

# DataQs State Implementation Plan



New York State

**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 New York State.

# DataQs State Implementation Plan

State: New York State

MCSAP Lead Agency: Department of Transportation (DOT)

## Initial Review Process

### Roles and Responsibilities

- Persons responsible for managing DataQs for the organization
  - **Responsible Party:**  
Roadside Inspection Program Manager-NYSDOT
  - **Supervisor(s):**  
Field Operations Manager-NYSDOT
  - **Backups:**  
Subject Matter Expert (SME) as designated
  - **Interactions:**  
New York State Department of Motor Vehicles, New York State Tax and Finance, Federal Motor Carrier Safety Administration, New York State Police, Associated Local Police Agencies, other State Agencies within New York State and/or other States as applicable.
- Person(s) responsible for decision-making for the Initial Review process
  - **Responsible Party:**  
NYSDOT-Supervising Motor Vehicle Inspectors (SMVI's) in their respective assigned region are responsible for NYSDOT Motor Vehicle Inspectors (MVI), NYSDOT Motor Carrier Investigators (MCI), and certified CVSA local police agency inspections.  
NYSP Troopers/Subject Matter Experts (SME's) in their respective assigned Troops are responsible for their Troops initial review.
  - **Supervisor(s):**  
NYSDOT Roadside Inspection Program Manager / NYSP SGT's
  - **Backups:**  
NYSDOT Field Operations Manager
  - **Interactions:**  
New York State Department of Motor Vehicles, New York State Tax and Finance, Federal Motor Carrier Safety Administration, New York State Police,

Associated Local Police Agencies, other State Agencies within New York State and/or other States as applicable.

- Person(s) consulted for additional information or evidence
  - **Responsible Party:**  
NYSDOT-Supervising Motor Vehicle Inspectors (SMVI's) in their respective assigned region will contact the inspector concerning the report, depending on the specifics of the data Q, additional contacts may be necessary including but not limited to other Supervising Motor Vehicle Inspectors, other agencies such as NYSDMV, NYSP, Local Police, NYS Tax and Finance, and FMCSA.  
NYSP Troopers/SMEs will contact the inspector concerning the report. Depending on the specifics of the DataQ they may reach out to additional contacts as referenced.
  - **Supervisor(s):**  
Roadside Inspection Program Manager-NYSDOT  
NYSP Sgt's / SME
  - **Backups:**  
NYSDOT Bureau Director  
NYSP Lieutenant
  - **Interactions:**  
New York State Department of Motor Vehicles, New York State Tax and Finance, Federal Motor Carrier Safety Administration, New York State Police, Associated Local Police Agencies, other State Agencies within New York State and/or other States as applicable.

## Process Description

- Receipt of RDR
  - **Responsible Party:**  
NYSDOT-Supervising Motor Vehicle Inspectors (SMVI's) in their respective assigned region are responsible for NYSDOT DOT MVI, NYSDOT MCI, and Local police agency inspections.  
NYSP Division CVEU Sergeants receive all NYSP DataQ's from NYSDOT and forward them to the appropriate Troop/Trooper/SME's.
  - **Process:**  
All Crash reports will be handled originally by NYSDOT SME, may be forwarded to NYSP if the report was generated by NYSP.

Inspection-Lost Report Request will be handled by NYSDOT SME/Program

Manger

Inspection-Citation with Associated violation will be handled by NYSDOT SME/Program Manger

Inspection-incorrect violation will be assigned to respective agency NYSDOT-SMVI/NYSP-SGT for handling

Inspection-Assigned to wrong carrier or driver will be assigned to respective agency NYSDOT-SMVI/NYSP-SGT for handling.

All other Data Q requests type will be reviewed by the SME and/or Program Manager

- Review of RDR

- **Responsible Party:**

- NYSDOT-Supervising Motor Vehicle Inspectors (SMVI's) in their respective assigned region are responsible for NYSDOT MVI, NYSDOT MCI, and Local police agency inspections and the original review of the RDR for the specific referenced Data Q.

