

DataQs State Implementation Plan



Idaho

**For Compliance with Federal Motor Carrier Safety Administration (FMCSA) Revised
Motor Carrier Safety Assistance Program (MCSAP) Grant Requirements**

Date: September 2026

Purpose

In April 2026, FMCSA announced updated requirements for State participation in the DataQs system as a condition of receiving MCSAP grant funding. To comply with those requirements, each State must submit a DataQs State Implementation Plan. The following pages contain the key elements of the plan approved by FMCSA for Idaho.

DataQs State Implementation Plan

State: Idaho

MCSAP Lead Agency: Idaho State Police/Commercial Vehicle Safety

Initial Review Process

Roles and Responsibilities

- Persons responsible for managing DataQs for the organization
 - **Responsible Party:**
Research Analyst Sr.
 - **Supervisor(s):**
Project Coordinator
 - **Backups:**
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 - **Interactions:**
County court offices, ISP Legal Department, CVSA SMEs, Idaho Transportation, Idaho Port of Entry, FMCSA Idaho DA,
- Person(s) responsible for decision-making for the Initial Review process
 - **Responsible Party:**
Sergeant
 - **Supervisor(s):**
Lieutenant
 - **Backups:**
If the Lieutenant is out for an extended amount of time, a Sgt. is appointed as the Initial Reviewer.
 - **Interactions:**
County court offices, ISP Legal Department, CVSA SMEs, Idaho Transportation, Idaho Port of Entry, FMCSA Idaho DA.
- Person(s) consulted for additional information or evidence
 - **Responsible Party:**
Inspector, supervisor, court officials, FMCSA DA, CVSA SME's, Idaho Transportation Department and Idaho Port of Entry officials, HM experts, other MCSAP inspectors.
 - **Supervisor(s):**
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- **Backups:**
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- **Interactions:**
Inspector, supervisor, court officials, FMCSA DA, CVSA SME's, Idaho Transportation Department and Idaho Port of Entry officials, HM experts, other MCSAP Inspectors.

Process Description

- Receipt of RDR
 - **Responsible Party:**
Research Analyst Sr.
 - **Process:**
The Research Analyst Sr. opens all New DataQs each workday morning or upon returning to the office after leave, training or conferences. First, all requests are verified as an Idaho State Police inspection or Idaho crash. If it is not, the RDR is forwarded to the correct State and Agency. The RDRs are reviewed for which ones are related to Inspection, Crash, and Copy of Inspection Request or other miscellaneous RDRs.

Crash RDRs

The Research Analyst Sr. opens and reviews the Crash RDRs.

Copy of the Crash: a response is sent back to the submitter to contact the Idaho Transportation Office of Highway Safety Crash website.

Preventability: the RDR is closed with a response back on how to submit their request in DataQs Crash Preventability.

All other requests are handled by the Research Analyst Sr.

Inspection RDRs

The Research Analyst Sr. opens and reviews the Inspection RDRs.

Copy of the Inspection Report: A review of who is requesting the inspection and if any PII should be redacted. A copy of the inspection with notes is sent back to the submitter. The RDR is opened, reviewed and closed in the same session.

If the inspection is from the Idaho Transportation Department/Port of Entry, a canned response is sent back notifying the submitter to contact the Port of Entry Headquarters. If the request is the question of "why the inspection is not counting on their SMS or in the federal system?". A canned response explains why the Idaho Port of Entry inspections are not uploaded to FMCSA

systems.

RDRs for Inspection – Citations with Associated Violations, Violations incorrect, listed multiple times or missing IEP/shipper information and Inspections- not mine or assigned to wrong motor carrier or driver: A copy of the request with all attached documents and a copy of the inspection with any notes are compiled. An email with all the information is sent to the Lieutenant. Also, it is noted whether the RDR is a second or third review, or if the same request was filed under a different RDR number and if any additional documents have been added.

- Review of RDR
 - **Responsible Party:**
Research Analyst, Sr., Lieutenant and Sergeants
 - **Process:**
The Research Analyst Sr. (DataQ Analyst) pre-reviews and compiles all documents and a copy of inspection, reviews certain RDRs, provides copy of inspections for the carrier and closes RDRs. For the Crash with the RDR of Duplicate, Crash record missing or incorrect information. All information is researched and double check for accuracy.

