

# Occupant Protection

National Priority Safety Program

## Section 405b

FFY 2024

Iowa Department of Public Safety  
Governor's Traffic Safety Bureau



### Mission Statement of the Governor's Traffic Safety Bureau

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To identify traffic safety problems and thereon develop and implement traffic safety programs designed to reduce death and serious injury on Iowa's streets and highways through partnerships with local, county, state, and private sector agencies.

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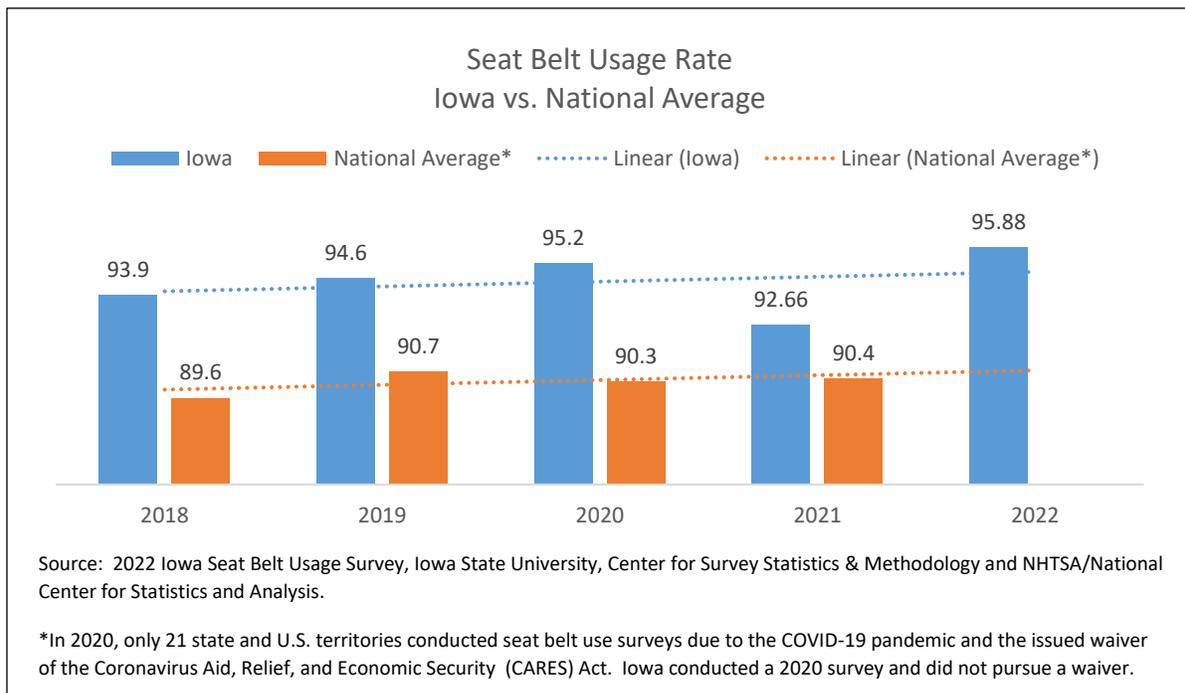
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# 405b Occupant Protection

## 1 Qualification Criteria

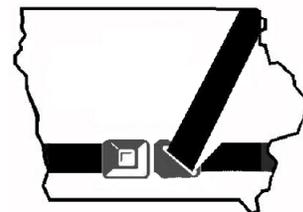
An Annual Observational Seat Belt Usage Survey is conducted and the results are used as a qualifying element for Section 405b funding. The Governor’s Traffic Safety Bureau (GTSB) ensures the completion of the survey and reports the results to the National Highway Traffic Safety Administration (NHTSA).

The survey methodology has been approved by NHTSA; most recently in 2022. The target population of the survey includes drivers and right-front passengers of all passenger vehicles that travel on Iowa’s public roadways between 7:00 a.m. and 6:00 p.m. in all days of the calendar year. Passenger vehicles are defined by Criterion 1340.3 as motor vehicles with a gross weight rating of less than 10,000 pounds. The parameter of interest is the seat belt use rate. The seat belt use rate is defined as the ratio of the miles that members of the target population traveled with or without belt use.



The 2022 observational safety belt usage rate was 95.88%, qualifying Iowa as a ‘high belt’ use state.

The 2022 survey was conducted by Iowa State University, Center for Survey Statistics and Methodology.



## 2

### Occupant Protection Plan

Iowa's Occupant Protection Plan combines various strategies to educate and encourage the public on the proper use of restraint systems. Elements of the plan include Program Management, Legislative/Regulation/Policy, Enforcement, Communication and Outreach Programs, Child Passenger Safety Programs, Media (paid and earned) and Data/Program Evaluation.

#### 2.1 Program Management

Resources referenced for the development of the State's occupant protection program include:

- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection
- NHTSA's "Countermeasures that Work (CTW): A Highway Safety Countermeasures Guide for State Highway Safety Offices", 10<sup>th</sup> Edition, 2020.

The state's occupant protection program correlates with several proven and effective countermeasures as described in "Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 10<sup>th</sup> Edition, 2020.

From a GTSB Program Management standpoint, occupant protection programs are monitored. Project monitoring helps assess progress and problems. Monitoring can ensure performance goals are being achieved.

Section 405b funding supports efforts of Unity Point/Blank Children's Hospital for the coordination of Iowa's Child Passenger Safety Program. This includes training and recertification of CPS Technicians through Unity Point/Blank Children's Hospital. The state participates in National Seat Check Saturday in September of each year and hosts numerous CPS inspection stations throughout the state.

Iowa has a strong law enforcement force supporting occupant protection. Efforts include both enforcement and education. Iowa's special Traffic Enforcement Program (STEP) continues to remain strong. Enforcement waves throughout the year make up the STEP program; one coincides with the national mobilization, "Click It or Ticket". Enforcement agencies are encouraged to work with their local media when conducting high visibility enforcement efforts and/or other special projects. Media continues to play an important role. From a paid media standpoint, the state has partnered with ZLR Ignition as the primary media source to secure radio and television spots in support of national mobilizations. ZLR works closely with GTSB to look for innovative ways to share educational messages. ZLR also manages the GTSB's microsite, [www.drivesmartiowa.com](http://www.drivesmartiowa.com), with information about proper use of child restraints, facts, and a public service announcement (PSA) library.

#### 2.2 Legislative/Regulation/Policy

Iowa's primary safety belt law was enacted in 1986. ATTACHMENT A includes a copy of Iowa's safety belt law (*Code of Iowa*, Section 321.445)

The current fine for a safety belt or child passenger safety violation is \$70.00. The fine with court costs is \$135.00.

602.8106 Collection of fees in criminal cases and disposition of fees and fines.

1. The clerk of the district court shall collect the following fees:

a. Except as otherwise provided in paragraphs "b" and "c", for filing and docketing a criminal case to be paid by the county or city which has the duty to prosecute the criminal action, payable as provided in [section 602.8109](#), one hundred dollars. When judgment is rendered against the defendant, costs collected from the defendant shall be

paid to the county or city which has the duty to prosecute the criminal action to the extent necessary for reimbursement for fees paid. However, the fees which are payable by the county to the clerk of the district court for services rendered in criminal actions prosecuted under state law and the court costs taxed in connection with the trial of those actions or appeals from the judgments in those actions are waived.

b . For filing and docketing of a complaint or information for a simple misdemeanor and a complaint or information for a nonscheduled simple misdemeanor under chapter 321, sixty dollars.

c . For filing and docketing a complaint or information or uniform citation and complaint for parking violations under sections 321.236, 321.239, 321.358, 321.360, and 321.361, eight dollars, effective January 1, 2004. The court costs in cases of parking meter and overtime parking violations which are contested, and charged and collected pursuant to section 321.236, subsection 1, or pursuant to a uniform citation and complaint, are eight dollars per information or complaint or per uniform citation and complaint effective January 1, 1991.

d . For court costs in scheduled violation cases where a court appearance is required, sixty dollars.

e . For court costs in scheduled violation cases where a court appearance is not required, sixty dollars.

f . For an appeal of a simple misdemeanor to the district court, seventy-five dollars.

g . For a motion to show cause in a criminal case, the fee shall be the same amount as the fee for filing and docketing a complaint, information, or citation for the underlying criminal case from which the motion arises.

h . For a probation revocation, the fee shall be the same amount as the fee for filing and docketing a complaint, information, or citation for the underlying case from which the revocation arises.

2. The clerk of the district court shall remit ninety percent of all fines and forfeited bail to the city that was the plaintiff in any action, and shall provide that city with a statement showing the total number of cases, the total of all fines and forfeited bail collected, and the total of all cases dismissed. The remaining ten percent shall be submitted to the state court administrator.

3. The clerk of the district court shall remit all fines and forfeited bail for violation of a county ordinance, except an ordinance relating to vehicle speed or weight restrictions, to the county treasurer of the county that was the plaintiff in the action, and shall provide that county with a statement showing the total number of cases, the total of all fines and forfeited bail collected, and the total of all cases dismissed. However, if a county ordinance provides a penalty for a violation which is also penalized under state law, the fines and forfeited bail collected for the violation shall be submitted to the state court administrator.

4. The clerk of the district court shall submit all other fines, fees, costs, and forfeited bail received from a magistrate to the state court administrator.

83 Acts, ch 186, §9106, 10201, 10204; 83 Acts, ch 204, §15, 16; 85 Acts, ch 195, §55, 56; 85 Acts, ch 197, §24, 25; 89 Acts, ch 293, §17; 90 Acts, ch 1170, §4; 91 Acts, ch 116, §14; 91 Acts, ch 218, §25; 91 Acts, ch 219, §17; 92 Acts, 2nd Ex, ch 1001, §502; 93 Acts, ch [47, §18](#); 94 Acts, ch [1074, §6](#); 95 Acts, ch [143, §11](#); 2003 Acts, ch [151, §47](#); 2004 Acts, ch [1120, §6](#); 2005 Acts, ch [165, §4](#); 2006 Acts, ch [1166, §5](#); 2007 Acts, ch [180, §2](#); 2009 Acts, ch [21, §11](#); 2009 Acts, ch [179, §61, 72](#); 2010 Acts, ch [1061, §75](#)

Subsection 1, paragraph d amended.

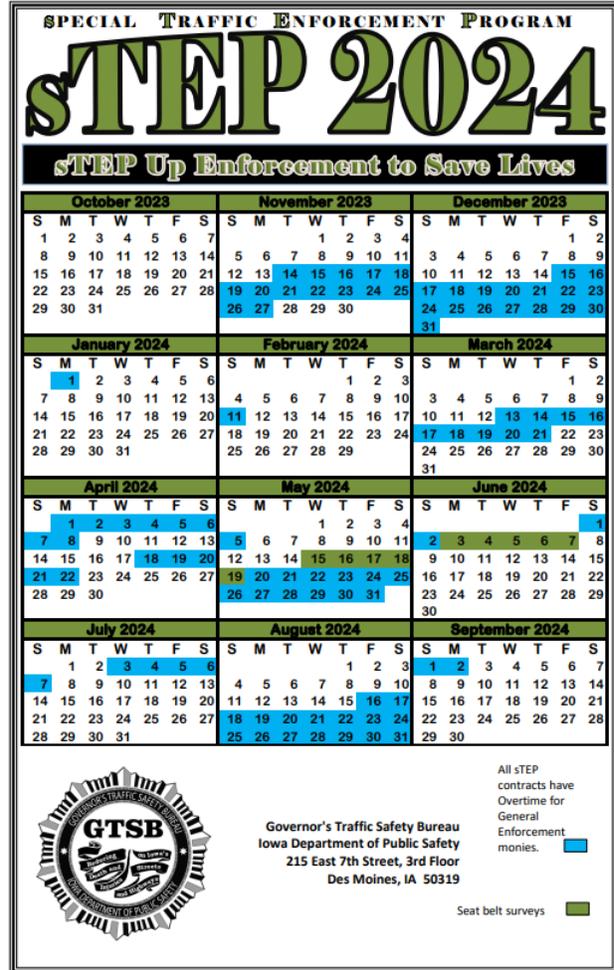
### 2.3 Participation in “Click It or Ticket” National Mobilization/Enforcement

Data reflects in 2021, 69.38% of traffic fatalities in Iowa were rural (FARS). Iowa’s special Traffic Enforcement Program (sSTEP) allows funding for these smaller rural communities. In FFY 2024, sSTEP grantees will be required to work ten scheduled enforcement waves, one which coincides with the “Click It or Ticket” national mobilization. As part of the enforcement waves, each agency is also required to conduct an observational seat belt survey during the May (“Click It or Ticket”) wave to help measure the impact of the State’s occupant protection efforts. It is highly suggested agencies work with their local media. sSTEP waves provide for an opportunity to build strong media contacts. During FFY 2022, a total of 988 media contacts (TV, radio, print and digital) were made statewide during the sSTEP heightened enforcement events. Paid media utilizing NHTSA’s “Click It or Ticket” tagline and logo are used in the media mix during the national mobilization period.

Iowa’s paid media is secured by ZLR Ignition. A copy of Iowa’s buy plan for FFY 2023 is included as ATTACHMENT B. Communications and outreach supporting enforcement is also identified as “highly effective” in the Seat Belts and Child Restraint Section of NHTSA’s “Countermeasures that Work”, 10<sup>th</sup> Edition, 2020.

In FFY 2024, three of the sSTEP waves run concurrently with national mobilizations; “Click It or Ticket” (May/June), “Drive Sober or Get Pulled Over” (August/September), and the December mobilization with an impaired driving focus. Other identified sSTEP waves are concurrent with CARE enforcement events identified by the International Association of Chiefs of Police (IACP).

sSTEP agencies can utilize funding for overtime and equipment. In FFY 2024, the GTSB plans to contract with 58 agencies for the sSTEP program, including the Iowa State Patrol. The total funding allocation of \$454,799. Please see ATTACHMENT C for the list of agencies.



### 2.4 Child Passenger Safety Programs

Iowa’s Child Passenger Safety (CPS) program is managed and coordinated by Unity Point, Blank Children’s Hospital in Des Moines, Iowa. All trainings and certifications for CPS Technicians are based upon the National Standardized CPS Training Program which was established in 1998 in response to a need for consistent and quality child passenger education. CPS certification courses are designed to teach individuals the information and practical skills necessary to serve as a CPS resource for the organization, community, and state. The National Child Passenger Safety Certification Training Program developed by NHTSA is a 3-4 day training program. To successfully complete the training, a technician candidate must attend all hours of the training with no exceptions.

The CPS certification fee is \$95 per candidate and is paid for through Section 405b funding received under contract with GTSB to Unity Point, Blank Children’s Hospital. Because the funding is received from NHTSA, candidates are

required to agree to post their contact information on the NHTSA website so they may be a resource for those in their communities.

To receive notification about upcoming Certified CPS Technician courses offered in the state, interested individuals should complete the online form available on Unity Point's website, <https://www.unitypoint.org/blankchildrens/child-passenger-safety.aspx>. The submitter is then placed on an "interest list" and the student will receive an e-mail notification when they are eligible for a position in an upcoming training. It is the database that is utilized when invitations to courses are sent out. The database is sorted by county and then cross-referenced with a state map. The state map has plotted currently certified technicians per county. The first batch of invitations to any class is sent to those individuals that are on the interest list and work in a county that currently has less than five certified technicians. The potential candidates have a deadline to respond and if the time passes for the deadline, if seats in the class remain, the second batch of invitations go out. The second batch is sent to individuals on the statewide interest list that are in counties with less than 10 currently certified technicians. They, too, have a deadline and if seats remain when that date passes, then the class opens to all individuals on the interest list, regardless of how many currently certified technicians are in their county. This process has proven to be extremely successful and prevents classes from filling up with individuals in counties that already have adequate access to CPS professionals. It is a constant goal as a team to get CPS technicians within each of the 99 counties.

Like many states, Iowa's certified child passenger safety technicians are often employed within agencies that allow their CPS services to be requested during business hours. Iowa's state CPS program is unique in that it pays the original certification fee for its technician candidates. One of the caveats to this, is that the candidate then agrees to be listed on the public sites for both NHTSA and the National Certification website through Safe Kids Worldwide. Caregivers are directed to these websites when seeking assistance and allows them to locate CPS resources in their geographical area.