- NYSP Troopers/SMEs in their respective assigned Troops are responsible for their Troops DataQ's, they will begin the original review of the RDR of the specific referenced DataQ.

- NYSDOT SME will review Data Q's concerning crashes and forward as necessary if the crash was generated by NYSP.

- NYSDOT SME and/or program manager will review Data Q's for report requests, Inspection-citation with associated violation, and all other requests.

- **Process:**

- All RDR's received by NYSDOT will be checked for forwarding to NYSP as appropriate.

All RDR's will be reviewed within 7 days of the original submittal.

All Crash RDR's will originally be handled by NYSDOT SME. Crash reports that were created by NYSP will be forwarded to NYSP for their review. Crash reports by all other agencies will be reviewed by NYSDOT. Crash reports will be obtained and supporting documentation that was submitted with the Data Q will be reviewed.

Inspection-Lost Report Request will be handled by NYSDOT SME/Program Manager. Verified carrier inspection report requests will be provided. Driver specific inspection report requests will be provided. Third party requests will require carrier verification for release of the inspection report.

Inspection-Citation with Associated violation will be handled by NYSDOT SME/Program Manager. Carriers will be required to submit the final court disposition concerning the ticket outcomes for entering into SAFESPECT.

Inspection-violation is incorrect will be assigned to respective agency NYSDOT-SMVI/NYSP-SGT for handling. The designated role/title will research the request as appropriate.

Inspection-Assigned to wrong carrier or driver will be assigned to respective agency NYSDOT-SMVI/NYSP-SGT for handling. The designated role/title will research the request as appropriate.

- Outcome of RDR

- **Responsible Party:**

- NYSDOT-Supervising Motor Vehicle Inspectors (SMVI's) in their respective assigned region are responsible for NYSDOT MVI, NYSDOT MCI, and Local police agency inspections and will determine outcomes for data Qs for incorrect violation, assigned to wrong carrier, and assigned to wrong driver based upon the review.

- NYSP Troopers/SMEs in their respective assigned Troops are responsible for their Troops DataQ's and will determine outcomes for DataQ's for incorrect information, incorrect violation, assigned to wrong carrier, and assigned to wrong driver based upon the review.

- All other data Q outcome determinations will be handled by the NYSDOT SME and/or program manager as appropriate.

- **Process:**

- Inspection – incorrect violation, Inspection – assigned to wrong carrier, Inspection – assigned to wrong driver will be reviewed as appropriate with the respective agency based upon any submitted documentation and further information provided by the inspector and any additional agencies.

Crash report DataQ's will have all crash reports from NYSDMV reviewed for relevance to the DataQ along with any supporting documentation provided

by the requestor.

Inspection report requests will be reviewed by the NYSDOT SME and/or program manager for verification or release of the report.

Inspection – Citation with associated violation, verify that tickets were issued in conjunction with the report and the submitter provided the necessary supporting court documentation.

All other DataQ requests steps taken will be dependent on the specifics of the DataQ itself.

- Closure of RDR

- **Responsible Party:**

NYSDOT-Supervising Motor Vehicle Inspectors (SMVI's) in their respective assigned region are responsible for NYSDOT MVI, NYSDOT MCI, and Local police agency inspections and will close out DataQ's directly under the type of "Inspection – incorrect violation, Inspection – assigned to wrong carrier, Inspection – assigned to wrong driver".

NYSP Troopers/SMEs in their respective assigned Troops are responsible for their Troops DataQ's. They will close out DataQs directly for "Inspection – incorrect information, Inspection – incorrect violation, Inspection – assigned to wrong carrier, Inspection – assigned to wrong driver".

Crash related Data Qs will be closed out by the NYSDOT SME.

Inspection report requests will be closed out by NYSDOT SME and/or Program Manager

Inspection – Citation with associated violation will be closed out by NYSDOT SME and/or Program Manager

All other Data Q requests will be closed out by NYSDOT SME and/or Program Manager as appropriate.