Lieutenant: Reviews and assigns the RDR to the Sergeant of the inspector. Some RDRs can be answered without forwarding to a Sergeant. The Lieutenant contacts the county courts to verify the outcome. Then determines the result to be entered on the Citation/Adjudication.

Sergeants: Review the RDR requests and documents. The Sergeants contact the inspectors for any other notes, documents or pictures they may have of the inspection stop. The Sergeant's then complete a review of any video of stop and if any information was entered into the CAD System. They will determine the outcome for the RDR. The completed RDR is sent back to the Lieutenant with their response, reason for their outcome and any changes needed to the inspection.

- Outcome of RDR
 - **Responsible Party:**
Sergeants, Lieutenant, Captain, Research Analyst Sr.
 - **Process:**
The Sergeants make the first decision on the outcome of the RDRs. The RDR is sent back to the Lieutenant with the response and reason for the outcome.

The Lieutenant reviews completed RDRs from the Sergeants. The Lieutenant will make the determination to keep or make changes to the official response. The Lieutenant will send to the Research Analyst Sr. the official response, the reason for the outcome and if any change is needed to the inspection.

The Captain will review RDR inspections of the Lieutenant and 3rd time requests. The Captain will send to the Research Analyst Sr. the official response, the reason for the outcome and if any change is needed to the inspection.

The Research Analyst Sr. will make any changes/correction to the Inspection either on the same day received back from the Captain/Lieutenant or the next day. The crash records which require correction are changed and uploaded as soon as possible. Once the correction/change has been made it is verified in MCMIS then the response is added to the DataQs system. Also, an updated copy of the inspection is sent to the motor carrier for their records.

- Closure of RDR
 - **Responsible Party:**
Research Analyst Sr.
 - **Process:**
The Research Analyst Sr. receives an email from the Lieutenant or Captain of the official RDR response. Any changes/correction are made to the inspection. Once the correction/change has been made it is verified in MCMIS. The response from the Sergeant, Lieutenant or Captain is added to the DataQ system and closed. Depending on if there is a change, an updated copy of the inspection is sent to the motor carrier for their records. The crash records which require correction are changed and uploaded as soon as possible. The appropriate response of if the Crash RDR was corrected or not is entered and why.
- Timeliness:
Idaho strives to maintain a 14-day average for Inspection and a 7-day average for Crash from opening to closing of an RDR. Sometimes due to travel, training, saturations, conferences or vacations the timeframe may be longer.

Expected Outcomes for RDR Closures:

Closed No Data Correction Made: This is selected in when the documents submitted do not uphold the submitters request and when the inspector's notes, attachments and video do support the violation or what carrier's name or DOT number is listed on the inspection/crash. Crash information or reportability are reviewed with the documents and statements submitted. If the documents do not uphold the submitters request it is closed. In the response back to the submitter the Sergeants, Lieutenant, Captain or Research Analyst Sr. contact information is listed in the response. The Research Analyst Sr. (DataQ Analyst) information is listed in the DataQ System

Closed-Data Correction Made: This is selected when the documents, carrier statement or new additional documents/videos are correct and support the correction to the Inspection or Crash record. The Research Analyst Sr. makes any changes/correction to the Inspection or crash records. Once the correction/change has been made it is verified in MCMIS, then the response is added to the DataQs system. Also, an updated copy of the inspection is sent to the motor carrier for their records. In the response back to the submitter the Sergeants, Lieutenant, Captain or Research Analyst Sr. contact information is listed in the response. The Research Analyst Sr. (DataQ Analyst) information is listed in the DataQ System

Closed- Citation Results Entered: This is selected when we have reviewed the RDR, all documents submitted by the carrier as well as the documents in the county court repository. At times the county court documents do not match the RDR submitted documents. The county court record is the final adjudication. The citation results are verified in MCMIS before the response is sent. The response back to the submitter lists the Sergeants, Lieutenant or Research Analyst Sr. contact information. The Research Analyst Sr. (DataQ Analyst) information is listed in the DataQ System

Closed-Report Not Sent: This is selected when the report is from the Idaho Port of Entry and not the Idaho State Police or a crash record is requested. Instructions on how to obtain a copy from the proper agency are included in the response.

Close- Report Sent: This is selected when a report is determined to be a valid inspection request from the submitter. A copy of the inspection is uploaded to the DataQ site for the submitter, unless the submitter prefers the copy by fax, email or mail.