#### **2.4.1 Certification Classes**

Iowa's State CPS Coordinator is part of a national roundtable discussion with the Child Passenger Safety Board to develop procedures. It is estimated, however, that activities would remain like past years with 4 classes being held with approximately 60 individuals being trained.

Classes are chosen from the interest list with the priority given to the areas in the state with the most need for certified technicians. By using a statewide list of those who are interested in being a Certified CPS Technician, it is possible to strategically target individuals who work and/or reside in a county that does not currently have a certified technician or within a county that has less than five technicians. A large portion of recruitment comes from the collaborative efforts with fire departments and hospital personnel. This process has proved successful and has strengthened statewide coverage. The volume of names of the interest list drives decisions on how many classes will be held.

#### **2.4.2 Total Number of Planned Inspection Stations and/or Events in the State**

Iowa's child passenger restraint law has been in effect since January 1985. Through a statewide network of child restraint inspection stations, information has been shared regarding the proper use of child restraint systems. Child restraint inspection stations have been quite successful in Iowa. The inspection stations are multidisciplinary efforts where parents and/or caregivers can learn the correct use of child restraints. The stations are staffed with nationally certified CPS Technicians but many law enforcement agencies, fire departments, and local hospitals also offer assistance at these events.

There are approximately 400 Certified CPS Technicians throughout the state that provide services at inspection stations. All inspection stations and events are staffed with at least one nationally certified CPS Technician.

Currently listed on NHTSA's website, Iowa has 41 permanent installation assistance locations available statewide. Some of these are appointment only, others are permanent and consistent locations and hours per month.

High Five is a multi-pronged program which includes elements of enforcement, engineering, and education. In FFY 2023, the High Five program was expanded to include child passenger safety. The state child passenger safety program is being utilized within the education component to help increase resources in the form of certified child passenger safety technicians within these communities. Combined, the five identified counties have a total of 7 certified technicians. Iowa's state child passenger safety program is targeting, soliciting and purposefully scheduling certification courses in these rural counties. Upon successful completion of the certification course, those CPS technicians will become eligible to receive free child safety seats to provide to families/caregivers in need.

Iowa's High Five Rural Traffic Safety Program will continue in FFY 2024. The focus of the High 5 project is occupant protection. Efforts have and will continue to be made to conduct additional CPS-related activities in the identified counties, including conducting inspection stations in those rural, underserved communities. The High 5 counties for FFY 2024 will remain as Appanoose, Fremont, Humboldt, Keokuk, and Mitchell.

#### **2.4.3 Total Number of Planned Inspection Stations and/or Inspection Events Serving Each of the Following Population Categories: Urban, Rural, and At-Risk**

Iowa has a vast statewide network of child passenger safety professionals. This includes 19 Child Passenger Safety Technician Instructors and 412 Certified Child Passenger Safety Technicians. Iowa has a minimum of one CPS technician in 79 of 99 counties statewide. Technicians and instructors have the liberty of scheduling events as they see fit. Planned opportunities vary statewide, but it is important to note, as mentioned above, caregivers often do not have to wait for a community wide event to occur to receive assistance. Iowa technicians and their contact information is available, and technicians are ready to serve their communities more often on a one-on-one appointment basis than on an event scale.

#### **2.4.4 Child Passenger Safety Technicians**

The state CPS program in Iowa plans to host a minimum of 10 Child Passenger Safety Certification Courses, certifying a minimum of 100 new CPS Technicians. They will concentrate on counties the currently do not have a single certified technician in the county and counties demonstrating a low restraint usage. The program maintains a statewide interests list of individuals wishing to become certified. There are roughly 130 individuals on the list, priority given to those in areas in which CPSTs are sparse. The program will also be focusing on recertification of currently certified technicians. They will continue to offer numerous CEU opportunities, one being the annual CPS Conference. This conference draws around 200 Iowa technicians each year.

### **2.5 Communication and Outreach Programs**

In addition to inspection stations throughout the state, a major outreach effort of the CPS program in Iowa is having a booth at the Iowa State Fair. The booth is an interactive exhibit which focuses on child passenger safety. Through displays of different car seats and informational brochures, the exhibit will provide an opportunity for one-on-one interaction with a diverse group of fair-goers. The exhibit is staffed by CPS Technician volunteers and GTSB staff.

### **2.6 Media**

The GTSB will work with their media contractor, ZLR Ignia, for occupant protection-related messaging. ZLR's occupant protection campaign objectives will be based on state specific data. The analysis of the data will include considering current and emerging traffic safety issues specific to occupant protection to help direct the rollout of

other media-related activities. ZLR’s strategies for delivery may include the development of new materials for digital placement in addition to a mix of proven mediums, such as geo-fence manners, social listening venues, spot radio, and/or billboards. See ATTACHMENT B.

## 2.7 Countermeasures

<b>Planned Activity Name: Scott Co. Seat Belt Convincer Project</b>					
Unique Identifier/Planned Activity Number: 405b-M1PE-2024 -SB Convincer					
Intended Subrecipient: Scott County Iowa Law Enforcement Agencies					
Type of Organization: Law Enforcement					
Location Where Project to be Performed: Scott County, Iowa					
Affected Communities: Unrestrained motorists within the communities of Scott County, Iowa					
Primary Countermeasure Strategy ID: Public Education Through Seat Belt Convincers					
Countermeasure Strategy(ies) Identified in the Triennial HSP: Yes					
Planned Description: The seat belt convincer, which was purchased in FFY 2020 by the Blue Grass Police Department (20-402-MOOP, Task 00-02-00), will be utilized by law enforcement agencies within Scott County, Iowa, at community events to educate the public on the importance of seat belt usage.					
Planning & Administration Cost: No			1300.41(b) “Promised Project”: No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	Supplemental BIL 405b OP High	405b High Public Education	\$6,719	\$6,719	\$6,719

<b>Planned Activity Name: GTSB Program Management (OP)</b>					
Unique Identifier/Planned Activity Number: 402-OP-2024-03-00-01					
Intended Subrecipient: GTSB - Internal					
Type of Organization: State Highway Safety Office					
Location Where Project to be Performed: Statewide					
Affected Communities: Statewide					
Primary Countermeasure Strategy ID: Highway Safety Office Program Management					
Countermeasure Strategy(ies) Identified in the Triennial HSP: Yes					
Planned Description: Split proportions of GTSB staff salaries for activities focusing on occupant protection projects and technical assistance of occupant restraint activities and to help increase occupant restraint usage. The project provides technical assistance with on-going public engagement and educational/outreach activities which support national campaigns/mobilizations. Activities also include the coordination, monitoring and audits of occupant protection grants and activities.					
Planning & Administration Cost: No			1300.41(b) “Promised Project”: No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Occupant Protection	\$317,500	\$0.00	\$0.00

<b>Planned Activity Name: GTSB Travel (OP)</b>					
Unique Identifier/Planned Activity Number: 402-OP-2024-03-00-02					

Intended Subrecipient: GTSB - Internal					
Type of Organization: State Highway Safety Office					
Location Where Project to be Performed: N/A – GTSB Internal					
Affected Communities: N/A – GTSB Internal					
Primary Countermeasure Strategy ID: Highway Safety Office Program Management					
Countermeasures Strategy(ies) Identified in the Triennial HSP: Yes					
Planned Description: Funding is allocated for staff travel including attendance at trainings and conferences.					
Planning & Administration Cost: No			1300.41(b) "Promised Project": No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Occupant Protection	\$7,000	\$0.00	\$0.00

<b>Planned Activity Name: GTSB Printing (OP)</b>					
Unique Identifier/Planned Activity Number: 402-OP-2024-03-00-03					
Intended Subrecipient: GTSB - Internal					
Type of Organization: State Highway Safety Office					
Location Where Project to be Performed: Statewide					
Affected Communities: Materials to be made available statewide to Iowa citizens.					
Primary Countermeasure Strategy ID: Highway Safety Office Program Management					
Countermeasure Strategy(ies) Identified in the Triennial HSP: Yes					
Planned Description: Funding is allocated for occupant protection specific printing to include, but not limited to, educational coloring books.					
Planning & Administration Cost: No			1300.41(b) "Promised Project": No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Occupant Protection	\$20,000	\$0.00	\$0.00

<b>Planned Activity Name: GTSB - Travel (405b)</b>					
Unique Identifier/Planned Activity Number: 405b-M1TR-2024-21-00-01					
Intended Subrecipient: GTSB - Internal					
Type of Organization: State Highway Safety Office					
Location Where Project to be Performed: N/A – GTSB Internal					
Affected Communities: N/A – GTSB Internal					
Primary Countermeasure Strategy ID: Highway Safety Office Program Management					
Countermeasure Strategy(ies) Identified in the Triennial HSP: Yes					
Planned Description: Funding is allocated for GTSB staff travel which is specific to occupant protection.					
Planning & Administration Cost: No			1300.41(b) "Promised Project": No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	Supplemental BILL 405b OP High	405b High Training	\$1,500	\$0.00	\$0.00

<b>Planned Activity Name:</b> ZLR Ignition / Occupant Protection					
Unique Identifier/Planned Activity Number: ZLR – Occupant Protection					
Intended Subrecipient: ZLR Ignition					
Type of Organization: Media/Marketing					
Location Where Project to be Performed: Statewide					
Affected Communities:					
Primary Countermeasure Strategy ID: Communication Campaign					
Countermeasure Strategy(ies) Identified in the Triennial HSP: Yes					
Planned Description: ZLR Ignition’s occupant protection campaign objectives will be based on state specific data. The analysis of the data will include considering current and emerging traffic safety issues specific to occupant protection to help direct the rollout of other media-related activities. ZLR’s strategies for delivery may include the development of new materials for digital placement in addition to a mix of proven mediums, such as geo-fence banners, social listening venues, spot radio, and/or billboards.					
Planning & Administration Cost: No			1300.41(b) “Promised Project”: No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Paid Advertising	\$375,000	\$0.00	\$0.00

<b>Planned Activity Name: Annual Observational Seat Belt Usage Survey</b>					
Unique Identifier/Planned Activity Number: 405b-M1OP-2024-24-00-50					
Intended Subrecipient: Iowa State University, Center for Survey Statistics and Methodology					
Type of Organization: State University					
Location Where Project to be Performed: Statewide					
Affected Communities: Results of the statewide survey to provide direction for future programming to areas of the state identified having lower belt usage rates.					
Primary Countermeasure Strategy ID: Annual Observational Seat Belt Usage Survey					
Countermeasure Strategy(ies) Identified in the Triennial HSP: Yes					
Planned Description: Iowa’s annual observational seat belt usage survey will be conducted by Iowa State University, Center for Survey Statistics and Methodology (CSSM). In FFY 2024, CSSM will collect and weigh seat belt use data as required and approved by NHTSA. CSSM activities will include:					
<ul style="list-style-type: none"> <li>• Check 84 sampled road segments for road construction and their observation sites for visibility and safety.</li> <li>• Update and prepare project materials.</li> <li>• Train field observers in safety, observation techniques and recording procedures.</li> <li>• Assign day/time/direction of road segment site observations.</li> <li>• During the month of June, observe and record seat belt use of drivers and right front passengers in specified vehicle types.</li> <li>• Conduct NHTSA-required quality control checks of field staff.</li> <li>• Tabulate observations and complete data tables requested by GTSB. Calculate selection probability and weights, and complete the Iowa Seat Belt Use Survey Report</li> <li>• Deliver weighted data files and report to GTSB before September 30</li> </ul>					
Planning & Administration Cost: No			1300.41(b) “Promised Project”: No		
Funding Sources:					

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405b OP High	405b High OP Information System	\$50,400	\$0.00	\$0.00

<b>Planned Activity Name: Annual Child Restraint Usage Survey</b>					
Unique Identifier/Planned Activity Number: 405d-M1OP-2024-24-00-51					
Intended Subrecipient: Iowa State University, Center for Survey Statistics and Methodology (CSSM)					
Type of Organization: State University					
Location Where Project to be Performed: Statewide					
Affected Communities: Results of the statewide survey to provide direction for future programming to areas of the state identified having lower child passenger safety usage rates and/or lower usage rates identified by age group.					
Primary Countermeasure Strategy ID: Annual Child Restraint Usage Survey					
Countermeasures Strategy(ies) Identified in the Triennial HSP: Yes					
Planned Description: Iowa State University, CSSM will conduct Iowa's annual child restraint usage survey utilizing guidelines approved by NHTSA. The purpose of the project is to measure compliance with Iowa's child restraint law to direct education and policy. The data gathered through the survey will be analyzed by CSSM and a written report will be provided to the GTSB and shared with other traffic safety stakeholders and interested parties.					
Planning & Administration Cost: No			1300.41(b) "Promised Project": No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405b OP High	405b High OP Information System	\$37,590	\$0.00	\$0.00

<b>Planned Activity Name: Statewide Child Passenger Safety (CPS) Program</b>					
Unique Identifier/Planned Activity Number: 24-405b-M1CPS, Task 23-00-50					
Intended Subrecipient: Iowa Health Foundation, DBA Blank Children's Hospital					
Type of Organization: Non-Profit Organization					
Location Where Project to be Performed: Statewide					
Affected Communities:					
Primary Countermeasure Strategy ID: Child Restraint Inspection Stations					
Countermeasure Strategy(ies) Identified in the Triennial HSP: Yes					
Planned Description: Iowa's Child Passenger Safety (CPS) program is managed through Unity Point Health, Blank Children's Hospital, Des Moines, Iowa. The coordinator works with the CPS instructors throughout the State to train new CPS Technicians, organize updates and trainings that assist technicians in earning continuing education units (CEUs), and organize renewal/recertification courses. CPS Tech classes are held throughout the year. The coordinator also implements training and certification of CPS instructors. There are approximately 400 CPS Technicians throughout the state.					
Planning & Administration Cost: No			1300.41(b) "Promised Project": No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2022	BIL 405b OP High	405b High Community CPS Services	\$264,500	\$0.00	\$0.00
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<b>Planned Activity Name: Child Seat Distribution</b>					
Unique Identifier/Planned Activity Number: 24-405b-M1*CR, Task 26-00-50					
Intended Subrecipient: Iowa Health Foundation, DBA Blank Children’s Hospital					
Type of Organization: Non-Profit Organization					
Location Where Project to be Performed: Scott County, Iowa					
Affected Communities: Focus on underserved, low-income communities statewide					
Primary Countermeasure Strategy ID: Child Restraint Inspection Stations					
Countermeasure Strategy(ies) Identified in the Triennial HSP: Yes					
Planned Description: Funding will support the purchase and distribution of child safety seats for CPS Technicians to use during outreach programs, inspection stations, and for the distribution of safety seats to low-income families/higher risk populations throughout the State.					
Planning & Administration Cost: No			1300.41(b) “Promised Project”: No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405b OP High	405b High Child Restraint	\$60,000	\$0.00	\$0.00

<b>Planned Activity Name: Child Passenger Safety Education – Iowa State Fair</b>					
Unique Identifier/Planned Activity Number: 24-402-MOCR, Task 08-00-01					
Intended Subrecipient: GTSB - Internal					
Type of Organization: State Highway Safety Office					
Location Where Project to be Performed: Des Moines, Iowa					
Affected Communities: N/A – The exhibit will be an interactive booth to attract any interested fair-goer.					
Primary Countermeasure Strategy ID: Public Outreach and Education					
Countermeasure Strategy(ies) Identified in the Triennial HSP: Yes					
Planned Description: Funding will be utilized to secure exhibit space at the Iowa State Fair for an interactive display. This exhibit will focus on Child Passenger Safety. Through a display of different car seats and informational brochures, the exhibit will provide the opportunity for one-on-one interaction with a diverse group of fairgoers. The exhibit will be staffed by CPS Technician volunteers and GTSB staff.					
Planning & Administration Cost: No			1300.41(b) Promised Project”: No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	Supplemental BIL NHTSA 402	Child Restraint	\$15,000	\$0.00	\$0.00

## 2.8 State Strategic Highway Safety Plan

The state of Iowa continues to maintain a strong partnership with other traffic safety partners to develop the State Strategic Highway Safety Plan (SHSP). Iowa has shown that dedication to proven safety programs and projects can reduce traffic fatalities and serious injuries.