- **Process:**

All Crash DataQ's will be closed by NYSDOT SME. DataQ's resulting in corrections will be made in SAFESPECT. DataQ's that are denied will be properly documented as to the basis of the denial. DataQs concerning crash preventability will be closed out directing the carrier to open a new DataQ with FMCSA.

Inspection-Lost Report Request will be closed out by NYSDOT SME/Program

Manager. Verified requests will have the inspection report provided. Un-verified requests will be denied providing the requester with the NYSDOT FOIL link.

Inspection-Citation with Associated violation will be closed by NYSDOT SME/Program Manager. Verified tickets and court adjudications will be entered into SAFESPECT as appropriate. Violations that did not have tickets issued will be denied and the requester will be informed as to why.

Inspection-violation is incorrect will be assigned to respective agency NYSDOT-SMVI/NYSP Troopers/SME's for closure, based upon findings the DataQ may be accepted, denied, or a combination of both based upon the request. For NYSDOT the designated role/title will close out the DataQ and make any corrections in SAFESPECT directly, if necessary, along with providing the response as appropriate. For NYSP the designated role/title will close out the DataQ with the appropriate response, corrections will be forwarded to NYSDOT SME for changes to be made in SAFESPECT.

Inspection-Assigned to wrong carrier or driver will be assigned to respective agency NYSDOT-SMVI/NYSP Troopers/SME's for closure, based upon findings the DataQ may be accepted, denied, or a combination of both based upon the request. For NYSDOT the designated role/title will close out the DataQ and make any corrections in SAFESPECT directly, if necessary, along with providing the response as appropriate. For NYSP the designated role/title will close out the DataQ with the appropriate response, corrections will be forwarded to NYSDOT SME for changes to be made in SAFESPECT.

All other DataQ's will be closed by the SME and/or Program Manager as appropriate based on the DataQ specifics.

- Timeliness:  
New York State will open all RDR's within 7 days.

New York State will provide an initial determination of the RDR within 21 days. If a determination has not been reached within this time frame a response will be provided to the requester specifically explaining the delay.

## Expected Outcomes for RDR Closures:

Closed-No Data Correction made, reviewed data determined that the violation cited, carrier assigned, crash information, or driver assigned at the time of stop was correct, decision factors include inspector comments, requestor submitted documentation, review of the violation or other specifics against the regulations and any additional applicable data.

Closed-Data Correction made, violation/carrier/driver/crash will be addressed as appropriate either with a removal or modification based upon the specifics of the DataQ and the violation itself.

Closed-Citation results entered, ticket dispositions to be entered into SAFESPECT in accordance with the court final disposition.

Inspection – report requests, closed-report sent, carrier was verified and the inspection report(s) provided as requested, driver verified specific to the report in question, and the inspection report was provided, third party request was confirmed by carrier to receive the inspection report and requested report(s) were provided.

Inspection – report requests, closed-report not sent, requestor was not able to be confirmed to receive the report, decision made based on inspection reports containing personally identifiable information (PII) and cannot be released without verification of who may be receiving this information. Response will inform the requester that they may attempt to request the report through NYSDOT FOIL.

Closed-No requester response, carrier was asked for additional information in relation to the data Q request, carrier did not respond to the request.

## Communication:

Each RDR closed will have description of the State's approved DataQ's implementation plan. Closed RDR's will utilize the templates within the DataQ site indicating the reviewer name and title, list of evidence reviewed, final decision and specific reasons for the decision. The response will also include the next steps as necessary in the process for the submitter, including how to appeal the decision (RDR Reconsiderations process) if prior to the final review decision.

## Next Steps:

NYSDOT, upon closure of an RDR with data changes to be made, the reviewer will make the necessary changes in SAFESPECT at the same time as the closure of the RDR. If the reviewer is unable to make changes to the data, the reviewer will inform the SME and/or Program manager of the necessary changes to be made.