Closed-No Requestor Response: This auto generated by the system if we have requested more document information and the submitter does not respond in 14 days.

Communication:

If the submitter enters in a request for status update, we will respond with the statement “The matter is still under review”. Depending on whether the submitter emails or calls, we provide the response, “the request is still under review,” or the submitter is put in contact with the officer assigned to the RDR.

Our standard format for an official response is as follows:

Address the submitter.

Restate what the request is.

What was provided as an explanation of the request.

Official Response.

Detailed explanation of how it was researched and what documents/videos were reviewed.

The outcome of the review. Listing change or no change will be made.

Closing with name, title and contact information of responder.

Example:

Mr. *****

The review into your Data Q submission # (DataQ number) is complete. You requested we review the following Incorrect violation:

395.22 – Failing to have a supply of blank driver’s records of duty status graph-grids sufficient to record the driver’s duty status.

395.3(a)(3) – Driving beyond 8 hour driving limit since the end of the last on duty, off duty, or sleeper period of at least 30 minutes.

You provided an Explanation of Request for Data Review:

395.22:

On behalf of our driver, we respectfully submit this statement in response to the cited Hours of Service violation. After conducting a detailed review of the driver’s Electronic Logging Device (ELD) records, we confirm that the driver made a stop from approximately 12:18:23 AM to 01:20:38 AM in “pilot/parked” status. This stop was made due to the driver identifying an unusual noise from the vehicle and taking appropriate action to ensure safe operation. Additionally, within the inspector’s indicated time frame (up to 10:00 AM), the driver’s total recorded driving time was 6 hours and 33 minutes, which is well below the 8-hour driving limit. Based on our internal review of the ELD data, we believe the 30-minute break violation may have been incorrectly triggered due to a logging or interpretation discrepancy rather than an actual compliance violation. We respectfully request a full review of the driver’s ELD records and any supporting data and ask that this violation be corrected or removed if found to be inaccurate.

395.3(a)(3):

The cited FMCSA 395.3A violation does not accurately reflect the driver’s actual Hours of

Service compliance when evaluated against the complete operational timeline. A reconstruction of dispatch, pickup, delivery, and stop events demonstrates that the driver did not exceed allowable driving limits under applicable HOS regulations. The violation appears to result from misinterpretation or incomplete reconciliation of duty status events during the inspection process. When all supporting operational records are considered, the driver remained in compliance at all times. We respectfully request review and remove this violation from the CSA record based on corrected timeline analysis. Upon rechecking driver's electronic logs, I found that within the time period indicated by the inspector (from 01:00 AM to 10:00AM), I actually accumulated a total driving time of 7 hours and 51 minutes. This confirms that driver did not exceed the 8-hour driving limit. The 30-minute break violation appears to have been triggered incorrectly, as driver's total driving time remained under the required threshold. Based on this review, I believe the driver's violation may be the result of a logging or interpretation error. I respectfully request a full review of driver's ELD records to verify this calculation and correct or remove the violation if found inaccurate.

Official Response:

Thank you for your submission. I've reviewed this inspection, to include examining documents retained by Specialist ****. Ultimately, the violation presented itself because Mr. ***** did not take a full 30-minute break. Following a short stint logging sleeper berth status, Mr. ***** started driving at 1:20 a.m. He drove for approximately 6 hours and 20 minutes before beginning an on-duty break at 7:41 a.m. He ended that break after only 24 minutes at 8:05 a.m. by switching to driving status. As a result, at 9:44 a.m. he was flagged for driving beyond 8 hours without a 30-minute break. Both the ELD file retained by Specialist **** and the record of duty you provided in this DataQ illustrate the same 24-minute on-duty rest break.

You also requested a review of the violation issue for failing to have a blank supply of a record of duty, but you did not offer any explanation. The explanation provided pertains to the driving beyond 8 hours without having taken a 30-minute break violation.

You have not submitted sufficient evidence to support these violations were written in error or were improperly documented on the inspection report. The Idaho State Police does not remove violations from inspection reports, unless the violations were improperly documented or written in error.

The violations were properly documented and will remain on the inspection report.

Sincerely,

Sgt. *****

Sergeant ****

Idaho State Police/CVS

Address

Phone number

Next Steps:

If the RDR determination included a change to an inspection/crash report or adjudication result, then it is included in the official response. Also, a comment on the changes having been verified in the carrier profile and will be included in the next update of SMS is added.

