fixed inspection sites are equipped with an electronic bypass system which pre-screens premier (safer) carriers and allows them to bypass, thereby, allowing enforcement personnel to focus on carriers who do not possess a safe operating history.
Hazardous materials indicators such as placards/markings
I can't really say Primary - there are a lot of reasons they might inspect a truck that might say PASS. But they do use it as a tool.



In [our State] we use several inspection criteria, focus on cmv's carrying hazmat, large trucks not carrying hazmat, random inspections (next available truck), trucks with obvious safety defects and intrastate carriers with a poor inspection history.
Most of our inspectors stop the vehicle for probable cause not if they show up in ISS.
Obvious defect
Obvious defects, random pull-ins, no CVSA decals, ramp sorts etc.
Obvious problems with a driver or vehicle.
Obvious violations on the equipment or drivers' logbook, visually not a sound looking piece of equipment, plus an inspect ISS rating. Or other combinations of issues present at the time of the officers initial look at the driver and equipment.
Obvious visual violations noted when vehicles approach and driver attitudes.
Personal knowledge of carrier, some random, obvious defect.
PrePass Safety Algorithm
Previous experience with the company; obvious visible violations; unsafe driving behavior; random during special enforcement details
Primarily whether or not that vehicle has been inspected in that quarter or not.
Probable cause, reasonable suspicion, observed violation, random selection
Probable cause. The condition of the vehicle.
Radio to dispatch
Random
Random - primary HM Carriers
Random & DOT numbers are checked against a state database that insures taxes are kept up to date.
Random and/or probable cause.
Random selection and enforcement based stops
Random selection process and through CVISN screening technology.
Random selection, condition of vehicle, known problem carriers or drivers, experience.
Random selection, inspector instinct, vehicles with obvious violations.
Random stops and "next truck up", Probable cause, Reasonable suspicion
Some facilities use the ISS as the primary inspection selection criteria. Other facilities use random selection, visual defects and/or unkempt looking trucks.
Some ports use CVISN, and they use SAFER. Meetings are currently being held to decide if they should change to ISS.
Traffic consideration, observable vehicle out of service violations
Vehicles are stopped for violations of statute. Any CMV stopped is subject to inspection. Officers use their discretion in deciding which vehicles to inspect.
We use our current knowledge or previous experiences with a carrier as part of our basis for deciding to inspect. We also tend to focus inspection efforts on carriers that we are not familiar with to determine their level of compliance.
Whether or not CVSA decals are current. If not, then we inspect regardless (Motorcoach inspections).



Q17. Is there a policy regarding the use of ISS and/or does its use vary by inspector? (n=53)		
Type	Yes	Percent
Yes, there is a uniform policy and all inspectors must use ISS.	8	15%
Yes, there is a uniform policy. However, it does not require inspectors to follow the ISS recommendation.	9	17%
No, there is no uniform policy, and use varies by inspector.	36	68%

Q18. A new feature was added to the ISS configuration options last fall to allow a change in the inspection recommendation thresholds. Is your agency currently using this feature? (n=53)		
	Number	Percent
Yes	6	11%
No	47	89%

Q19. What improvements, if any, would you like to see made to the ISS algorithm? (e.g., New data to consider? Different weighting of variables in algorithm?)
1) Include all violation information; not just interstate. This is especially true of information used from CR's. CR's only include interstate. Lots of data missing from intrastate violations. 2) If carrier has no data, do not show a high ISS score. Not fair to carrier. 3) Because accidents do not account for preventability carriers are penalized for all accidents. Not fair to carrier.
Add carrier out of service information, or even DIAP/intelligence information.
Based on ongoing concerns with the safety ratings being assigned by the algorithms, perhaps the business rules for these algorithms should be reviewed.
I don't understand the algorithm enough to comment.
I would like to see the data "weighted" or structured with more of an emphasis placed on driver and vehicle violations for roadside use (similar to the original ISS). While ISS-2 is useful for overall evaluation of a carrier, it does not seem to be as useful for roadside screening of driver/vehicle data.
It seems fine now.
Like to see PIQ made more reliable and a weekly refresh that is reliable. Put the "inspection value is based on lack of safety performance data" on expert part instead of down at the bottom in small letters.
More timely updates.
More weight given to violators that have numerous violations, but in different algorithm fields. Currently this algorithm does not always identify these carriers as problem carriers.
Most officers didn't know what an algorithm was, or didn't even know that one was used. (They must think the scores are magically produced).
Re-evaluate the weight geared to traffic enforcement and add consideration for vehicles/driver inspection violations
Simplify the process.
The ISS needs to carry more weight on OOS for driver and vehicle. Mileage needs to be factored into the equation. Demote accident sea for roadside inspections.