Iowa is currently in the process of developing the 2024-2028 Statewide Strategic Highway Safety Plan. Occupant protection/unrestrained will be included as a key emphasis area.

## 2.9 Data/Program Evaluation

Section 405b funding supports Iowa's Annual Observational Safety Belt Usage Survey conducted by Iowa State University Center for Survey Statistics and Methodology and the Annual Child Restraint Usage Survey conducted by the University of Iowa, Injury Prevention Research Center. The statewide observational safety belt usage rate was 95.88% in 2022; the child restraint usage rate was 91.9% (properly restrained in accordance with Iowa law).

Iowa also conducts a public awareness/attitude survey annually. The survey is conducted in accordance with guidelines and recommendations set forth by NHTSA-GHSA (Governor's Highway Safety Association) Working Group. Since 2010, Iowa has conducted a survey to focus on driving patterns and to evaluate the effectiveness of media campaigns that are centered on the national mobilizations and high visibility enforcement efforts. The results are available when planning projects and setting performance measures.

Additional data sources which help direct programming:

- NHTSA Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection
- NHTSA Traffic Safety Fact Sheets
- NHTSA "Countermeasures That Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices, 10<sup>th</sup> Edition, 2020
- Iowa Department of Transportation – Iowa Crash Analysis Tool, <https://icat.iowadot.gov>
- Fatality Analysis and Reporting System (FARS) – <https://www.nhtsa.gov/data>
- Data Visualization-Fatality Analysis Reporting System, <http://cdan.nhtsa.gov/DataVisualization/DataVisualization.htm#>
- State Traffic Safety Information (STSI), <https://cdan.nhtsa.gov/stsi.htm>

Iowa also conducts a public awareness/attitude survey annually. The survey is conducted in accordance with guidelines and recommendations set forth by NHTSA-GHSA (Governor's Highway Safety Association) Working Group. Since 2010, Iowa has conducted a survey to focus on driving patterns and to evaluate the effectiveness of media campaigns that are centered on the national mobilizations and high visibility enforcement efforts. The results are available when planning projects and setting performance measures.

405 National Priority Safety Program – Section 405b

## Attachments

ATTACHMENT A	Iowa Seat Belt Law, Code of Iowa, Section 321.455
ATTACHMENT B	ZLR Ignition – FFY 2023 Media Buy Plan
ATTACHMENT C	sTEP Agencies for FFY 2024
ATTACHMENT D	Map Identifying Locations of CPS Technicians



**Governor's Traffic Safety Bureau  
Iowa Department of Public Safety**

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**Vehicles/Chapter 321 Motor Vehicles and the Law of the Road****321.445 Safety belts and safety harnesses--use required.**

1. Except for motorcycles or motorized bicycles, 1966 model year or newer motor vehicles subject to registration in Iowa shall be equipped with safety belts and safety harnesses which conform with federal motor vehicle safety standard numbers 209 and 210 as published in 49 C.F.R. § 571.209-571.210 and with prior federal motor vehicle safety standards for seat belt assemblies and seat belt assembly anchorages applicable for the motor vehicle's model year.
2. The driver and front seat occupants of a type of motor vehicle which is subject to registration in Iowa, except a motorcycle or a motorized bicycle, shall each wear a properly adjusted and fastened safety belt or safety harness any time the vehicle is in forward motion on a street or highway in this state except that a child under six years of age shall be secured as required under section 321.446.

This subsection does not apply to:

- a. The driver or front seat occupants of a motor vehicle which is not required to be equipped with safety belts or safety harnesses.
- b. The driver and front seat occupants of a motor vehicle who are actively engaged in work which requires them to alight from and reenter the vehicle at frequent intervals, providing the vehicle does not exceed twenty-five miles per hour between stops.
- c. The driver of a motor vehicle while performing duties as a rural letter carrier for the United States postal service. This exemption applies only between the first delivery point after leaving the post office and the last delivery point before returning to the post office.
- d. Passengers on a bus.
- e. A person possessing a written certification from a health care provider licensed under chapter 148, 150, 150A, or 151 on a form provided by the department that the person is unable to wear a safety belt or safety harness due to physical or medical reasons. The certification shall specify the time period for which the exemption applies. The time period shall not exceed twelve months, at which time a new certification may be issued unless the certifying health care provider is from a United States military facility, in which case the certificate may specify a longer period of time or a permanent exemption.
- f. Front seat occupants of an authorized emergency vehicle while they are being transported in an emergency. However, this exemption does not apply to the driver of the authorized emergency vehicle.

During the six-month period from July 1, 1986 through December 31, 1986, peace officers shall issue only warning citations for violations of this subsection, except this does not apply to drivers subject to the federal motor carrier safety regulation 49 C.F.R. § 392.16.

The department, in cooperation with the department of public safety and the department of education, shall establish educational programs to foster compliance with the safety belt and safety harness usage requirements of this subsection.

3. The driver and front seat passengers may be each charged separately for improperly used or nonused equipment under subsection 2. The owner of the motor vehicle may be charged for equipment violations under subsection 1.

4. *a.* The nonuse of a safety belt or safety harness by a person is not admissible or material as evidence in a civil action brought for damages in a cause of action arising prior to July 1, 1986.

*b.* In a cause of action arising on or after July 1, 1986, brought to recover damages arising out of the ownership or operation of a motor vehicle, the failure to wear a safety belt or safety harness in violation of this section shall not be considered evidence of comparative fault under section 668.3, subsection 1. However, except as provided in section 321.446, subsection 6, the failure to wear a safety belt or safety harness in violation of this section may be admitted to mitigate damages, but only under the following circumstances:

(1) Parties seeking to introduce evidence of the failure to wear a safety belt or safety harness in violation of this section must first introduce substantial evidence that the failure to wear a safety belt or safety harness contributed to the injury or injuries claimed by the plaintiff.

(2) If the evidence supports such a finding, the trier of fact may find that the plaintiff's failure to wear a safety belt or safety harness in violation of this section contributed to the plaintiff's claimed injury or injuries, and may reduce the amount of plaintiff's recovery by an amount not to exceed five percent of the damages awarded after any reductions for comparative fault.

5. The department shall adopt rules pursuant to chapter 17A providing exceptions from application of subsections 1 and 2 for front seats and front seat passengers of motor vehicles owned, leased, rented, or primarily used by persons with physical disabilities who use collapsible wheelchairs.

**Section History: Early form**

[C66, 71, 73, 75, 77, 79, 81, § 321.445]

**Section History: Recent form**

84 Acts, ch 1016, § 3; 86 Acts, ch 1009, § 2; 86 Acts, ch 1211, § 43; 87 Acts, ch 120, § 5; 92 Acts, ch 1175, § 37; 96 Acts, ch 1129, § 79; 97 Acts, ch 104, § 21; 97 Acts, ch 108, § 26; 98 Acts, ch 1080, § 6, 7

Internal References

Referred to in § 321.210, 321.446, 321.555, 805.8(2c)

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Previous Section [321.444](#)

Next Section [321.446](#)

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jbf



*Date* 09/16/22  
*Client Name* GTSB  
*Project* FFY2023 Governor's Traffic and Safety Bureau Plan

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# FFY2023 GOVERNOR'S TRAFFIC AND SAFETY BUREAU RECOMMENDATION

## BACKGROUND

GTSB data is revealing that fatalities for impaired driving, distracted driving and occupancy safety are on the rise. To try to reverse the trends, GTSB is looking to reach the top 10 impacted counties (as well as the entire state) and establish a consistent messaging platform to create awareness and persuade behavior change.

The data has also indicated that there is no longer a significant decrease in fatalities after the age of 35. Due to this, GTSB is looking to expand their target audience from males 18-35 to males 18-54 to reach this currently underserved audience with the appropriate messaging.

GTSB recognizes that there is some crossover between problem counties for impaired and distracted driving and want to ensure funding is allocated in those counties as well to increase needed awareness throughout Iowa.

Top 10 Counties by % (5-Year Average 2017-2021)		Top 10 Alcohol-Impaired Counties by % (5-Year Average 2016-2020)		Counties with the Highest % of Unrestrained Passenger Vehicle Fatalities (5-Year Average 2016-2020)	
County	% of Total	County	% of Total	County	% of Total
Polk	10.10%	Polk	8.11%	Mitchell	100%
Linn	4.10%	Cerro Gordo	4.50%	Taylor	83.33%
Scott	3.92%	Lee	4.05%	Montgomery	80.00%
Pottwattamie	3.56%	Linn	3.60%	Pocahontas	80.00%
Black Hawk	2.79%	Webster	3.15%	Appanoose	72.73%
Woodbury	2.49%	Woodbury	3.15%	Decatur	70.00%
Johnson	2.14%	Black Hawk	2.70%	Adair	69.57%
Cerro Gordo	2.02%	Marshall	2.70%	Marion	66.67%
Dubuque	1.90%	Pottwattamie	2.70%	Cedar	66.67%
Webster	1.90%	Dallas & Iowa*	2.25%	Palo Alto	66.67%
		*Tied for 10th Place		Butler	66.67%
				Chickasaw	66.67%
				Davis	66.67%
				Ida	66.67%
				Union	66.67%
				Wayne	66.67%

GTSB is prioritizing a cohesive and consistent communications effort to raise awareness and impact safe driving behaviors on the road. The department would like to develop an overall traffic safety brand platform from which to integrate messaging. This approach will offer a more consistent campaign approach as well as greater efficiencies and impact.

## **RESEARCH OBJECTIVES**

- Understand current awareness and perceptions of safe driving messages
- Explore hurdles to adopting safe driving behaviors
- Investigate the opportunity to tap into emotions to affect behaviors around driver safety
- Explore themes that will be most meaningful and engaging to Iowa drivers
- Leverage learnings to build buy-in and support across key stakeholders

## **CAMPAIGN OBJECTIVES**

- Reverse the current trend of fatalities
- Increase awareness to save lives in Iowa
- Unify the campaigns to create a larger brand presence

## **CAMPAIGNS SUPPORTING**

- Impaired Driving (Drive Sober or Get Pulled Over, Drive High, Get an OWI)
- Occupant Protection (Click it or Ticket and High Five)
- General (Speed, Distracted Driving, Bicycle, Motorcycle and Pedestrian)

## **STRATEGIES**

- Development Strategies
  - Create an overarching brand platform to unify multiple driving messages under one brand
  - Develop driver safety messages that resonate with the driving public and key stakeholders
- Media Strategies
  - Utilize the NHTSA videos to support high reach initiatives for consistency of brand messaging
  - Build off the current NHTSA Marketing Calendar with unique Iowa messaging
  - Utilize high-reaching tactics to increase awareness of GTSB initiatives to save lives

- Flight advertising around key times of year when the most injuries, fatalities or drinking related events happen to reach more lowans and drive awareness
- Negotiate added value to drive efficiencies, expand reach and lengthen media flights
- Integrate and educate existing partnerships of GTSB's strategic priorities to uncover unique media opportunities

## PLANNING PARAMETERS

### Target Audience

- Primary: Men 18 – 54
- Secondary: All lowans

### Geography

- Iowa
  - With an additional emphasis on the 10 problem counties for each initiative and the High Five Counties

## MEDIA RECOMMENDATION

For the main campaigns, ZLR recommends a mix of video tactics which will drive awareness of the message, outdoor and radio which reaches users while they are driving and digital to drive the target audience to the website. ZLR has held a \$75,000 contingency which will be used for new ideas from vendors, placements in specific markets or a new campaign (example: High Five).

Detailed below are recommendations for each campaign.

### PARTNERSHIPS

**\$140,300**

#### Learfield Radio

**\$140,300**

Encompasses Radio Iowa and Brownfield Radio broadcasting on ninety-three radio stations across Iowa.

#### Details

- Spots on all 93 Radio Iowa and the Brownfield Radio Network stations
- Ten spots per week, per station
- Five (5x) (:10) billboards per week per station during News/Sports reports

- Timing: 20 weeks (five months) placed to support various campaigns
  - Drive Sober or Get Pulled Over
    - *Flight: 10 weeks*
    - *Budget: \$70,150*
  - Click it or Ticket
    - *Flight: 5 weeks*
    - *Budget: \$35,075*
  - Distracted Driving
    - *Flight: 5 weeks*
    - *Budget: \$35,075*
- Estimated M18-54 impressions: 6,920,000
- M18-54 CPM: \$20.27

## **IMPAIRED DRIVING**

**\$679,408**

### **DRIVE SOBER OR GET PULLED OVER**

**\$645,718**

- Flight: November 21 – 25, December 19 – January 1, 2023, March 13 – 19, May 22 – June 4, June 26 – July 9, August 28 – September 10 and September 18 – 24, 2023

### Tactics

#### *Cable TV*

*\$156,510*

Cable TV will increase awareness and frequency of the GTSB Drive Sober message on top rated networks for the target audience.

- Flight: May 22 – June 4, June 26 – July 9, August 28 – September 10 (six weeks)
- Top networks for men aged 18 to 54: ESPN, TNT, TBS and History
- Estimated spots: 8,085
- Through negotiations with cable vendors, GTSB will receive added value spots on any network with available inventory

#### *Outdoor Billboards*

*\$42,160*

Outdoor billboards will provide additional coverage in key counties as recognized by the GTSB injury and fatalities data.

- Flight: May 29 – July 30, 2023 (eight weeks)
- Total number of boards: 22 (number of boards per location vary)
- Locations: Top 10 alcohol impaired counties
  - *Locations will be provided once the plan is placed*
- Impressions: TBD until plan is approved and actual locations can be secured

*Outdoor Production* *\$2,905*

Out-of-pocket cost for producing materials.

*Connected TV* *\$117,920*

Connected TV will reach those who are viewing on streaming devices and expand the reach of the message by combining with Cable TV placements.

- Flight: November 21 – 25, December 19 – January 1, 2023, March 13 – 19, May 22 – June 4, June 26 – July 9, August 28 – September 10 and September 18 – 24, 2023
- Targeting inputs:
  - *Demographic: Men aged 18 to 54*
  - *Interest: Sports, live sports, news programming*
- Estimated impressions: 2,725,100
- Goal completion rate: 92%

*Social Listening Video* *\$65,900*

Videos are served by listening in to what a user is liking, commenting or following on their social platforms. Social listening video saw one of the top CTRs for the FFY2022 campaign at over 1.0%.

- Flight: November 21 – 25, December 19 – January 1, 2023, March 13 – 19, May 22 – June 4, June 26 – July 9, August 28 – September 10 and September 18 – 24, 2023
- Targeting inputs:
  - *Demographic: Men aged 18 to 54 living in Iowa*
  - *Conversations related to upcoming holiday parties, posting pictures of parties with alcohol*
- Estimated impressions: 2,635,260
- Estimated clicks: 26,350

- CTR Goal: 1.0%

### Spot Radio

\$136,893

Spot radio will reach users during drive times throughout the week. Radio will be used to increase the frequency of the message. This campaign will also include custom DJ Endorsements to air during the 4<sup>th</sup> of July holiday to create more urgency of the message through a trusted source.

- Flight: Flight: May 22 – June 4, June 26 – July 9, August 28 – September 10 (six weeks)
- Stations and markets:
  - Cedar Rapids: 98.1 KHAK-FM (Country), 102.9 KZIA-FM (Pop), 107.9 KFMW-FM (Active Rock)
  - Des Moines: 107.5 KKDM-FM (Pop), 97.3 KHKI-FM (Country), 103.3 KAZR-FM (Active Rock)
  - Quad Cities: 103.7 WLLR-FM (Country), 99.7 KBEA-FM (Pop), 106.5 KCQQ-FM (Classic Rock)
  - Sioux City: 107.1 KSFT-FM (Pop), 97.9 KSEZ-FM (Active Rock), 105.7 KSUX-FM (Country)
  - Waterloo: 98.5 KKHQ-FM (Pop), 92.3 KOEL-FM (Country)
- Estimated impressions: 3,509,520

### Pandora

\$52,950

Pandora is recommended to reach the streaming audio audience and engage with them throughout their day. Additionally, a companion banner is served with the audio and will link users to the website.

- Flight: May 22 – June 4, June 26 – July 9, August 28 – September 10 (six weeks)
- Targeting inputs:
  - Demographic: Males aged 18 to 54 in Iowa
  - Inventory: Pandora, SoundCloud, SiriusXM, TuneIn
- Estimated impressions: 1,444,585
- Estimated clicks: 290
- CTR Goal: 0.02%

### Programmatic Banners

\$51,770

Programmatic banners will place GTSB Drive Sober ads on websites contextually relevant to the audience and drive them to the website to learn more.