Reconsideration Review Process

Roles and Responsibilities

- Person(s) responsible for decision-making for the Reconsideration Review process
 - **Responsible Party:**
Research Analyst Sr. and Lieutenant
 - **Supervisor(s):**
Captain
 - **Backups:**
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 - **Interactions:**
County court offices, ISP Legal Department, CVSA SMEs, Idaho Transportation, Idaho Port of Entry, FMCSA Idaho DA,
- Person(s) consulted for additional information or evidence
 - **Responsible Party:**
Inspector, supervisor, court officials, FMCSA DA, CVSA SME's, Idaho Transportation Department and Idaho Port of Entry officials, HM experts, other MCSAP Inspectors.
 - **Supervisor(s):**
<intentionally left blank>
 - **Backups:**
<intentionally left blank>
 - **Interactions:**
County court offices, ISP Legal Department, CVSA SMEs, Idaho Transportation, Idaho Port of Entry, FMCSA Idaho DA.
- Person(s) convening a panel or committee
 - **Responsible Party:**
N/A
 - **Supervisor(s):**

- <intentionally left blank>
- **Backups:**
<intentionally left blank>
- **Interactions:**
<intentionally left blank>
- **Panel members' titles and associations:**
<intentionally left blank>

Escalation Procedures:

The Research Analyst Sr. opens all New and Reconsideration DataQs each workday morning or upon returning to the office after leave, training or conference. All RDRs with a notation of Response added, Pending Agency Review or New but with a different RDR number listed in the Related Request area are reviewed. A new copy of the RDR with the response by the submitter listing why they believe this should be reviewed again is sent to the Lieutenant or Captain. Any new documents or video are attached to the email. In the email subject line, it is noted if it is a 2nd Review (Reconsideration).

Process Description

- Review of RDR
 - **Responsible Party:**
Lieutenant, Captain, Major or FMCSA Idaho DA, Research Analyst Sr.

Note: If the RDR is associated with the Lieutenant's response, the RDR is sent to the Captain. If the RDR is associated with the Captain's response, the RDR is sent to the Major or FMCSA Idaho DA.

- **Process:**
The Lieutenant will review the 2nd Review (Reconsideration) RDR request and documents. The Lieutenant reviews the Sergeant response, original documents and any new documents as well as the video of the stop and any information in CAD System. The Lieutenant determines the outcome for the RDR and sends to Research Analyst Sr. a written official response to the reconsideration and any changes.
or
The Captain will review the 2nd Review (Reconsideration) RDR request and documents. The Captain reviews the Lieutenant's response, original documents, new documents and reviews the video of the stop and any information in CAD System. The Captain determines the outcome for the

RDR and sends to Research Analyst Sr. a written official response to the reconsideration and any changes.

- Outcome of RDR
 - **Responsible Party:**
Lieutenant, Captain, Major, FMCSA Idaho DA, Research Analyst Sr.
 - **Process:**
The Lieutenant or the Captain makes the 2nd decision on the outcome of the 2nd Review (Reconsideration) RDRs. The RDR is sent to the Research Analyst Sr. with the response and any changes.

The Research Analyst Sr. makes any changes/correction to the Inspection either on the same day received back from the Lieutenant/Captain or the next day. Any crash records which require correction are changed and uploaded as soon as possible. Once the correction/change has been made it is verified in MCMIS, and the response is added to the DataQs system. Also, an updated copy of the inspection is sent to the motor carrier for their records.

- Closure of RDR
 - **Responsible Party:**
Research Analyst Sr.
 - **Process:**
The Research Analyst Sr. receives an email from the Lieutenant or Captain of the 2nd Review (Reconsideration) RDR response/closure. Any changes/corrections are made to the inspection. The corrections/changes are verified in MCMIS. The response from the Lieutenant or Captain is added to the DataQ system and closed. Depending on if there is a change, an updated copy of the inspection is sent to the motor carrier for their records. The crash records which require correction are changed and uploaded as soon as possible and verified in MCMIS. The appropriate response of if the Crash RDR was corrected or not is entered and why.
- Timeliness:
Idaho strives to maintain a 14-day average for Inspection and a 7-day average for Crash for the 2nd Review (Reconsideration). Sometimes due to travel, training, conferences, saturations or vacations the timeframe may be longer.