This should be discussed in a tech workgroup where all data available for consideration, and its weighting, for use in the algorithm is discussed. As ISS is based on SafeStat, the revalidating of the SafeStat model as recommended in the OIG report should be considered.

Would suggest more input from the motor carrier industry to see if it adequately reflects their views on safety items as compared with the Federal statistics.

Q20. Are there any other general suggestions you have (either for the algorithm or for the delivery platform) that would help your enforcement personnel to use the ISS recommendation to a greater degree?

If there was a faster or easier way to keep the information up to date that did not require UAS or an IT person to travel statewide for updates.

ISS is used the majority of the time to id the carrier and populate Aspen. Many users start Aspen, then new inspection so ISS pops up. They didn't even know they were using ISS!
I still think there are oversights in the system as far as some of the ratings that depend on crash data. What happens when a carrier has a crash because a car pulled out in front of it?

Make sure that US DOT numbers get populated in the ISS program and that they would in turn populate ASPEN

More current data

No, since ISS is only used as a screening tool along with random selection.

Our experience has shown that when our inspection personnel focus on performing level I inspections our out-of-service rate is 40% without the use of ISS as a screening tool. By using ISS under our current operating procedures our overall inspection output would decline.

Our officers would like to see a better explanation of the ISS rating to relate to the carrier roadside.

Receive current updates more often.

Take out Safety Management and Accident data.

We just need to get our ability to connect while on the road so that we have real time data available from all parts of the information systems currently in use.

We primarily do inspections at the Carrier's place of business, except for our Motorcoach inspection program.

Q21. Are any electronic clearance systems (e.g., PrePass or NORPASS) utilized in your state? (n=52)

	Number	Percent
Yes	36	69%
No	16	16%

Q21a. If yes, which systems, and at how many sites?

State	Response
Alabama	PrePass at one site.
Alaska	We expect to start NORPASS in late 2004 at one site.
Arizona	8 sites
Arkansas	PrePass There are about 6.
California	PrePass at 36 sites currently.
Colorado	PREPASS – 16
Connecticut	1 site and we use the SafeStat category to weigh the carriers' safety status for pull-in or bypass. Seeing that ISS is based on SafeStat I presume using ISS, with default values (thresholds) would produce the same results for screening.
Florida	PrePass – 9



Idaho	Norpass. The POE is in charge of this, so unknown how many sites.
Illinois	Pre Pass
Illinois	PrePass, 21 interstate scale locations.
Indiana	PrePass at all of our fixed scale facilities.
Kansas	PrePass at 8 sites
Kentucky	NORPASS, We have 14 sites up and running with one on the way.
Louisiana	PrePass at 7 scales.
Maryland	One site.
Mississippi	E-Z pass and pre-pass in state; county agency with no scales
Missouri	Prepass - 19 sites
Missouri	PREPASS - Currently used at 19 separate locations
Montana	Pre-pass - 5 sites
Nebraska	4 sites, soon to be 6
Nebraska	Prepass is used at four (4) sites.
New Mexico	PrePass at our 5 major Ports of Entry.
North Carolina	North Carolina has its own clearance system called the TransExpresSystem. We will be contracting out the administration process of selling transponders to carriers that will be read by our system. We are currently CVISN Level 1 compliant at one site.
Ohio	PrePass
Oklahoma	PrePass
Oregon	"Green Light" Intelligent Transportation System at 21 sites.
Pennsylvania	E-Z Pass
South Dakota	1 site—Norpass
Tennessee	Pre-Pass at all 9 sites
Utah	NORPASS
Utah	Norpass at 7 sites utilizing 4 Ports of Entry locations.
Virginia	PrePass at approx. 4 sites with plans to add more.
Washington	CVISN, eight sites are fully deployed. Two more will be up and functional in 2005.
West Virginia	Pre Pass. Six sites.
Wisconsin	We currently have PrePass at two sites and plan to incorporate it into all future facility construction plans. We currently have a 10 year plan to replace our existing facilities.

Q23. Would your personnel be willing to pilot test a new algorithm and/or delivery platform for ISS? (n=48)		
	Number	Percent
Yes	33	69%
No	15	31%

For Questions or Comments, please contact:

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