- Flight: November 21 – 25, December 19 – January 1, 2023, March 13 – 19, May 22 – June 4, June 26 – July 9, August 28 – September 10 and September 18 – 24, 2023
- Targeting inputs:
  - *Demographic: Males aged 18 to 54 in Iowa*
  - *Inputs: Concert goers, music festivals, alcohol drinks, high alcohol consumption, live sports fans, visited a bar or nightclub in the last 30 days, visited a casino in the last 90 days*
- Estimated impressions: 5,147,480
- Estimated clicks: 4,120
- CTR Goal: 0.08%

#### Facebook

\$18,710

Facebook ads will drive clicks to the website and engagement on ads via in-feed large format ads.

- Flight: November 21 – 25, December 19 – January 1, 2023, March 13 – 19, May 22 – June 4, June 26 – July 9, August 28 – September 10 and September 18 – 24, 2023
- Targeting inputs:
  - *Demographic: Males aged 18 to 54 in Iowa*
  - *Interest: Drinking, beer, alcoholic beverages, spirits, drinking establishments, parties, hard alcohol, upcoming events*
- Estimated impressions: 2,033,696
- Estimated clicks: 9,355
- CTR Goal: 0.46%

#### DRIVE HIGH, GET AN OWI

\$33,690

- Flight: April 17 – 22, July 17 – 22 and August 17 – 22, 2023

#### Tactics

#### Geo-Fence + Geo-Recency Banners

\$8,850

Geo-fence + geo-recency banners will reach those who are currently at or visited a dispensary or CBD store. Banners will drive the users to the website via their mobile device.

- Flight: April 17 – 22, July 17 – 22 and August 17 – 22, 2023
- Targeting inputs:
  - *Demographic: Men aged 18 to 54 in Iowa*
  - *Hyperlocal: Visited a dispensary or CBD store in Iowa*
- Estimated impressions: 1,103,000
- Estimated clicks: 1,100
- CTR Goal: 0.10%

### *Social Listening Banners*

*\$10,590*

Banners are served by listening in to what a user is liking, commenting or following on their social platforms. Social listening banners are new for the Drive High campaign.

- Flight: April 17 – 22, July 17 – 22 and August 17 – 22, 2023
- Targeting inputs:
  - *Demographic: Men aged 18 to 54 in Iowa*
  - *Conversations: Talking about 4/20, 7/20 or 9/20, talking about marijuana, weed, etc.*
- Estimated impressions: 588,000
- Estimated clicks: 5,880
- CTR Goal: 1.0%

### *Spot Radio*

*\$14,250*

Spot radio is recommended for the 4/20 flight only as this is a well-known day to use marijuana. Radio will increase awareness of the GTSB message through an audio ad.

- Flight: April 17 – 22, 2023
- Stations and markets:
  - *Cedar Rapids: 98.1 KHAK-FM (Country), 102.9 KZIA-FM (Pop), 107.9 KFMW-FM (Active Rock)*
  - *Des Moines: 107.5 KKDM-FM (Pop), 97.3 KHKI-FM (Country), 103.3 KAZR-FM (Active Rock)*

- Quad Cities: 103.7 WLLR-FM (Country), 99.7 KBEA-FM (Pop), 106.5 KCQQ-FM (Classic Rock)
- Sioux City: 107.1 KSFT-FM (Pop), 97.9 KSEZ-FM (Active Rock), 105.7 KSUX-FM (Country)
- Waterloo: 98.5 KKHQ-FM (Pop), 92.3 KOEL-FM (Country)
- Estimated impressions: 156,580

**OCCUPANT PROTECTION**

**\$226,530**

**HIGH FIVE**

**\$36,470**

- Flight: October 3 – November 27, 2022
- Counties: Appanoose, Humboldt, Fremont, Mitchell and Keokuk

Tactics

*Outdoor Billboards* *\$3,530*

Outdoor billboards will provide coverage in High Five counties as recognized by the GTSB.

- Flight: October 3 – November 27, 2022 (eight weeks)
- Total number of boards: 3 (one per county where available)
- Locations: (note, there are no avails in Fremont or Mitchell counties)
  - *Appanoose*
  - *Humboldt*
- Impressions: TBD until plan is approved and actual locations can be secured

*Outdoor Production* *\$450*

Out-of-pocket cost for producing materials.

*Facebook* *\$2,000*

Facebook ads will be targeted to the selected five counties and drive clicks and engagement from the platform.

- Flight: October 10 – November 27, 2022
- Targeting inputs:
  - *Interest in upcoming events, car driver, distracted driving, driver's license, driving, driving fast, speed limit, traffic, vehicles, current events*

- Estimated impressions: 308,570
- Estimated clicks: 1,080
- CTR Goal: 0.30%

### *Programmatic Banners*

*\$7,060*

Programmatic banners will drive users to the website via contextually relevant websites.

- Flight: October 10 – November 27, 2022
- Targeting inputs:
  - *Demographic: Men aged 18 to 54 in Iowa*
  - *Interests: Daily car commuter, navigation app on phone, social media users and auto owner*
- Estimated impressions: 882,340
- Estimated clicks: 705
- CTR Goal: 0.08%

### *Spot Radio*

*\$17,930*

Utilizing Learfield Radio's "Radio Iowa" network will reach the High Five counties. Radio will capture drivers commuting in the defined geographic area.

- Flight: October 10 – 23 and November 7 – 20, (four weeks)
- Number of stations: 7
  - *96.7 KICC-FM (Albia), 92.7 KLGA-FM (Algona), 97.7 KHBT-FM (Humboldt), 1490 KRIB-AM (Mason City), 96.7 KRIB-F2 (Mason City), 95.3 KCSI-FM (Shenandoah), 95.7 KQWC-FM (Webster City)*
- Number of spots per station, per week: 30
- Estimate impressions: 96,000

### *YouTube Video*

*\$5,500*

YouTube video will reach the target audience when they are viewing videos on the platform. GTSB ads run before or during the users' selected video.

- Flight: October 10 – November 27, 2022
- Targeting inputs: interested in nightlife, parties, events, news, sporting events
- Estimated impressions: 218,740
- Estimated clicks: 110

- CTR Goal: 0.05%

## CLICK IT OR TICKET

\$190,060

- Flight: May 1 – May 28 and July 31 – August 20, 2023

*Outdoor* *\$9,270*

Outdoor billboards will provide additional coverage in top 10 counties as recognized by the GTSB injury and fatalities report.

- Flight: May 1 – 28, 2023
- Total number of boards: 10 (one per market)
- Locations: Top 10 Seatbelt fatality counties
  - *Locations will be detailed once plan is approved*
- Impressions: TBD until plan is approved and actual locations can be secured

*Outdoor Production* *\$1,720*

Out-of-pocket cost for producing materials.

*Connected TV* *\$57,000*

Connected TV will reach those who are viewing on streaming devices and places the GTSB message within top rated content for the audience.

- Flight: May 1 – May 28 and July 31 – August 20, 2023
- Targeting inputs:
  - *Demographic: Men aged 18 to 54*
  - *Interest: Sports, live sports, news programming*
- Estimated impressions: 1,470,580
- Goal completion rate: 92%

*Spot Radio* *\$89,100*

Spot radio will reach users while they are driving and raise awareness through an audio message.

- Flighting: May 1 – 14 and July 31 – August 13, 2023
- Stations by market:
  - *Cedar Rapids: 98.1 KHAK-FM (Country), 102.9 KZIA-FM (Pop), 107.9 KFMW-FM (Active Rock)*

- Des Moines: 107.5 KKDM-FM (Pop), 97.3 KHKI-FM (Country), 103.3 KAZR-FM (Active Rock)
- Quad Cities: 103.7 WLLR-FM (Country), 99.7 KBEA-FM (Pop), 106.5 KCQQ-FM (Classic Rock)
- Sioux City: 107.1 KSFT-FM (Pop), 97.9 KSEZ-FM (Active Rock), 105.7 KSUX-FM (Country)
- Waterloo: 98.5 KKHQ-FM (Pop), 92.3 KOEL-FM (Country)
- Estimated impressions: 2,339,680

### Facebook

**\$11,770**

Facebook ads will be targeted reach users in their newsfeed via interest targeting and promote GTSB. Ads will drive clicks and engagements from the platform.

- Flight: May 1 – May 28 and July 31 – August 20, 2023
- Targeting inputs:
  - *Interest in upcoming events, car driver, distracted driving, driver's license, driving, driving fast, speed limit, traffic, vehicles, current events*
- Estimated impressions: 1,960,000
- Estimated clicks: 5,880
- CTR Goal: 0.30%

### Programmatic Banners

**\$21,200**

Programmatic banners will drive users to the website via contextually relevant websites and be targeted based on online and offline behaviors of the target audience.

- Flight: May 1 – May 28 and July 31 – August 20, 2023
- Targeting inputs:
  - *Demographic: Men aged 18 to 54 in Iowa*
  - *Interests: Daily car commuter, navigation app on phone, social media users and auto owner*
- Estimated impressions: 2,647,000
- Estimated clicks: 2,115
- CTR Goal: 0.08%

### GENERAL

**\$144,425**

## Speed

- Flight: June 5 – 11 and June 29 – 25, 2023
- Budget: \$55,085

## Distracted Driving

- Flight: April 10 – 23, 2022
- Budget: \$19,550

## Motorcycle

- Flight: May 8 – May 28 and June 11 – 18, 2023
- Budget: \$42,655

## Pedestrian

- Flight: July 10 – 16 and July 24 – 30, 2023
- Budget: \$17,000

## Bicycle

- Flight: July 17 – July 23, 2023
- Budget: \$10,135

## Facebook

\$23,500

Facebook ads will engage with the target audience in the newsfeed and drive clicks to the website as well as engagement (likes, comments, share and saves) on ads. Facebook will be used to support Distracted Driving, Motorcycle, Speed, Pedestrian and Bicycle.

- Flight:
  - *Distracted Driving: April 10 – 23, 2022*
  - *Motorcycle: May 8 – May 28 and June 11 – 18, 2023*
  - *Speed: June 5 – 11 and June 29 – 25, 2023*
  - *Pedestrian: July 10 – 16 and July 24 – 30, 2023*
  - *Bicycle: July 17 – July 23, 2023*
- Targeting inputs:
  - *Interest in upcoming events, car driver, distracted driving, driver's license, driving, driving fast, speed limit, traffic, vehicles, current events, motorcycle, motorcycle safety, Ride to Work day, bicycle, bike riding*

- Estimated impressions: 2,554,300
- Estimated clicks: 11,750
  - *Distracted Driving: 2,125*
  - *Motorcycle: 2,500*
  - *Speed: 750*
  - *Pedestrian: 4,250*
  - *Bicycle: 2,125*
- CTR Goal: 0.46%

### *Programmatic Banners*

*\$55,575*

Programmatic banners will drive users to the website via contextually relevant websites and targeted based on the target audiences' interest. Banners will be used to support Distracted Driving, Motorcycle, Speed, Pedestrian and Bicycle.

- Flight:
  - *Distracted Driving: April 10 – 23, 2022*
  - *Motorcycle: May 8 – May 28 and June 11 – 18, 2023*
  - *Speed: June 5 – 11 and June 29 – 25, 2023*
  - *Pedestrian: July 10 – 16 and July 24 – 30, 2023*
  - *Bicycle: July 17 – July 23, 2023*
- Targeting inputs:
  - *Demographic: Men aged 18 to 54 in Iowa*
  - *Interests: Driving, motorcycle enthusiasts, bike enthusiasts, local morning news*
- Estimated impressions: 6,946,875
  - *Distracted Driving: 735,625*
  - *Motorcycle: 2,941,875*
  - *Speed: 1,471,250*
  - *Pedestrian: 1,062,500*
  - *Bicycle: 735,625*
- Estimated clicks: 5,550
- CTR Goal: 0.08%

### *Social Listening Video*

*\$37,655*

Videos are served by listening in to what a user is liking, commenting or following on their social platforms. Social listening video saw one of the top CTRs for the FFY2022 campaign at 1.0%. Video will be used to support Distracted Driving, Motorcycle and Speed.

- Flight:
  - *Distracted Driving: April 10 – 23, 2022*
  - *Motorcycle: May 8 – May 28 and June 11 – 18, 2023*
  - *Speed: June 5 – 11 and June 29 – 25, 2023*
- Targeting inputs:
  - *Demographic: Men aged 18 to 54 in Iowa*
  - *Talking about driving, reckless driving, speeding, motorcycles, bike riding*
- Estimated impressions: 1,557,350
  - *Distracted Driving: 427,950*
  - *Motorcycle: 564,700*
  - *Speed: 564,700*
- Estimated clicks: 15,570
- CTR Goal: 1.0%

### *Outdoor Billboards*

*\$24,395*

Outdoor billboards are recommended for the Speed campaign to reach those when they are driving. Billboards are a consistent, high-profile placement in the top 10 counties for speed.

- Flight: May 29 – June 25, 2023 (four weeks)
- Locations: Top 10 counties for speed
  - *Locations will be detailed once the plan is approved*
- Impressions: TBD until plan is approved and actual locations can be secured

### *Outdoor Production*

*\$3,300*

- Out-of-pocket cost for producing materials.

## **RESEARCH RECOMMENDATION**

## AUDIENCE RESEARCH

Audience research is desired to inform an overarching strategy for the traffic safety brand and key messaging.

Multiple campaigns addressing driver safety exist within the state – IDOT, NHTSA, Drive Smart. A recent campaign from IDOT, *Power in Your Hands*, was developed cooperatively and launched as a social media program in 2021 to be leveraged by multiple partners. Aspects of this campaign and others may be evaluated as part of the research to understand the meaning and relevance with Iowa drivers.

## RESEARCH APPROACH

We recommend an approach including a combination of exploratory qualitative research (focus groups and 1:1 interviews) and quantitative validation.

### Part 1 - Discovery

**\$76,000**

#### *Stakeholder Interviews*

**\$8,000**

We recommend conducting brief interviews with leaders and key partners/influencers of safe driving programs to establish a baseline for perceptions and expectations.

- Conduct 30 min in-depth interviews (IDI's) with 6-8 key stakeholders
- Representative stakeholders from: DPS, GTSB, Iowa State Patrol, DOT? (GTSB to provide list of stakeholder's participants)
- Interviews to be conducted virtually via zoom by Katie Geraty, ZLR Strategic Lead
- Discussion guide to be developed and approved in advance
- A summary report will be provided and used to inform the audience research
- For time efficiency the stakeholder IDI's can be conducted in parallel with the audience research planning

(Timing: 4-5 weeks)

#### *Focus Groups*

**\$68,000**

Qualitative discovery with focus groups remains one of the best approaches to understand consumer perceptions, emotional connections and language that is powerful. For GTSB we recommend a series of in-person focus groups. Held in locations across the state that represent geographic diversity and report a higher incidence of traffic deaths. (Note: This reflects current planning data priorities as provided by GTSB)

- 12 in-person groups with 8 people in each group; 75 minutes in length

- Respondents will skew male to reflect the primary audience profile
  - Males ages 18-35 (5 groups)
  - Males ages 36-64 (5 groups)
  - Females ages 18+ (2 groups)
- Recommend five markets to reflect the opinions of a variety of drivers in the state (TBD)
  - Des Moines (Polk, central)
  - Cedar Rapids (Linn, east central)
  - Sioux City (Woodbury, northwest)
  - Mason City (Cerro Gordo, north central)
  - Keokuk (Lee, southeast)
- End deliverable will be a full report out of group findings and implications for brand and campaign development

(Timing: 8-10 weeks)

## Part 2 - Concept Validation

\$36,000

### *Quantitative Message Testing*

\$36,000

Once creative concepts have been developed using insights from the focus groups, we recommend evaluating key concepts to ensure the messaging is making a connection with the audience. While we can't guarantee that campaigns will change behavior, we can ensure that they are making a strong impression. Quantitative testing can provide a level of confidence around the strength of a message.

Quantitative testing provides insight into the strengths and weaknesses of alternative campaign directions if we happen to need it. Additionally, quant can help with building consensus.