Expected Outcomes for RDR Closures:

Closed No Data Correction Made: Review of the 2nd Request (Reconsideration) of the Crash or Inspection. This is selected when the documents submitted do not uphold the

submitter's request and the inspector's notes, attachments and video do support the violation or what carrier's name or DOT number is listed on the inspection or crash. Crash information or reportability are reviewed with the documents or statements submitted. In the 2nd Request (Reconsideration) any new documents or videos are reviewed. If the original or new documents do not uphold the submitters request it is closed. In the response back to the submitter the Lieutenant, Captain, or Research Analyst Sr. contact information is listed in the response. The Research Analyst Sr. (DataQ Analyst) information is listed in the DataQ System

Closed-Data Correction Made: This is selected when the documents, carrier statement or new additional documents/videos are correct and support the correction to the Inspection or Crash record. The Research Analyst Sr. makes any changes/correction to the Inspection or crash records. Once the correction/change has been made it is verified in MCMIS then the response is added to the DataQs system. Also, an updated copy of the inspection is sent to the motor carrier for their records. In the response back to the submitter the Lieutenant, Captain or Research Analyst Sr. contact information is listed in the response. The Research Analyst Sr. (DataQ Analyst) information is listed in the DataQ System

Closed- Citation Results Entered: This is selected when we have reviewed the 2nd Review (Reconsideration) RDR and new documents have been submitted supporting a different Citation Result to be entered. The citation results are verified in MCMIS before the response is sent. In the response back to the submitter the Lieutenant, Captain or Research Analyst Sr. contact information is listed in the response. The Research Analyst Sr. (DataQ Analyst) information is listed in the DataQ System

Closed-Report Not Sent: This is selected when the report is from the Idaho Port of Entry and not the Idaho State Police. Or a crash record is requested. Instructions on how to obtain a copy from the proper agency are included in the response.

Close- Report Sent: This is selected when a report is determined to be a valid inspection request from the submitter. A copy is uploaded to the DataQ site for the submitter, unless the submitter prefers the copy by fax, email or mail.

Closed-No Requestor Response: This is auto generated by the system if we have requested more document information and the submitter does not respond in 14 days.

Communication:

If the submitter enters in a request for status update, we will respond with the statement "The matter is still under review". Depending on whether the submitter emails or calls, we provide the response, the request is still under review, or the submitter is put in contact with the officer assigned to the RDR.

Our standard format for an official response is as follows:

Address the submitter.

Restate what the request is.

What was provided as an explanation of the request.

Official Response and it will be the second DataQ review.

Detailed explanation how it was research and what documents/videos were reviewed. The outcome of the review. Listing change or no change will be made.

Closing with name, title and contact information of responder.

Example:

Mrs. XXXXX

The review into your second Data Q submission # (DataQ number) is complete. You requested we review information provided in response to your initial Data Q regarding a false report in connection with a duty status.

You provided an Explanation of Request for Data Review:

In your response, you indicated that our driver was Off Duty 2 miles ENE of Ritzville, WA. However, our records show that the driver was Off Duty approximately 41 miles NE of Connell, WA at that time.

This represents a significant discrepancy in location, and the information provided does not align with our records or geographic data. As such, it does not make sense to us and requires clarification.

We respectfully request that this information be reviewed and corrected accordingly.

Thank you for your attention to this matter

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Official Response:

This happens frequently when reviewing ELD files because it depends on the computer/device you are using to review the file and how it interprets the GPS coordinates.

If you look at a map you are

saying the same thing that was relayed in the initial response. 2 miles ENE of Ritzville or 41 miles NE of Connell, WA is the same location, however, different computers/devices linked the GPS

coordinates to a different city when interpreting the coordinates. Sergeant ***** computer interpreted and linked the GPS coordinates to Ritzville and your computer interpreted and linked the GPS

coordinates to Connell, but they are saying the same thing.

The Data Q response was accurate, and the violation was properly documented and will remain on the inspection report.

Sincerely,
Lieutenant *****
Idaho State Police/CVS
Address
Phone number

Next Steps:

If the RDR determination included a change to an inspection/crash report or adjudication result, then it is included in the official response. Also, a comment is added that the changes have been verified in the company carrier profile and will be included in the next update of SMS.