NYSP, upon closure of an RDR with data changes to be made, NYSP will inform the SME

and/or Program Manager of the data changes to be made. The type of RDR will dictate who closes out the RDR, either NYSDOT or NYSP.

NYSDOT and NYSP, closure of an RDR without data changes, response will include information for the submitter as appropriate based on the RDR. Requests which must be handled by FMCSA (crash preventability) will provide the submitter with directions to create a new RDR as per FMCSA. Requests that are not relevant to the DataQ system such as SMS and CSA, the response will include FMCSA contact information for the submitter to reach out for these concerns. Report requests that cannot be confirmed, the response will provide the submitter with the NYSDOT FOIL website. RDR's in which the data has not been changed will have a response indicating the next steps to move the RDR to the reconsideration stage.

## Reconsideration Review Process

### Roles and Responsibilities

- Person(s) responsible for decision-making for the Reconsideration Review process
  - **Responsible Party:**  
NYSDOT Program Manager or SME  
NYSP Division SGT(s)/SME  
The aforementioned have statewide responsibility and can provide an independent and unbiased review.  
Note: NYSP has 3 division sergeants. A different sergeant will be selected for this process than the one who handled the prior.
  - **Supervisor(s):**  
NYSDOT Field Operations Manager (FOM) / NYSP Lieutenant
  - **Backups:**  
NYSDOT Bureau Director
  - **Interactions:**  
New York State Department of Motor Vehicles, New York State Tax and Finance, Federal Motor Carrier Safety Administration, New York State Police, Associated Local Police Agencies, other State Agencies within New York State and/or other States as applicable
- Person(s) consulted for additional information or evidence
  - **Responsible Party:**  
NYSDOT Program Manager or SME  
NYSP Division SGT(s)/SME
  - **Supervisor(s):**

NYSDOT – Field Operations Manager

NYSP - Lieutenant

- **Backups:**  
NYSDOT Bureau Director
- **Interactions:**  
New York State Department of Motor Vehicles, New York State Tax and Finance, Federal Motor Carrier Safety Administration, New York State Police, Associated Local Police Agencies, other State Agencies within New York State and/or other States as applicable.
- Person(s) convening a panel or committee
  - **Responsible Party:**  
Not using a panel or committee at this time.
  - **Supervisor(s):**  
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  - **Backups:**  
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  - **Interactions:**  
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  - **Panel members' titles and associations:**  
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## Escalation Procedures:

RDR's which have been closed that the requestor has re-opened asking for a second review without any additional information submitted will be escalated to the reconsideration review process within NYSDOT or NYSP as applicable.

RDR's which have been closed that the requestor has re-opened with additional submitted documentation as applicable and/or looking for clarification of the original response will remain in the initial review process for handling with NYSDOT or NYSP as applicable.

## Process Description

- Review of RDR
  - **Responsible Party:**  
NYSDOT Program Manager, Field Operations Manager (FOM) or SME  
NYSP Division SGT(s), Lieutenant or SME
  - **Process:**  
Crash RDR's, Program Manager, FOM, or SME will review RDR, original submitted documentation, and original response from the SME.  
Inspection report request RDR's, Program Manager will review RDR, original

submitted documentation, and original response from the SME.

Adjudicated Citation RDR's, Program Manager will review RDR, original submitted documentation, and original response from the SME.

Inspection-incorrect violation, Inspection-Assigned to wrong carrier, Inspection-assigned to wrong driver, SME and/or program manager will review RDR, original submitted documentation, and original response from SMVI.

All other types of RDR's, Program Manager will review RDR, original submitted documentation, and original response from the SME.

- Outcome of RDR

- **Responsible Party:**

- NYSDOT Program Manager, FOM or SME

- NYSP Division SGT(s)

- **Process:**

- Assigned roles/titles will provide a second independent review of the data. The reconsideration reviewer may consult with the initial reviewer and inspector to verify what steps and data were identified in the initial review process. The reconsideration reviewer may reach out to the submitter or other agencies for additional data/contacts as appropriate for further resolution.