- Online survey, less than 8 minutes in length
- Respondents: Iowa drivers 18-64 with quota for male drivers
- Sample size of 200+ to allow for segmenting audiences
- Methodology will utilize open ends and a projective technique to tap into more emotional responses
- Measures to include:
  - Relative strengths and weaknesses
  - Preference

- Appeal
- Relevance
- Key message understanding
- End deliverable will include a full report-out and final recommendation on campaign direction

(Timing: 6-8 weeks)

## **PRODUCTION RECOMMENDATION**

### **CAMPAIGN DEVELOPMENT**

**Brand Platform Development** **\$20,000**

Development of a minimum of three over-arching campaign concepts that will be used during the message testing phase of the research. These concepts will leverage the learnings from the focus group, stakeholder interviews and the secondary audit. These concepts will also help establish an overarching strategy for the traffic safety brand.

ZLR will develop the following items for each campaign concept to help explain the concepts

- :30 TV spot animatic
  - An illustrated video that presents the idea
  - ZLR will be using NHTSA spots for promotion
- Billboard
- :30 Radio

Estimated timeframe 6-8 weeks

**Campaign Development** **\$102,500**

Following the validation research and the approval of the creative direction to move forward with, ZLR will develop materials to use for placements of the Drive Sober, Drive High, Occupant Protection, Distracted Driving, Speed, Pedestrian and Bicycle campaigns

### ***IMPAIRED Driving***

**DRIVE SOBER** **\$26,337**

*Creative Development* *\$6,837*

- ZLR will work out how the selected over-arching campaign direction will work with Drive Sober
- ZLR will present a minimum of two concepts on how it would work

*Billboard Development* **\$1,500**

- Development of a maximum of two billboards to be used for placement
- ZLR will size to multiple sizes

*Radio Production* **\$9,000**

- ZLR will write and produce a :10, :15 and :30 radio spot for use on Learfield and Spot Radio
- Licensing for the spot will be for three years in the state of Iowa for digital and traditional use

*Banner Ad Development* **\$3,000**

- Development and programming of one banner ad that highlights the danger of driving impaired
- These ads will be sized in multiple sizes for use

*Social Ad Production* **\$6,000**

- Development of a minimum of 8 social ads that can be used multiple times throughout the year
- ZLR will develop an overall social ad that will communicate the dangers of driving under the influence
- ZLR will develop time sensitive ads around Thanksgiving, December holidays, St. Patrick's Day, 4<sup>th</sup> of July and Labor Day

**DRIVE HIGH** **\$17,000**

*Creative Development* **\$5,000**

- ZLR will work out how the selected over-arching campaign direction will work with Drive High
- ZLR will present a minimum of two concepts on how it would work

*Radio Production* **\$9,000**

- ZLR will write and produce a :10, :15 and :30 radio spot for use on Learfield and Spot Radio
- Licensing for the spot will be for three years in the state of Iowa for digital and traditional use

*Banner Ad Development* **\$3,000**

- Development and programming of one banner ad that highlights the danger of driving impaired
- These ads will be sized in multiple sizes for use

**OCCUPANT PROTECTION**

**OCCUPANT PROTECTION** **\$22,500**

*Creative Development* **\$6,000**

- ZLR will work out how the selected over-arching campaign direction will work with occupant protection
- ZLR will present a minimum of two concepts on how it would work

*Billboard Development* **\$1,500**

- Development of a maximum of two billboards to be used for placement
- ZLR will size to multiple sizes

*Radio Production* **\$9,000**

- ZLR will write and produce a :10, :15 and :30 radio spot for use on Learfield and Spot Radio
- Licensing for the spot will be for three years in the state of Iowa for digital and traditional use

*Banner Ad Development* **\$3,000**

- Development and programming of one banner ad that highlights the danger of driving without a seatbelt
- These ads will be sized in multiple sizes for use

*Social Ad Production* **\$3,000**

- Development of two Facebook ads that highlight the dangers of driving without a seatbelt

**DISTRACTED DRIVING** **\$9,000**

*Creative Development* **\$3,000**

- ZLR will work out how the selected over-arching campaign direction will work with the general campaigns (Distracted Driving, Speed, Motorcycle and Pedestrian)
- ZLR will present a minimum of two concepts on how it would work

<i>Banner Ad Development</i>	<b>\$3,000</b>
<ul style="list-style-type: none"> <li>• Development and programming of one banner ad that highlights the dangers of distracted driving</li> <li>• These ads will be sized in multiple sizes for use</li> </ul>	
<i>Social Ad Production</i>	<b>\$3,000</b>
<ul style="list-style-type: none"> <li>• Development of two Facebook ads that highlight the dangers of distracted driving</li> </ul>	
<b>SPEED</b>	<b>\$9,500</b>
<i>Billboard Development</i>	<b>\$3,500</b>
<ul style="list-style-type: none"> <li>• Development of a maximum of two billboards to be used for placement</li> <li>• ZLR will size to multiple sizes</li> </ul>	
<i>Banner Ad Development</i>	<b>\$3,000</b>
<ul style="list-style-type: none"> <li>• Development and programming of one banner ad that highlights the dangers of driving over the speed limit</li> <li>• These ads will be sized in multiple sizes for use</li> </ul>	
<i>Social Ad Production</i>	<b>\$3,000</b>
<ul style="list-style-type: none"> <li>• Development of two Facebook ads that highlight the dangers of driving over the speed limit</li> </ul>	
<b>MOTORCYCLE</b>	<b>\$6,000</b>
<i>Banner Ad Development</i>	<b>\$3,000</b>
<ul style="list-style-type: none"> <li>• Development and programming of one banner ad that highlights watching out for motorcyclists</li> <li>• These ads will be sized in multiple sizes for use</li> </ul>	
<i>Social Ad Production</i>	<b>\$3,000</b>
<ul style="list-style-type: none"> <li>• Development of two Facebook ads that highlights watching out for motorcyclists</li> </ul>	
<b>PEDESTRIAN</b>	<b>\$6,000</b>
<i>Banner Ad Development</i>	<b>\$3,000</b>
<ul style="list-style-type: none"> <li>• Development and programming of one banner ad that highlights watching out for pedestrians</li> <li>• These ads will be sized in multiple sizes for use</li> </ul>	

*Social Ad Production*

*\$3,000*

- Development of two Facebook ads that highlights watching out for pedestrians

**BICYCLE**

**\$6,000**

*Banner Ad Development*

*\$3,000*

- Development and programming of one banner ad that highlights watching out for bicycles
- These ads will be sized in multiple sizes for use

*Social Ad Production*

*\$3,000*

- Development of two Facebook ads that highlights watching out for bicycles

## **BUDGET**

### **MEDIA OVERVIEW**

#### **PARTNERSHIPS OVERVIEW**

Learfield Radio	\$140,300
<b>PARTNERSHIPS TOTAL</b>	<b>\$140,300</b>

#### **IMPAIRED DRIVING OVERVIEW**

Drive Sober or Get Pulled Over	\$645,718
Drive High, Get an OWI	\$33,690
<b>IMPAIRED DRIVING TOTAL</b>	<b>\$679,408</b>

#### **OCCUPANT PROTECTION OVERVIEW**

High Five	\$36,470
Click it or Ticket	\$190,060
<b>OCCUPANT PROTECTION TOTAL</b>	<b>\$226,530</b>

#### **GENERAL OVERVIEW**

Distracted Driving	\$19,550
Motorcycle	\$42,655
Speed	\$55,085
Pedestrian	\$17,000
Bicycle	\$10,135
<b>GENERAL TOTAL</b>	<b>\$144,425</b>

<b>MEDIA CONTINGENCY</b>	<b>\$75,000</b>
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<b>MEDIA SUBTOTAL</b>	<b>\$1,265,663</b>
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#### **RESEARCH**

Part 1 - Discovery	\$76,000
Part 2 - Concept Validation	\$36,000

#### **PRODUCTION**

Brand Platform Development	\$20,000
Campaign Development	\$102,337

<b>TOTAL BUDGET</b>	<b>\$1,500,000</b>
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## **MEDIA APPENDIX DESCRIPTIONS**

### **FACEBOOK**

According to Facebook demographics, 57% of the Facebook audience is male compared to 43% who identify as female. Additionally, the largest audience on Facebook is those aged 25 to 35 years old. Ads are served to targeted users in their newsfeeds on the platform and would promote GTSB to the audience based on their interests.

- Campaigns supported:
  - Impaired Driving: Drive Sober or Get Pulled Over
  - Occupant Protection: High Five and Click it or Ticket
  - General: Distracted Driving, Motorcycle, Speed, Pedestrian and Bicycle

### **YOUTUBE**

YouTube is the second largest search engine and third most visited site after Google and Facebook. According to Google, over 70% of adults in the United States are on YouTube. Videos on YouTube play before or during a user's selected videos. YouTube ads will deliver helpful information to an engaged audience.

- Campaigns supported:
  - Occupant Protection: High Five and Click it or Ticket

### **SOCIAL LISTENING ADVERTISING**

Social listening advertising is purchased in real-time and targeted based on what users are sharing on their social networks, conversations on social networks and websites visited. Videos or banners are served to those who have posted or shared something about the holidays, holiday parties, riding a motorcycle, biking or weekend drinking. Ads will be served on desktop, tablet and mobile devices.

- Campaign supported:
  - Impaired Driving: Drive Sober or Get Pulled Over and Drive High, Get an OWI
  - General: Distracted Driving, Motorcycle, Speed, Pedestrian and Bicycle

### **CONNECTED TV**

Connected TV (CTV) refers to video content served over the traditional television system. Video spots through CTV will increase the reach of the GTSB message. According to eMarketer, over 87% of American households have connected devices.

GTSB will receive added value spots on cable networks due to negotiations with the vendor.

- Campaigns supported:
  - Impaired Driving: Drive Sober or Get Pulled Over
  - Occupant Protection: Click it or Ticket

## PANDORA

Pandora is a free, personalized digital radio application allowing users to customize their experience. According to Pandora, users listen an average of 22 hours per week. Audio ads play in-between every 5 – 7 songs. A companion banner runs in conjunction with the audio ad as added value.

Pandora will be used to increase reach of the message and drive interested users to the website. Ads will play during music and podcasts for both campaigns.

- Campaigns supported:
  - Impaired Driving: Drive Sober or Get Pulled Over

## SPOT RADIO

Spot radio is a great frequency vehicle driving recall of the various GTSB messages. According to the Radio Advertising Bureau, 75% of adults 18+ are listening to AM/FM radio while driving in their car. This places the GTSB drive safety messages in the exact environment and in front of the audience they are looking to reach, drivers. Radio spots will run between 5-6 times per day, per station.

- Campaigns supported:
  - Impaired Driving: Drive Sober or Get Pulled Over and Drive High, Get an OWI
  - Occupant Protection: High Five and Click it or Ticket
- Markets and stations (stations subject to change based on radio rankings at time buys are placed):
  - Cedar Rapids: KHAK-FM (Country), KZIA-FM (CHR), KFMW-FM (Active Rock)
  - Des Moines: KKDM-FM (CHR), KHKI-FM (Country), KAZR-FM (Active Rock)
  - Quad Cities: WLLR-FM (Country), KBEA-FM (CHR), KCQQ-FM (Classic Rock)
  - Sioux City: KSFT-FM (CHR), KSEZ-FM (Active Rock), KSUX-FM (Country)
  - Waterloo: KKHQ-FM (CHR), KOEL-FM (Country)

## **GEO-FENCE AND GEO-RECENCY BANNERS**

Geo-fencing is a location-based tool that serves ads on a users' mobile device in a specified geographic location. Ads will be targeted specifically around dispensaries and/or CBD stores in Iowa.

- Campaign supported:
  - Impaired Driving: Drive High, Get an OWI

## **PROGRAMMATIC ADVERTISING**

Programmatic advertising is the algorithmic purchase and sale of video advertising on a real-time basis. Videos or Banners are served to the target audience based on past behavior, offline data and/or on contextually relevant websites. Ads will drive awareness on site and visits to the website.

- Campaign supported:
  - Impaired Driving: Drive Sober or Get Pulled Over
  - Occupant Protection: High Five and Click it or Ticket
  - General: Distracted Driving, Motorcycle, Speed, Pedestrian and Bicycle

## **OUTDOOR BILLBOARDS**

Outdoor billboards present the GTSB message in a high-impact, large placement format reaching the target as they are traveling in their vehicles. In fact, 81% of travelers noticed an OOH billboard in the past month (OAAA Consumer Insights 2022).

- Campaigns supported:
  - Impaired Driving: Drive Sober or Get Pulled Over
  - Occupant Protection: High Five and Click it or Ticket

## **CABLE TV**

Cable television will increase the reach and frequency of the GTSB message across the state. The use of high-impact sight, sound and motion spots will elevate the GTSB messages. Schedules will be placed on networks that rank highest against the men 18 – 54 audience to capture the most viewers.

- Campaigns supported:
  - Impaired Driving: Drive Sober or Get Pulled Over
  - General: Distracted Driving and Speed

## **GAS STATION TV (NEW)**

Gas station TV advertising places a video message on a gas station pump. According to Nielsen 80% of people watch the videos on the gas station. A :15 or :30 video is placed on the station and reaches a relevant audience while they are filling up their gas tank. Additionally, ads are served as the audience is heading back on the road so the GTSB will be top-of-mind.

- Campaigns supported:
  - General: Speed

# sSTEP Agencies - FFY 2024

	Agency Name	Total	OT hours for Gen Enfor \$	Ed.Pres \$	Training-related travel \$	Hand-held radar(s) \$	Moving radar(s) \$	Lidar(s) \$	speed sign(s) \$	speed trailer(s) \$	In-Car Video	PBT	Impaired Vision Googles
PT 05-90-00	Ackley Police Department Co Sheriff's Office	\$2,000.00	\$2,000.00										
PT 05-90-01	Algona Police Department	\$11,000.00	\$6,000.00								\$5,000.00		
PT 05-90-02	Asbury Police Department	\$2,500.00	\$2,500.00										
PT 05-90-03	Bloomfield Police Dept	\$5,000.00	\$5,000.00										
PT 05-90-04	Buchanan Co Sheriff's Office	\$6,100.00	\$4,500.00									\$1,600.00	
PT 05-90-05	Charles City Police Dept	\$4,000.00	\$2,000.00				\$2,000.00						
PT 05-90-06	Chickasaw Co Sheriff's Office	\$10,000.00	\$5,000.00					\$2,500.00			\$5,000.00		
PT 05-90-07	Clayton Co Sheriff's Office	\$7,540.00	\$4,240.00									\$800.00	
PT 05-90-08	Colfax Police Department	\$4,000.00	\$4,000.00										
PT 05-90-09	Columbus Junction Police Dept	\$4,000.00	\$4,000.00										
PT 05-90-10	Davis Co Sheriff's Office	\$4,100.00	\$4,000.00		\$100.00								
PT 05-90-11	Decorah Police Dept	\$4,000.00	\$2,000.00				\$2,000.00						
PT 05-90-12	Denison Police Dept	\$5,000.00	\$5,000.00										
PT 05-90-13	Dunlap Police Dept	\$3,000.00	\$3,000.00										
PT 05-90-14	Durant Police Dept	\$10,000.00	\$5,000.00						\$4,000.00		\$5,000.00		
PT 05-90-15	Earlham Police Department	\$9,000.00	\$5,000.00										
PT 05-90-16	Estherville Police Dept	\$14,900.00	\$7,400.00		\$500.00		\$2,000.00				\$5,000.00		
PT 05-90-17	Farley Police Department	\$2,000.00	\$2,000.00										
PT 05-90-18	Floyd Co Sheriff's Office	\$6,000.00	\$3,600.00				\$2,000.00					\$400.00	
PT 05-90-19	Franklin Co Sheriff's Office	\$2,500.00	\$2,500.00										
PT 05-90-20	Garner Police Department	\$4,966.00	\$4,966.00										
PT 05-90-21	Gowrie Police Department	\$14,000.00	\$7,500.00					\$2,500.00	\$4,000.00				
PT 05-90-22	Grinnell PD Police Dept	\$8,100.00	\$4,000.00		\$100.00				\$4,000.00				
PT 05-90-23	Grundy Center Police Department	\$4,198.00	\$4,000.00	\$198.00									
PT 05-90-24	Hamilton County Sheriff's Office	\$9,000.00	\$5,000.00				\$4,000.00						
PT 05-90-25	Hampton Police Dept	\$3,400.00	\$3,000.00									\$400.00	
PT 05-90-26	Hardin Co Sheriff's Office	\$10,000.00	\$8,000.00									\$2,000.00	
PT 05-90-27	Howard Co Sheriff's Office	\$10,000.00	\$5,000.00								\$5,000.00		
PT 05-90-28	Hudson Police Department	\$5,000.00	\$5,000.00										
PT 05-90-29	Independence Police Dept	\$11,800.00	\$5,800.00		\$200.00						\$5,000.00	\$800.00	
PT 05-90-30	Iowa State Patrol - Troopers	\$43,500.00	\$43,500.00										
PT 05-90-31	Iowa State Patrol - Supervisors	\$22,500.00	\$22,500.00										
PT 05-90-32	Lake City Police Department	\$11,000.00	\$6,000.00								\$5,000.00		
PT 05-90-33	Lake View Police Department	\$5,000.00	\$5,000.00										
PT 05-90-34	Lucas Co Sheriff's Office	\$4,200.00	\$4,200.00										
PT 05-90-35	Madrid Police Department	\$3,300.00	\$2,800.00		\$500.00								