Final Review Process

Roles and Responsibilities

- Person(s) responsible for decision-making for the Final Review process
 - **Responsible Party:**
Captain, Major, FMCSA Idaho DA, Research Analyst Sr.
 - **Supervisor(s):**
Major
 - **Backups:**
<intentionally left blank>
 - **Interactions:**
<intentionally left blank>
- Person(s) consulted for additional information or evidence
 - **Responsible Party:**
<intentionally left blank>
 - **Supervisor(s):**
<intentionally left blank>
 - **Backups:**
<intentionally left blank>
 - **Interactions:**
County court offices, ISP Legal Department, CVSA SMEs, Idaho Transportation, Idaho Port of Entry, FMCSA Idaho DA.
- Person(s) convening a panel or committee
 - **Responsible Party:**
N/A

- **Supervisor(s):**
<intentionally left blank>
- **Backups:**
<intentionally left blank>
- **Interactions:**
<intentionally left blank>
- **Panel members' titles and associations:**
<intentionally left blank>

Escalation Procedures:

The Research Analyst Sr. opens all New, Reconsideration and Final Reviews in DataQs each workday morning or upon returning to the office after leave, training or conferences. All RDRs with a notation of Response added or Pending Agency Review are reviewed. A new copy of the RDR with the response by the submitter listing why they believe this should be reviewed again is sent to the Captain or FMCSA Idaho DA. Any new documents or video are attached to the email. In the email subject line, it is noted if a 3rd Review (Final Review)

Process Description

- Review of RDR
 - **Responsible Party:**
Captain, Major, FMCSA Idaho DA or Research Analyst Sr.
 - **Process:**
The Captain will review the 3rd Review (Final Review) RDR request and documents. The Captain reviews the Lieutenant and Sergeants responses, original documents and any new documents as well as any video of the inspection stop and any information in CAD System. The Captain will make the final determination for the outcome of the RDR. The Research Analyst Sr. is sent the official response and any changes. The statement of this is the 3rd and final review is added.

or

The Major will review the 3rd Review (Final Review) RDR request and documents. The Major reviews the Captain, Lieutenant or Sergeants responses, original documents and new documents as well as the video of the inspection stop and any information in CAD System. The Major will make the final determination for the outcome of the RDR. The Research Analyst Sr. is sent the official response and any changes. The statement of this is the 3rd

and final review is added.

Or

Depending on if the submitter asks for the FMCSA review or the Major is not available.

The FMCSA Idaho DA will review the 3rd Review (Final Review) RDR request and documents. The DA reviews all responses from the Idaho State Police, original documents and new documents. The FMCSA DA makes the final determination for the outcome of the RDR. The Research Analyst Sr. is sent the official response and any changes. The statement of this is the 3rd and final review is added.

- Outcome of RDR
 - **Responsible Party:**
Captain, Major, FMCSA Idaho DA or Research Analyst Sr
 - **Process:**
The Captain, Major or FMCSA Idaho DA makes the 3rd decision on the outcome of the 3rd Review (Final Review) RDRs. The RDR is sent to the Research Analyst Sr. with the official response and any changes.
The Research Analyst Sr. makes any changes/correction to the Inspection either the same day received or the next day. The crash records which require correction are changed and uploaded as soon as possible. Once the correction/change has been made it is verified in MCMIS and then the response is added to the DataQs system. Also, an updated copy of the inspection is sent to the motor carrier for their records.
- Closure of RDR
 - **Responsible Party:**
Research Analyst Sr.
 - **Process:**
The Research Analyst Sr. receives an email from the Captain, Major or FMCSA Idaho DA of the RDR response/closure. Any changes/correction to the inspection are made. Once the correction/change has been made it is verified in MCMIS. The response from the Captain, Major or FMCSA Idaho DA is added to the DataQ system and closed. A notation is added this is the third and final review to the response. Depending on if there is a change, an updated copy of the inspection is sent to the motor carrier for their records. The crash records which require correction are changed and uploaded as

soon as possible. The appropriate response of if the Crash RDR was corrected or not is entered and why.

- **Timeliness:**

Idaho strives to maintain a 21–30-day average for the Inspection and a 14-day average for the Crash for the 3rd Review (Final Review). Sometimes due to travel, training, conferences or vacations the timeframe may be longer.