- Closure of RDR

- **Responsible Party:**

- NYSDOT Program Manager, FOM or SME

- NYSP LT / SME

- **Process:**

- RDR reconsideration review resulting in a data change, the assigned role/title for the reconsideration review will make the necessary changes in SAFESPECT and provide a response in the data Q system.

RDR reconsideration review resulting in no data change, the assigned role/title for the reconsideration review respond back to the submitter confirming the initial review findings are supported with the independent review. The response will include the reviewer's name and title, documents reviewed, findings of the reconsideration review along with the steps to escalate the RDR to a final review.

- Timeliness:

All RDR's in the reconsideration stage will have a decision provided within 21 days. RDRs that have not arrived at a decision within this 21 day window will be updated providing the submitter with specifics as to the delay in the response

## Expected Outcomes for RDR Closures:

Closed-No Data Correction made, reviewed data determined that the violation cited, carrier assigned, crash information, or driver assigned at the time of stop was correct, decision factors include inspector comments, requestor submitted documentation, review of the violation or other specifics against the regulations and any additional applicable data.

Closed-Data Correction made, violation/carrier/driver/crash will be addressed as appropriate either with a removal or modification based upon the specifics of the DataQ and the violation itself.

Closed-Citation results entered, ticket dispositions to be entered into SAFESPECT in accordance with the court final disposition.

Inspection – report requests, closed-report sent, carrier was verified and the inspection report(s) provided as requested, driver verified specific to the report in question, and the inspection report was provided, third party request was confirmed by carrier to receive the inspection report and requested report(s) were provided.

Inspection – report requests, closed-report not sent, requestor was not able to be confirmed to receive the report, decision based on inspection reports containing personally identifiable information (PII) and cannot be released without verification or who may be receiving this information, response will inform the requestor that they may attempt to request the report through NYSDOT FOIL.

Closed-No requestor response, carrier was asked for additional information in relation to the DataQ request, carrier did not respond to the request.

## Communication:

Each RDR closed will have a description of the states approved Data Qs implementation plan. Decision maker name and title. List of evidence reviewed. Final decision and specific reasons for the decision. Next steps for the submitter for the review process will be provided.

## Next Steps:

NYSDOT, upon closure of an RDR with data changes to be made, the SME and/or program manager will make the necessary changes in SAFESPECT at the time of the closure of the RDR.

NYSP, upon closure of an RDR with data changes to be made, NYSP will inform the SME

and/or Program Manager of the data changes to be made. Dependent upon the type of RDR will dictate who closes out the RDR, NYSDOT or NYSP.

NYSDOT and NYSP, closure of an RDR without data changes, response will include information for the submitter as appropriate based on the RDR. Requests which must be handled by FMCSA (crash preventability) will provide the submitter with directions to create a new RDR as per FMCSA. For requests that are not relevant to the Data Q system such as SMS and CSA, the response will include FMCSA contact information for the submitter to reach out for these concerns. Report requests that cannot be confirmed, the response will provide the submitter with the NYSDOT FOIL website. RDR's in which the data has not been changed will have a response indicating the next steps to move the RDR to the reconsideration stage.

## Final Review Process

### Roles and Responsibilities

- Person(s) responsible for decision-making for the Final Review process
  - **Responsible Party:**  
NYSDOT Program Manager or Field Operations Manager (FOM)  
NYSP Division Sgt/Lt/SME  
Roles will be for fact finding, and conducting an independent and impartial review. Note: NYSP has 3 division sergeants. A separate sergeant will be used for this process than the one who handled the prior.
  - **Supervisor(s):**  
NYSDOT Bureau Director
  - **Backups:**  
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  - **Interactions:**  
New York State Department of Motor Vehicles, New York State Tax and Finance, Federal Motor Carrier Safety Administration, New York State Police, Associated Local Police Agencies, other State Agencies within New York State and/or other States as applicable.
- Person(s) consulted for additional information or evidence
  - **Responsible Party:**  
NYSDOT Program Manager or Field Operations Manager  
NYSP Division Sgt/Lt/SME  
Anyone consulted during this process will be independent of the initial review process and will be able to provide an unbiased and impartial opinion.