ATTACHMENT C



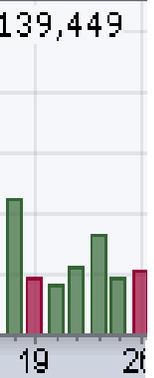


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# State Traffic Safety Information System Improvement Grants

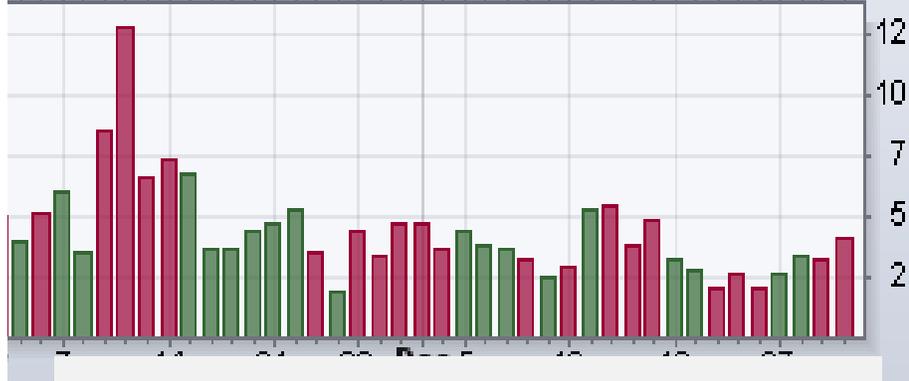
National Priority Safety Program



## Section 405c

FFY 2024

Iowa Department of Public Safety  
Governor's Traffic Safety Bureau



## Mission Statement of the Governor's Traffic Safety Bureau

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To identify traffic safety problems and thereon develop and implement traffic safety programs designed to reduce death and serious injury on Iowa's streets and highways through partnerships with local, county, state, and private sector agencies.

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2.5 State Traffic Records Strategic Plan	
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## Section 405c

### State Traffic Safety Information System Improvement Grants

#### 1

##### Purpose

Iowa's traffic records system provides solid data to assist traffic safety professionals. Through support of the Statewide Traffic Records Coordinating Committee (STRCC), traffic records continue to be improved. Due to the multidisciplinary membership of STRCC, it is easier to understand that quality crash data is the foundation for highway safety programming. There are numerous ways Iowa utilizes crash data including the following:

- Qualify for federal funding which is awarded and managed through the Governor's Traffic Safety Bureau (GTSB) to agencies through the state for projects which support initiatives of the National Highway Traffic Safety Administration (NHTSA)
- Annually conduct problem identification by county
- Target local and state law enforcement efforts
- Create and implement effective, integrated safety programs and initiatives
- Conduct education and awareness initiatives
- Make evidence-based management decisions
- Support legislative decisions that impact citizen safety on our roadways
- Make engineering improvements on the roadways
- Research projects
- Improve EMS service
- Coordinate with partnering organizations to develop strategies to improve overall highway safety

The purpose of Iowa's traffic records system is to provide accurate, complete, and timely information on traffic safety issues. A traffic records system is a complete network of programs and systems involving numerous agencies that collect, report, maintain, and analyze data involving many highway safety related processes, methods, and component systems. Iowa's traffic records system is comprised of six core data systems: Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and EMS/Injury Surveillance. The data systems are managed by a variety of agencies so integration is an important component for effectiveness. Members of STRCC come from different entities and organizations but all understand the importance of data and how it can be utilized. Projects within Iowa's Traffic Records Strategic Plan (TRSP) focus on improving the core datasets through performance attributes of accuracy, completeness, timeliness, uniformity, accessibility, and integration.

#### 2

##### Qualification Criteria

###### 2.1 Traffic Records Coordinating Committee

The structure, composition, and objectives of Iowa's Statewide Traffic Records Coordinating Committee (STRCC) are outlined through an Organizational Charter as provided in ATTACHMENT A.

The quality of Iowa's traffic records system is governed by STRCC. The vision remains ". . .to maximize traffic safety problem identification, planning, evaluation, and decision-making through coordination and cooperation at all levels of government and by all safety entities in communities through access to quality safety data. The data system should be sustainable, provide quality services for a reasonable investment, and achieve the effective balance of limited resources between data systems and the highway safety programs they serve."

Iowa's STRCC is comprised of a 4-person Guidance Team which is considered the executive level. The Guidance Team consists of agency level management representing the Governor's Traffic Safety Bureau, the Iowa Department of Transportation (Offices of Traffic & Safety and Driver & Identification Services) and the Iowa Department of Public Health. Also pursuant to the Charter, STRCC shall have two co-chairs; one being a member or designee of the Governor's Traffic Safety Bureau and the second being a member of a state agency directly involved in maintenance or analysis of traffic records. The current STRCC co-chairs are:

Joanne K. Tinker  
Program Evaluator &  
State Traffic Records Coordinator  
Iowa Department of Public Safety  
Governor's Traffic Safety Bureau

Dennis Kleen  
Accidents, FARS Manager & Driver Data  
Iowa Department of Transportation  
Systems & Administration Bureau

A recommendation (non-priority) came out of the 2022 Impaired Driving Assessment to "empower the State's Traffic Records Coordinator to serve as the State Traffic Records Coordinating Committee (STRCC) facilitator and engage STRCC membership to rotate through the co-chair positions in one-to two-year teams. Engaging STRCC partners as co-chairs will provide fresh perspective to the State's traffic records projects and activities." The State will consider this recommendation further.

## 2.2 STRCC Meeting Schedule

Pursuant to FAST Act legislation, the STRCC meets a minimum of three times a year with additional meetings scheduled if needed.

During the 12 months immediately preceding the application due date, the following STRCC meetings were held.

FFY	Date	Location
2022	09/08/2022	Virtual
2023	02/16/2023	Virtual
2023	06/22/2023	Virtual

## 2.3 State Traffic Records Coordinator

Iowa's designated Traffic Records Coordinator is:

Joanne K. Tinker, Executive Officer II  
Program Evaluator and State Traffic Records Coordinator  
Iowa Department of Public Safety  
Governor's Traffic Safety Bureau  
215 E 7<sup>th</sup> Street  
Des Moines, IA 50319  
[jtinker@dps.state.ia.us](mailto:jtinker@dps.state.ia.us)  
515/725-6134

## 2.4 STRCC Membership

STRCC membership is multidisciplinary. The composition of members includes representatives of the custodial agencies responsible for the six core datasets. Federal liaisons actively represent NHTSA, FHWA and FMCSA. See ATTACHMENT B for a copy of the STRCC membership.

STRCC has the following authority:

1. To approve the Traffic Records Strategic Plan

2. To review any of the state’s highway safety data and traffic records systems and to review changes to such systems before the changes are implemented
3. Provide a forum for the discussion of highway safety data and traffic records issues and report any such issues to the agencies and organization in the state that capture, maintain, and use highway safety data and traffic records
4. Consider and coordinate the views of organizations in the state that are involved in the administration, collection and use of the highway safety data and traffic records systems
5. Represent the interests of the agencies and organizations within the traffic records system to outside organizations
6. Review and evaluate new technologies to keep the highway safety data and traffic records systems up to date

## **2.5 State Traffic Records Strategic Plan (TRSP)**

Iowa’s traffic records system includes six core datasets: Crash, Vehicle, Driver, Roadway, Citation/Adjudication and EMS/Injury surveillance. Members of STRCC understand the importance of data and how it can be analyzed and utilized. Traffic records projects strive to improve the core datasets in the attributes of accuracy, completeness, timeliness, uniformity, accessibility, and integration. In addition to institutional and technical knowledge, the following were used in the development of the TRSP:

- 2020 Traffic Records Assessment
- Model Performance Measures for State Traffic Records Systems<sup>1</sup>

The TRSP helps determine, implement, and design projects that will ensure goals are being met to improve Iowa’s overall traffic records system. The TRSP is a culmination of traffic records improvement projects; some of which are supported with Section 405c funding. Iowa’s TRSP describes specific, quantifiable, and measurable improvements, and lists all recommendations from the most recent traffic records assessment. Iowa’s TRSP is provided in ATTACHMENT C.

At the 06/22/2023 STRCC meeting, the planned FFY 2024 Section 405c funded projects were presented.

Iowa is prepared to adjust the program budget and the TRSP as determined appropriate. The STRCC membership agrees they do not want to assign specific priorities within 405c funded areas but prefers to remain flexible and assigns the GTSB with the task of fitting the action plan for the Section 405c funding as is currently maintained and may be forthcoming. Consultation will occur with the STRCC Guidance Team and project managers if funding is to be adjusted. This agreement is reconsidered yearly.

## **3 Quantitative Improvement/Interim Progress Reporting**

Annually an Interim Progress Report is submitted by the state which provides detail on a particular project and its demonstration of quantitative improvement of a core database through a specific data attribute.

The project used for interim progress reporting for FFY 2024 identified efforts of the Iowa Department of Health and Human Services, Bureau of Emergency Medical and Trauma Services (IDHHS/BEMTS). Through the project, IDHHS/BEMTS showed improvement through an increase in the number of EMS agencies submitting National Emergency Service Information System (NEMSIS) v3 compliant incidents and the number of incidents that are NEMSIS v3 compliant.

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<sup>1</sup> DOT HS 811-411, February 2021

A copy of the Interim Progress Reporting and supporting documentation covering a contiguous 12-month performance period and baseline documentation is provided in ATTACHMENT D.

## **4**

### **Traffic Records System Assessment**

The most recent Traffic Records Assessment was conducted in 2020 by the National Highway Traffic Safety Administration (NHTSA) Technical Assessment Team. The assessment measured how well the state ranked compared against an “ideal” system as defined by NHTSA and outlined in the Traffic Records Program Assessment Advisory. The assessment addressed the following traffic records modules:

- Traffic Records Coordinating Committee Management
- Strategic Planning
- Crash Data
- Vehicle Data
- Driver Data/Injury Surveillance Data
- Roadway Data
- Citation/Adjudication Data
- EMS/Injury Surveillance Data
- Data Use and Integration

The assessment consisted of 328 questions which were answered by Iowa’s subject matter experts. The analysis provided the assessors and in-depth peer review of Iowa’s traffic records system. The final report was presented by the NHTSA assessment facilitator. The state’s responses were rated as to “Meeting the Ideal”, “Partially Meeting the Ideal”, or “Not Meeting the Ideal”. The final report was provided to all STRCC members for review, discussion, and consideration.

Specific information as to the scoring and recommendations can be found in the Traffic Records Strategic Plan.

## Attachments

ATTACHMENT A	STRCC Charter
ATTACHMENT B	STRCC Membership List
ATTACHMENT C	Traffic Records Strategic Plan
ATTACHMENT D	Interim Progress Report



**Governor's Traffic Safety Bureau  
Iowa Department of Public Safety**

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Des Moines, IA 50319

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# STRCC CHARTER

## Iowa Statewide Traffic Records Coordinating Committee May 2015

### History

**Background:** Iowa has had a multidisciplinary statewide traffic records committee for communication, planning, and coordination since June 1994. Originally called the Strategic Planning Project (StraPP), it later took the name Statewide Traffic Records Advisory Committee (STRAC). This committee met quarterly, with additional ad hoc meetings. The Iowa Safety Management System Coordination Committee (SMSCC) formed in a similar manner in February 1995 and enhanced general highway safety coordination, as STRAC handled safety data coordination.

**Executive guidance:** StraPP was set up with a working committee and a Guidance Team of appropriate executives who received copies of all documents and attended meetings either occasionally or regularly. When members of the Guidance Team attended the working committee meetings, they worked along with other participants.

**Program history:** Iowa was the first state to be awarded a NHTSA grant for strategic planning in 1994. The first strategic plan was completed in 1995. The strategic plan was updated periodically during Section 411 funding, and Iowa received implementation grants for each year of the Section 411 program. STRAC also sponsored and organized statewide traffic records conferences, similar to the national Traffic Records Forums, in 1994 and 2001.

**Creation of this Charter:** Given the requirements of the SAFETEA-LU "Section 408 Program," it was decided to formalize STRAC with a Charter supported by letters of support from key executives, renewing the Guidance Team as the "second tier" of a two-tiered committee.

**Name change:** STRAC had essentially functioned as a coordinating committee so it was decided to replace "advisory" with "coordinating" in the committee's name. Therefore the creation of STRCC; the Statewide Traffic Records Coordinating Committee.

### Vision, Mission, and Goal

**VISION:** The Vision of STRCC is to maximize traffic safety problem identification, planning, evaluation, and decision-making through coordination and cooperation at all levels of government and by all safety entities in communities through access to quality safety data. The data system should be sustainable, provide quality service for a reasonable investment, and achieve an effective balance of limited resources between data systems and the highway safety programs they serve.

**MISSION:** The Mission of STRCC is to develop and improve the “virtual” statewide traffic records system and all of its independent real components.

Central to this mission are the advancement of electronic data capture, appropriate integration of data, effective utilization of the data through the Highway Safety GIS and other means of data dissemination, and education of data collectors and users.

The Mission will be accomplished by incorporating advanced technology, wise use of resources, open communication opportunities by all members, a spirit of cooperation and teamwork, and future planning. The data driven process should ensure that all opportunities to improve highway safety are identified and considered for implementation. Continued evaluation shall be conducted to facilitate implementation and strategic development of state data systems and projects.

**GOAL:** The goal of STRCC is to ensure that complete, accurate, and timely traffic safety data are collected, analyzed, and made available for decision-making at the state, local, and national levels to **reduce crashes, deaths, and injuries on Iowa streets and highways. Data should be made available in a concise manner for the end-user.**

#### **I. State Traffic Records System Definition**

**“A traffic records system is generally defined as a virtual system of independent real systems which collectively form the information base for the management of the highway and traffic safety activities of a state and its local subdivisions.”** (Iowa Traffic Records Assessment Report, 2006, page 9.)

**STRCC’s unique responsibility is to coordinate these independent real systems into a virtual system effective in saving lives and mitigating the harm of traffic crashes.**

### **Organizational Structure and Function**

**Two-tiered Committee:** The committee has two tiers; the Guidance Team and STRCC. The Guidance Team and STRCC shall be responsible for developing, maintaining and tracking accomplishments related to data projects as related to the State’s Strategic Plan.

- I. **Guidance Team:** The executive level of STRCC is composed of agency department management who set the vision and mission for the remaining STRCC membership. The four-person guidance team is comprised by the following representatives:
  - Bureau Chief, Governor’s Traffic Safety Bureau, Iowa Department of Public Safety
  - Director, Office of Traffic and Safety, Iowa Department of Transportation
  - Director, Office of Driver Services, Iowa Department of Transportation
  - Director – EMS for Children Program, Bureau of Emergency Trauma Services, Iowa Department of Public Health

The team meets with members and attends STRCC meetings. The Guidance Team approves changes to the Charter, reviews, offers input and approves traffic data projects and any changes to the Guidance Team membership. The STRCC Co-Chairs will provide, in writing, a summary of quarterly STRCC meetings to the Guidance Team. Guidance Team members will provide input to

STRCC regarding the commitment and obligation of the state agencies which they represent. Guidance Team members often are, by their own choice, participants in the full committee, ensuring communication between the two tiers. This has been the case throughout the committee's twelve-year history.