Expected Outcomes for RDR Closures:

Closed No Data Correction Made: Review of the 3rd Request (Final Review) of the Crash or Inspection. This is selected when the documents submitted do not uphold the submitter's request and when the inspector's notes, attachments and video do support the violation or what carrier is listed on the inspection or crash. Crash information or reportability are reviewed with the documents or statements submitted. In the 3rd Request (Final Review) any new documents or videos are reviewed. If the original or new documents do not uphold the submitters request it is closed. In the response back to the submitter the Captain, Major, FMCSA Idaho DA or Research Analyst Sr. contact information is listed in the response. The Research Analyst Sr. (DataQ Analyst) information is listed in the DataQ System

Closed-Data Correction Made: This is selected when the documents, carrier statement or new additional documents/videos are correct and support the correction to the Inspection or Crash record. The Research Analyst Sr. makes any changes/correction to the Inspection or crash records. Once the correction/change has been made it is verified in MCMIS and then the response is added to the DataQs system. Also, an updated copy of the inspection is sent to the motor carrier for their records. In the response back to the submitter the Captain, Major, FMCSA Idaho DA or Research Analyst Sr. contact information is listed in the response. The Research Analyst Sr. (DataQ Analyst) information is listed in the DataQ System

Closed- Citation Results Entered: This is selected when we reviewed the 3rd Review (Final Review) RDR and new documents have been submitted supporting a different Citation Result to be entered. The citation results are verified in MCMIS before the response is sent. In the response back to the submitter the Captain, Major, FMCSA Idaho DA or Research Analyst Sr. contact information is listed in the response. The Research Analyst Sr. (DataQ Analyst) information is listed in the DataQ System

Closed-Report Not Sent: This is selected when the report is from the Idaho Port of Entry and not the Idaho State Police. Or a crash record is requested. Instructions on how to obtain a copy from the proper agency are included in the response.

Close- Report Sent: This is selected when a report is determined to be a valid request from

the submitter. A copy is uploaded to the DataQ site for the submitter. Unless the submitter prefers the copy by fax, email or mail.

Closed-No Requestor Response: This is auto generated by the system if we have requested more document information and the submitter does not respond in 14 days.

Communication:

If the submitter enters in a request for status update, we will respond with the statement” The matter is still under review”. Depending on whether the submitter emails or calls, we provide the response, the request is still under review, or the submitter is put in contact with the officer assigned to the RDR.

Our standard format for an official response is as follows:

Address the submitter.

Restate what the request is.

What was provided as an explanation of the request.

Official Response.

Detailed explanation how it was research and what documents/videos were reviewed. The outcome of the review. Listing change or no change will be made.

Closing with name, title and contact information of responder.

Example:

Mr. xxxx

The review into the third Data Q submission # (DataQ number) is complete. You are requesting we review the fuel leak violation documented on this inspection report for a third time.

You provided an Explanation of Request for Data Review:

Hello, we respectfully disagree with the finding that there was any leak on the truck. Could you please clarify why the officer advised the driver that he was cleared to proceed if a potential leak was observed? Additionally, we kindly request any available body camera footage or documentation that shows the officer identifying or confirming the alleged leak. Thank you for your time and assistance.

Official Response:

The review of this DataQ submission is complete. After reviewing the body worn camera (BWC) footage and Specialist *** close-up cell phone video, the pavement is clearly dry in all areas except where diesel fuel was actively leaking and puddling on the asphalt beneath

the vehicle. Specialist **** confirmed the substance was diesel fuel, and the fuel tank appeared visibly wet. An active drip is clearly observable in the video footage. The violation was correctly documented as a 396.3(a)(1) per the Commercial Vehicle Safety Alliance (CVSA) North American Standard Out of Service Criteria and will remain on the inspection report.

The violation will be upheld and will remain on the inspection report.

If you would like to review the video footage pertaining to the violation documented on the inspection report, that can be done through a Public Records Request at the following link: <https://idahostatepolice.justfoia.com/publicportal/home/newrequest>

Final Determination:

The violation stands. This is the third and final review by the Idaho State Police.

Captain *****

Idaho State Police/CVS

Address

Phone number

Next Steps:

If the RDR determination included a change to an inspection/crash report or adjudication result, then it is included in the official response. Also, a comment on the changes having been verified in the company carrier profile and will be included in the next update of SMS is added.