- **Supervisor(s):**  
NYSDOT Bureau Director  
NYSP Lieutenant or Captain
- **Backups:**  
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- **Interactions:**  
New York State Department of Motor Vehicles, New York State Tax and Finance, Federal Motor Carrier Safety Administration, New York State Police, Associated Local Police Agencies, other State Agencies within New York State and/or other States as applicable.
- Person(s) convening a panel or committee
  - **Responsible Party:**  
Not using a panel or committee at this time.
  - **Supervisor(s):**  
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  - **Backups:**  
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  - **Interactions:**  
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  - **Panel members' titles and associations:**  
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## Escalation Procedures:

RDR's that have been closed and re-opened by the submitter after the initial review and reconsideration review without any additional information will be escalated to the final review process.

RDR's that have been closed out and re-opened by the submitter after the initial review and reconsideration review but have provided additional information or need clarification on the reconsideration review may be returned to the initial review stage or remain in the reconsideration review stage

## Process Description

- Review of RDR
  - **Responsible Party:**  
NYSDOT Program Manager or Field Operations Manager  
NYSP Division Sgt/Lt/SME  
Note: NYSP has 3 division sergeants. A different sergeant will be selected for this process than the one who handled the prior.

- **Process:**  
Assigned roles/titles will review all documentation and steps taken during the initial and reconsideration review
- Outcome of RDR
  - **Responsible Party:**  
NYSDOT Program Manager or Field Operations Manager  
NYSP Division Sgt/Lt/SME
  - **Process:**  
Assigned roles/titles will provide a second independent review from the initial RDR. The final reviewer will consult as appropriate, with the reconsideration reviewer, agency management and FMCSA.
- Closure of RDR
  - **Responsible Party:**  
NYSDOT Program Manager or Field Operations Manager  
NYSP Division Sgt/Lt/SME
  - **Process:**  
Once a final determination has been made, the assigned role/title will communicate the final decision of the RDR to the program manager. The program manager will make any necessary changes as applicable in SAFESPECT, provide a response in the DataQ system, and close out the DataQ.
- Timeliness:  
All RDR's escalated to the Final review stage will be closed out within 45 days.

RDR's that cannot be resolved in this 45-day time frame will have their status updated specifically identifying the reason for the delay.

## Expected Outcomes for RDR Closures:

Closed-No Data Correction made, reviewed data determined that the violation cited, carrier assigned, crash information, or driver assigned at the time of stop was correct, decision factors include inspector comments, requestor submitted documentation, review of the violation or other specifics against the regulations and any additional applicable data.

Closed-Data Correction made, violation/carrier/driver/crash will be addressed as appropriate either with a removal or modification based upon the specifics of the data Q and the violation itself.

Closed-Citation results entered, ticket dispositions to be entered into SAFESPECT in accordance with the court final disposition.

Inspection – report requests, closed-report sent, carrier was verified and the inspection report(s) provided as requested, driver verified specific to the report in question, and the inspection report was provided, third party request was confirmed by carrier to receive the inspection report and requested report(s) were provided.

Inspection – report requests, closed-report not sent, requestor was not able to be confirmed to receive the report, decision based on inspection reports containing personally identifiable information (PII) and cannot be released without verification or who may be receiving this information, response will inform the requestor that they may attempt to request the report through NYSDOT FOIL.

Closed-No requestor response, carrier was asked for additional information in relation to the data Q request, carrier did not respond to the request.

## Communication:

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## Next Steps:

Submitters can expect a clear notification of the final decision including contact information for follow-up with state agency and references for additional information.