- II. **STRCC Membership:** Members include executives and professional staff, generalists as well as specialists. Leadership and innovation are cultivated within STRCC so that all members are, or have the opportunity to become, star performers in their areas of expertise. An egalitarian spirit is pervasive. Members include representatives from each of the traffic safety records systems (crash, roadway, driver, vehicle, citation/adjudication, and injury surveillance) and include safety professionals involved in data collection, data management, and data applications.

**Co-Chairs of STRCC:** One Co-Chair is a member or designee of the Governor's Traffic Safety Bureau and also serves as the single point of contact for traffic records in Iowa. The Second Co-Chair is a member of a state agency directly involved in the maintenance or analysis of state traffic records.

The Co-Chairs are responsible for the ongoing institutional "health" of STRCC. They set meeting dates and agendas with input of STRCC membership, communicate with the membership, arrange meeting facilities, preside over meetings, organize activities including strategic planning, and sustain the multidisciplinary, multi-agency nature of the membership. The Co-Chairs are responsible for the preparation and submittal of annual progress reports associated with the federal Section 405c program. While not the only members who draft documents, plans, and grant proposals, they create or oversee those that are the specific responsibility of STRCC.

The Co-Chairs must be aware of what is taking place in Iowa regarding traffic safety data, reach out to stakeholders, listen and learn to maintain institutional culture. They must conduct STRCC with an approach of inclusiveness rather than exclusiveness. Regarding communications and networking outside of Iowa, the Co-Chairs share with other STRCC members the responsibility to remain aware of developments in traffic records nationwide, and to share this information with all Iowa STRCC members.

The Co-Chairs promote direct involvement and attendance in these professional activities by other Iowa STRCC members, supported by the Guidance Team for STRCC. When added to the participation and outreach conducted for TraCS (Traffic and Criminal Software). These efforts enable numerous Iowans to grow professionally and to experience an unprecedented level of exposure to their state and national traffic records and safety data counterparts and vice versa.

**Data Quality and Analysis Coordinator:** A member of STRCC serves as a focal point for data quality and analysis issues. The responsibilities of the Data Quality and Analysis Coordinator are to serve as the resident expert on these matters, assisting the Co-Chairs and STRCC Membership to understand the degree of current quality, how quality may be improved or threatened by future developments, and what analysis methodologies are appropriate for Iowa safety data.

**Liaisons:** STRCC liaisons participate in the same manner as other members, including having Voting rights. Liaisons shall abstain from voting if there is a potential conflict of interest.

STRCC has the following liaison members:

- FHWA liaison
- FMCSA liaison
- NHTSA liaison
- One or more University liaisons

**Consultants, Independent Contractors and Friends of STRCC:** Persons interested in STRCC meeting agendas, meeting notes, and other activities of the committee are welcomed to be placed on the email address list for STRCC. Friends are welcomed at meetings, and Members are encouraged to bring guests; prior notice is appreciated.

**Meetings:** A minimum of three meetings are held per year. Attendance rosters, agendas, meeting minutes and other supporting meeting documentation shall be maintained by STRCC Co-Chairs.

**STRCC role and functions:** The STRCC has the following attributes and functions:

- a) Includes representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and commercial vehicle agencies and organizations;
- b) Has the authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented;
- c) Provide a forum for the discussion of the highway safety data and traffic records issues and report on any such issues to the agencies and organization in the State that create, maintain and use highway safety data and traffic records;
- d) Consider and coordinate the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records system;
- e) Represent the interests of the agencies and organizations within the traffic records system to outside organizations; and
- f) Review and evaluate new technologies to keep the highway safety data and traffic records systems up-to-date.

**State Traffic Records Assessments:** In addition, the STRCC is responsible for the state-based work involved in periodic Traffic Records Assessments (logistics, questionnaires, scheduling and participating in interviews, follow-up, etc.) Iowa had NHTSA- sponsored assessments completed in 1994, 2005, and 2011. Successful assessments require the participation of STRCC membership.

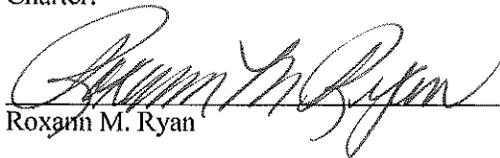
STRCC is responsible for creating a strategic plan for the statewide traffic records system. It periodically conducts strategic planning meetings allowing for extensive study and participation by its members, utilizing the Traffic Records Assessment findings, providing for evaluation of Assessment recommendations, and culminating in a strategic plan document. Included are the state agencies who are custodial agents for the major datasets (crash, roadway, driver, vehicle, enforcement and adjudication, and injury control) of the traffic records systems, and the data collectors and data users at all levels of Iowa government. By performing the work involved in strategic planning, members have buy-in to the product.

STRCC has played a key role in prioritizing candidate projects for funding across several funding sources, including federal and state safety funds.

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*The STRCC Charter was most recently reviewed and approved by membership on May 21, 2015.*

I, Roxann M. Ryan, Commissioner Iowa Department of Public Safety and Iowa's Governor's Representative for Highway Safety certify that the aforementioned Charter is current and that the Statewide Traffic Records Coordinating Committee complies within the parameters of the Charter.

  
\_\_\_\_\_  
Roxann M. Ryan

6-12-15  
\_\_\_\_\_  
Date



# Iowa Statewide Traffic Records Coordinating Committee (STRCC)

## Membership List As of March 1, 2023

Name	Organization	System(s) Represented	E-mail	Title	Membership Status / Function
Armstrong, Leila	Iowa Department of Transportation, Office of Traffic and Safety	Driver	<a href="mailto:Leilah.Armstrong@iowadot.us">Leilah.Armstrong@iowadot.us</a>	Transportation Engineer Associate	Active Voting Eligible
Beichley, Kevin	Iowa Department of Transportation, Office of Driver Services		<a href="mailto:Kevin.beichley@iowadot.us">Kevin.beichley@iowadot.us</a>		Active Voting Eligible
Bird, Melissa	Iowa Department of Public Health, Public Records	EMS / Injury Surveillance	<a href="mailto:Melissa.Bird@idph.iowa.gov">Melissa.Bird@idph.iowa.gov</a>	Bureau Chief	Active Voting Eligible
Carney, Deb	Iowa Department of Transportation, Office of Driver Services	Driver, Crash, Vehicle	<a href="mailto:Debra.carney@iowadot.us">Debra.carney@iowadot.us</a>	Compliance Officer / Driver Fitness	Active Voting Eligible
Christensen, Max	Iowa Department of Education	Traffic Safety Stakeholder/School Bus	<a href="mailto:Max.christensen@iowa.gov">Max.christensen@iowa.gov</a>	Executive Officer I / School Transportation	Active Voting Eligible
Cox, Debbie	Iowa Department of Transportation, Office of Driver Services	Crash	<a href="mailto:Debbie.cox@iowadot.us">Debbie.cox@iowadot.us</a>	Administrative Assistant I	Active Voting Eligible
Current, Michael	Iowa Department of Public Safety, Iowa State Patrol	Law Enforcement, Crash, Citation/Adjudication	<a href="mailto:current@dps.state.ia.us">current@dps.state.ia.us</a>	Lieutenant	Active Voting Eligible
Denker, Jesse	Iowa Department of Transportation	Roadway	<a href="mailto:Jesse.denker@iowadot.us">Jesse.denker@iowadot.us</a>		Active Voting Eligible

Denning, Gerene	University of Iowa, Injury Prevention Research Center	Injury Surveillance	<a href="mailto:Gerene-denning@uiowa.edu">Gerene-denning@uiowa.edu</a>	Active Voting Eligible
Doty, Darcy	Iowa Department of Transportation, Driver and Identification Services	Driver	<a href="mailto:Darcy.Doty@iowadot.us">Darcy.Doty@iowadot.us</a>	Active Voting Eligible
Dugger, Jeremy	U.S. Department of Transportation/FMCSA	All Systems / FMCSA Representative	<a href="mailto:Jeremy.dugger@dot.gov">Jeremy.dugger@dot.gov</a>	Active Voting Eligible
Eichkorn, Robert	National Highway Traffic Safety Administration (NHTSA) Region 7	All Systems	<a href="mailto:Robert.Eichkorn@dot.gov">Robert.Eichkorn@dot.gov</a>	Active / Federal Liaison
Frederiksen, Jon	Iowa Dept. of Transportation, Office of Traffic & Safety	Crash	<a href="mailto:Jon.frederiksen2@iowadot.us">Jon.frederiksen2@iowadot.us</a>	Active Voting Eligible
Gent, Steve	Iowa Department of Transportation, Office of Traffic and Safety	Crash	<a href="mailto:Steve.gent@iowadot.us">Steve.gent@iowadot.us</a>	Active / Guidance Team Voting Eligible
Gillett, Melissa	Iowa Department of Transportation, Office of Driver and Identification Services	Driver	<a href="mailto:Melissa.gillett@iowadot.us">Melissa.gillett@iowadot.us</a>	Active / Guidance Team Voting Eligible
Grant, Larry	Iowa Department of Transportation, Traffic and Safety	Crash	<a href="mailto:Larry.grant@iowadot.us">Larry.grant@iowadot.us</a>	Active Voting Eligible
Halterman, Josh	Iowa Department of Transportation	Crash, Citation/Adjudication	<a href="mailto:Josh.halterman@iowadot.us">Josh.halterman@iowadot.us</a>	Active Voting Eligible
Hans, Zachary	In-Trans/Iowa State University	Crash	<a href="mailto:Zhans@iastate.edu">Zhans@iastate.edu</a>	Active Voting Eligible
Hamann, Cara	University of Iowa, Injury Prevention Research Center	Research / Injury Surveillance	<a href="mailto:Cara-Hamann@uiowa.edu">Cara-Hamann@uiowa.edu</a>	Active Voting Eligible
Hawkins, Neal	CTRE / Iowa State University	Crash	<a href="mailto:Hawkins@iastate.edu">Hawkins@iastate.edu</a>	Active

Karsen, Greg	Iowa Department of Transportation, Office of Traffic and Safety	Crash, Roadway	<a href="mailto:Greg.karsen@iowadot.us">Greg.karsen@iowadot.us</a>	Transportation Engineer Specialist	Active
Kleen, Dennis	Iowa Department of Transportation, Systems & Administration Bureau	Crash, Driver, Citation/Adjudication	<a href="mailto:Dennis.kleen@iowadot.us">Dennis.kleen@iowadot.us</a>	FARS Manger / Program Planner	Active / STRCC Co-Chair Voting Eligible
Knapp, Keith	In-Trans / LTAP, Iowa State University	Roadway, Crash	<a href="mailto:kknapp@iastate.edu">kknapp@iastate.edu</a>	Director, LTAP	Active Voting Eligible
Kober, Michael	Iowa Department of Public Safety, Iowa State Patrol	Law Enforcement, Crash, Citation and Adjudication	<a href="mailto:kober@dps.state.ia.us">kober@dps.state.ia.us</a>	Captain	Active Voting Eligible
Laaser-Webb, Jan	Iowa Department of Transportation, Office of Traffic and Safety	Crash	<a href="mailto:Jan.Laaser-webb@iowadot.us">Jan.Laaser-webb@iowadot.us</a>	State Safety Engineer	Active Voting Eligible
Latterell, Jack	FHWA – Retired	Traffic Safety Stakeholder	<a href="mailto:jacklatt@aol.com">jacklatt@aol.com</a>	FHWA Engineer – Retired	Active Voting Eligible
Lawrence, Lacy	Iowa Department of Transportation, Office of Employee Services	Driver	<a href="mailto:Lacy.Lawrence@iowadot.us">Lacy.Lawrence@iowadot.us</a>	Human Resource Associate	Active Voting Eligible
Litteral, Sean	U.S. Department of Transportation, Federal Highway Administration	Roadway / Federal	<a href="mailto:sean.litteral@dot.gov">sean.litteral@dot.gov</a>	FHWA Liaison	Active Federal Liaison
Litteral, Theresa	Iowa State University/In-Trans	MDST Coordinator	<a href="mailto:litteral@iastate.edu">litteral@iastate.edu</a>	In-Trans / MDST	Active Voting Eligible
Lorenzen, David	Iowa Department of Transportation, Motor Vehicle Enforcement	Law Enforcement, Crash, Citation/Adjudication	<a href="mailto:David.Lorenzen@iowadot.us">David.Lorenzen@iowadot.us</a>	Chief	Active Voting Eligible
Marshall, Dawn	University of Iowa, National Driving Simulator	Research	<a href="mailto:Dawn.Marshall@uiowa.edu">Dawn.Marshall@uiowa.edu</a>	Director of Safety Research (SAFER-SIM)	Active Voting Eligible
McComas, Margot	Iowa Department of Public Health		<a href="mailto:Margot.mccomas@idph.iowa.gov">Margot.mccomas@idph.iowa.gov</a>		Active Voting Eligible

McGehee, Daniel	University of Iowa	Research / Injury Surveillance	<a href="mailto:Daniel-mcgehee@uiowa.edu">Daniel-mcgehee@uiowa.edu</a>	University of Iowa -Associate Professor, College of Engineering -Director, National Advanced Driving Simulator -Director, Human Factors and Vehicle Safety Research Program, Public Policy Center	Active Voting Eligible
McGuire, Shirley	U.S. Department of Transportation, FMCSA	Roadway	<a href="mailto:Shirley.mcGuire@dot.gov">Shirley.mcGuire@dot.gov</a> 515-233-7405	Division Administrator	Active / Federal Liaison
McNally, Chuck (Charles)	Iowa Department of Public Safety, Iowa State Patrol	Law Enforcement, Crash, Citation and Adjudication	<a href="mailto:McNally@dps.state.ia.us">McNally@dps.state.ia.us</a>	Sergeant	Active Voting Eligible
Moore, Brian	Wapello County	Roadway	<a href="mailto:bmoore@wapellocounty.org">bmoore@wapellocounty.org</a>	Wapello County Engineer	Active Voting Eligible
Mulhern, Mick	Iowa Department of Public Safety, Governor's Traffic Safety Bureau	405c Program Administrator	<a href="mailto:mulhern@dps.state.ia.us">mulhern@dps.state.ia.us</a>	GTSB Program Administrator	Active Voting Eligible
Naraghi, Hossein	Iowa Department of Transportation, Office of Traffic and Safety	Data Analysis	<a href="mailto:Hossein.naraghi@iowadot.us">Hossein.naraghi@iowadot.us</a>		Active Voting Eligible
Parham, Tom	U.S. Department of Transportation, FHWA	Roadway / Federal Data Systems	<a href="mailto:Tom.parham@dot.gov">Tom.parham@dot.gov</a>	Transportation Specialist	Active / Federal Liaison
Peek-Asa, Corinne	University of Iowa, Injury Prevention Research Center	Research / Injury Surveillance	<a href="mailto:Corinne-Peek-Asa@uiowa.edu">Corinne-Peek-Asa@uiowa.edu</a>		Active Voting Eligible
Poole, Chris	Iowa Department of Transportation, Office of Traffic and Safety	Crash	<a href="mailto:Chris.poole@iowadot.us">Chris.poole@iowadot.us</a>	Transportation Engineer Specialist	Active Voting Eligible

Ramirez, Marizen	University of Iowa, Injury Prevention Research Center	Research / Injury Surveillance	<a href="mailto:Marizen-ramirez@uiowa.edu">Marizen-ramirez@uiowa.edu</a>	Active Voting Eligible
Reyes, Michelle	University of Iowa, Public Policy Center	Research / Injury Surveillance	<a href="mailto:Michelle-reyes@uiowa.edu">Michelle-reyes@uiowa.edu</a>	Active Voting Eligible
Robinson, Angel	Iowa Department of Transportation	Crash and Driver	<a href="mailto:angel.robinson@iowadot.us">angel.robinson@iowadot.us</a>	Active Voting Eligible
Roche, Jerry	U.S. Department of Transportation, Federal Highway Administration	Roadway/Federal Data Systems	<a href="mailto:Jerry.roche@dot.gov">Jerry.roche@dot.gov</a>	Active Voting Eligible
Roeder-Grubb, Laura	Criminal and Juvenile Justice Planning	Citation/Adjudication (Justice Data Warehouse)	<a href="mailto:Laura-Roeder-Grubb@iowa.gov">Laura-Roeder-Grubb@iowa.gov</a>	Active Voting Eligible
Roth, Lisa	University of Iowa, Injury Prevention Research Center	Injury Surveillance	<a href="mailto:Lisa-m-roth@uiowa.edu">Lisa-m-roth@uiowa.edu</a>	Active Voting Eligible
Schroder, Steven	Iowa Department of Transportation, Office of Traffic and Safety	Crash	<a href="mailto:Steven.schroder@iowadot.us">Steven.schroder@iowadot.us</a>	Active Voting Eligible
Shaw, John	In-Trans, Iowa State University	Crash, Roadway	<a href="mailto:jwshaw@iastate.edu">jwshaw@iastate.edu</a>	Active Voting Eligible
Shell, Adam	Iowa Department of Transportation, Traffic Operations	Crash	<a href="mailto:Adam.shell@idot.iowa.gov">Adam.shell@idot.iowa.gov</a>	Active Voting Eligible
Sievers, Amy	Iowa Department of Transportation, MVD – Education and Information	Driver	<a href="mailto:Amy.sievers@iowadot.us">Amy.sievers@iowadot.us</a>	Active Voting Eligible
Smith, Terry	Iowa Department of Public Health, Bureau of Emergency and Trauma Services	EMS/Injury Surveillance	<a href="mailto:Terry.smith@idph.iowa.gov">Terry.smith@idph.iowa.gov</a>	Active Voting Eligible
Stephenson, Jodi	Federal Motor Carrier Safety Administration		<a href="mailto:Jodi.stephenson@dot.gov">Jodi.stephenson@dot.gov</a>	Active Voting E
Stonehocker, Steve	Iowa Department of Transportation, Driver and Identification Services	Driver	<a href="mailto:Steve.Stonehocker@iowadot.us">Steve.Stonehocker@iowadot.us</a>	Active Voting Eligible

Sturtz, Samuel	Iowa Department of Transportation, Office of Systems Planning	Crash, Roadway	<a href="mailto:Samuel.Sturtz@iowadot.us">Samuel.Sturtz@iowadot.us</a>	Transportation Planner 2	Active Voting Eligible
Tinker, Joanne	Iowa Department of Public Safety, Governor's Traffic Safety Bureau	All Systems (State Traffic Records Coordinator)	<a href="mailto:jtinker@dps.state.ia.us">jtinker@dps.state.ia.us</a>	Program Evaluator and State Traffic Records Coordinator	Active / STRCC Co-Chair Voting Eligible
Tjepkes, Brett	Iowa Department of Public Safety, Governor's Traffic Safety Bureau	Crash, Law Enforcement	<a href="mailto:tjepkes@dps.state.ia.us">tjepkes@dps.state.ia.us</a>	Bureau Chief	Active/Guidance Team Voting Eligible
Veneziano, David	In-Trans / LTAP – Safety Circuit Rider, Iowa State University	Roadway	<a href="mailto:dvenez@iastate.edu">dvenez@iastate.edu</a>	LTAP / Safety Circuit Rider	Active Voting Eligible
Yeh, Daniel	Iowa Department of Transportation	Vehicle	<a href="mailto:Daniel.Yeh@iowadot.us">Daniel.Yeh@iowadot.us</a>	Public Service Manager	Active Voting Eligible

**In-Trans Contact:**

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	515-294-4983

# Iowa Traffic Records Strategic Plan

## 1

### Overview

The purpose of a Traffic Records Strategic Plan is to guide the state's Traffic Records Coordinating Committee and its member organizations in fulfilling a shared vision of what the traffic records system should be including its organization, management, content, and function.

1. Describes specific, quantifiable, and measurable improvement anticipated in the State's core safety databases, including crash, citation/adjudication, driver, EMS/injury surveillance systems, roadway, and vehicle databases.
2. Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment.
3. Identifies which recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress.
4. For recommendations that the State does not intend to implement, provide an explanation.
5. Written description of the performance measures, and all supporting data, that the state is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months on the application due date in relation to one or more of the significant data program attributes.

The purpose of Iowa's traffic records system is to provide accurate, complete, and timely information on traffic safety issues. A traffic records system is a complete network of programs and systems involving numerous agencies that collect, report, maintain, and analyze data involving many highway safety related processes, methods, and component systems. Iowa's traffic records system is comprised of six core data systems: Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and EMS/Injury Surveillance. The data systems are managed by a variety of agencies so integration is an important component for effectiveness. Projects identified in the Traffic Records Strategic Plan (TRSP) focus on improving the core datasets through performance attributes of accuracy, completeness, timeliness, uniformity, accessibility, and integration.

## 2

### Qualification Criteria/STRCC Operations

#### Requirements for a Traffic Records Strategic Plan

##### 2.1 Traffic Records Coordinating Committee

Infrastructure Investments and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) legislation and the Federal Register call for the certification that a Traffic Records Coordinating Committee (TRCC) continues to operate within each state. A Statewide Traffic Records Coordinating Committee (STRCC) is operational in the State of Iowa. The structure, composition, and objectives of the STRCC are outlined through an organizational Charter. The Charter is provided in ATTACHMENT A. The quality of Iowa's traffic records system is governed by STRCC. The vision remains ". . . to maximize traffic safety problem identification, planning, evaluation, and decision-making through coordination and cooperation at all levels of government and by all safety entities in communities through access to quality safety data. The data systems should be sustainable, provide quality services for a reasonable investment, and achieve

the effective balance of limited resources between data systems and the highway safety programs they serve”.

Members of STRCC come from different entities and organizations but all understand the importance of data and how it can be utilized.

The coordination of STRCC meetings is the responsibility of the STRCC Co-Chairs. Pursuant to the Charger, one co-chair is to be a representative of the Governor’s Traffic Safety Bureau; the other being a representative of a state agency directory involved in the maintenance or analysis of state traffic records. The current STRCC Co-Chairs are:

Joanne K. Tinker  
Program Evaluator and  
State Traffic Records Coordinator  
Governor’s Traffic Safety Bureau  
Iowa Department of Public Safety

Dennis Kleen  
Accidents, FARS Manager, and Driver Data  
Systems & Administration Bureau  
Iowa Department of Transportation

STRCC is overseen by a 4-person guidance team. The guidance team is the executive level of STRCC. The following department level positions serve as Iowa’s STRCC Guidance Team.

Bureau Chief  
Governor’s Traffic Safety Bureau  
Iowa Department of Public Safety

Director  
Office of Traffic and Safety  
Iowa Department of Transportation

Director  
Office of Driver and Identification Services  
Iowa Department of Transportation

Bureau Chief  
Bureau of Emergency and Trauma Services  
Iowa Department of Health and Human Services

STRCC member is comprised of representatives of the custodial agencies responsible for the six core datasets (Crash, Roadway, Driver, Vehicle, Citation/Adjudication, and Injury Surveillance/EMS) in addition to representatives from USDOT partner agencies.

***Vision, Mission, and Goal of the Iowa Statewide Traffic Records Coordinating Committee (STRCC)***

**Vision**

The Vision of STRCC is to maintain traffic safety problem identification, planning, evaluation, and decision-making through coordination and cooperation at all levels of government and by all safety entities in communities through access to quality safety data. The data system should be sustainable, provide quality service for a reasonable investment, and achieve an effective balance of limited resources between data systems and highway safety programs they serve.

**Mission**

The Mission of STRCC is to develop and improve the “virtual” statewide traffic records system and all its independent real components.

**Goal**

The Goal of STRCC is to ensure that complete, accurate, and timely traffic safety data are collected, analyzed, and made available for decision-making at the state, local, and national levels to reduce crashes, deaths and injuries on Iowa streets and highways.

## 2.2 State Traffic Records Coordinator

Joanne K. Tinker  
Program Evaluator/Traffic Records Coordinator  
Governor’s Traffic Safety Bureau  
Iowa Department of Public Safety  
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Des Moines, IA 50319  
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## 2.3 STRCC Operations

The following provides information about Iowa’s STRCC structure and operation.

Do you have an executive (policy level) TRCC? If so, how often does it meet?	Yes – As needed
Do you have a technical (working level) TRCC? If so, how often does it meet?	Yes – A minimum of three (3) times a year; additional if needed
Iowa’s STRCC ensures the following: <ul style="list-style-type: none"><li>• The TRCC has the authority to approve the Strategic Plan.</li><li>• The TRCC has the authority to review any of the state’s highway safety data and traffic records systems and to review changes to such systems before the changes are implemented.</li><li>• The TRCC includes representatives from the highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control, motor carrier agencies and organizations.</li><li>• The TRCC provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organizations in the state that create, maintain, and use highway safety data and traffic records.</li><li>• The TRCC considers and coordinates the views of organizations in the state that are involved in the administration, collection and use of the highway safety data and traffic records system.</li><li>• The TRCC represents the interests of the agencies and organizations within the traffic records system to outside organizations.</li><li>• The TRCC reviews and evaluates new technologies to keep the highway safety data and traffic records system up to date.</li></ul>	

## 3

### Interim Progress Reporting

Annually, state highway safety offices must submit detailed information on a data-related project to be reviewed by NHTSA for measure able progress calculated on baseline values and current measures.

For the FFY 2024 Interim Progress Report, Iowa identified efforts of the Iowa Department of Health and Human Services, Bureau of Emergency Medical and Trauma Services (IDHHS/BEMTS). Though this project, IDHHS/BEMTS) showed improvement in terms of an increase in both the number of EMS

agencies submitting National Emergency Medical Service Information System (NEMSIS) v3 compliant incidents and the number of incidents that are NEMSIS v3 compliant.

## 4

### Summary of the 2020 Traffic Records Assessment

Iowa conducted a Traffic Records Assessment in the fall/winter of 2020. The assessment was a peer review of the state’s traffic records system following the methodology laid out in the Traffic Records Program Assessment Advisory, 2018 Edition. Responses were submitted through an online question and answer process were ranked against the Advisory “ideal”. The assessment addressed the following traffic records modules: Traffic records Coordinating Committee Management, Strategic Planning, Crash Data, Vehicle Data, Driver Data, Roadway Data, Citation/Adjudication Data, EMS/Injury Surveillance Data, and Data Use and Integration. Due to COVID-19 restrictions, meetings were initially planned to be conducted onsite but were changed to virtual.

The assessment consisted of 328 questions which were answered by Iowa’s subject matter experts. The analysis provided by the traffic records experts/assessors provided for an in-depth peer review of Iowa’s traffic records system. The state’s responses were rated as “Meeting the Ideal”, “Partially Meeting the Ideal”, or “Not Meeting the Ideal”. The final report was provided to all STRCC members, including the Guidance Team, for review, discussion, and consideration.

#### 4.1 Recommendations from the 2020 Traffic Records Assessment

This section lists the recommendations from the 2020 Traffic Records Assessment and provides the status of the recommendation and/or a statement as whether the recommendation is being addressed by the state.

Crash	
Recommendation	Status
1. Improve the applicable guidelines for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	The Iowa Department of Transportation is in the early stages of updating Iowa’s Crash Report form. It is anticipated the MMUCC 6 <sup>th</sup> Edition will be utilized for this. The DOT uses the ANSI D16.1 currently and will use it for the next version also. The current crash form also used FARS manuals for some fields and definitions in the officer’s guide. There will also be added validations to help improve the data received.  DOT employees that have access to personal information take training in DPPA.
2. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory	The Iowa Department of Transportation continues to work with the University of Iowa to create a data dictionary for crash data.
3. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Assessment Advisory.	The Iowa Department of Transportation is constantly reviewing crash reports to determine what new validations can be added to TrACS to improve the quality of the data being received. The DOT plans on adding several additional data validations later this year after a thorough review. The DOT is reviewing the timeliness of all reports by each submitting

	agency and plans to expand this further with a website that agencies can access to view how they are doing.
4. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory	The crash system currently interfaces with the driver system and vehicle system. Due to budget and personnel constrains, Iowa does not anticipate any further interfaces in the immediate future.
5. Improve the procedures/process flows for the Crash data system to reflect best practices identified in Traffic Records Program Assessment Advisory.	Iowa is exploring creating some crash flow diagrams to possibly be used as a training aid internally. Any other documentation will probably not happen at this time due to budget and personal constraints.
<b>Vehicle</b>	
<b>Recommendations</b>	<b>Status</b>
6. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	In 2021, the Iowa Department of Transportation Motor Vehicle Division went through a reorganization which included the creation of a new System and Administration Bureau to house and consolidate the back-office functions support business programs, including support for ARTS, NMVTIS, and VINTelligence contract and other related systems. Iowa DOT is hoping that this reorganization can provide more concentrated efforts to ensure the data integrity of all systems. The Bureau also works to address data issues with the VINTelligence feed that has required manual fixes.
7. Improve the procedures/process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	In 2021, the Iowa Department of Transportation Motor Vehicle Division went through a reorganization which included the creation of a new System and Administration Bureau to house and consolidate the back-office functions support business programs, including support for ARTS, NMVTIS, and VINTelligence contract and other related systems. Iowa DOT is hoping this reorganization can provide more concentrated efforts to develop a specific process flow diagram as recommended in the assessment.  The DOT continues to review AAMVA information as it becomes available to attempt to support the full set of NMVTIS title brands, but the final determination on brands in Iowa requires legislative action either for new laws or to approve administrative rules. In 2021, the Iowa Legislature passed a law to change the salvage threshold for Iowa vehicle from 50% to 70% which brings this standard closer to alignment with AAMVA, which recommends a 75% threshold. Iowa DOT is also examining possible administrative rule changes to better align with NMVTIS.
<b>Driver</b>	
<b>Recommendation</b>	<b>Status</b>
8. Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	The Iowa DOT will not be implanting this recommendation during FFY 2024 due to IT resources and low priority.
9. Improve the data quality control program for the Driver system to reflect best practices	The Iowa DOT will not be implanting this recommendation during FFY 2024 due to IT resources and low priority.

identified in the Traffic Records Program Assessment Advisory.	
Roadway	
Recommendation	Status
10. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	<p>A working group continues to make progress related to developing performance measures for the roadway data. Identifying new potential performance measures, baselines, and measures is on ongoing goal. Fundamental data quality and completeness checks have been created, documented, and implemented. The goal for the future is to expand these checks to more data items, create more comprehensive checks, and use these as components of performance measures.</p> <p>The Iowa Department of Transportation is working towards the goal of allowing local agencies a means to provide updates to their system and to retrieve data from the DOT system. This effort has pivoted from working with a contractor to create an interface, to working with more widely available and supported off the shelf tools. It is hoped to have things in place this year to begin testing. Following that would be an effort to train locals on the tools, measure progress based on the number of participating agencies, and measure the accuracy of the data they are providing.</p> <p>Additionally, the Iowa Department of Transportation is exploring and implementing emerging technologies to automate and expedite the physical count of vehicles. Recently implemented traffic monitoring video collection has increased efficiency, accuracy, and analytical flexibility. Further research and testing of artificial intelligence and machine learning as it can be applied to traffic analysis is an ongoing goal.</p>
Citation and Adjudication	
Recommendation	Status
11. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.	<p>CJJP conducted a quality assessment in September 2021 regarding data quality of traffic citations within the Judicial Branch Case Management System (CMS). The assessment revealed the CMS data exceeded expectations and was deemed timely, accurate, and complete.</p> <p>The CMS is regularly utilized for a variety of data reports and analysis. The development of reports that help identify data quality issues have been developed and shared with Judicial Branch staff, so modifications can be made to correct the data.</p>
12. Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.	<p>Iowa utilizes Criminal Justice Information System (CJIS) exchanges to transfer data in real time from various criminal justice entities. There are currently five exchanges in production and another two in development.</p> <p>A summary of those exchanges in production:</p> <ul style="list-style-type: none"> <li>• <b>Criminal Complaints and Electronic Citations (ECCO).</b> (Law Enforcement à Judicial Branch IT (JBIT) and/or County Attorney) These crucial exchanges automate delivery of Criminal Complaints and Citations from law enforcement via Iowa’s Traffic</li> </ul>

and Criminal Software (TraCS) system, to the Courts' JBIT system for review and further processing. For certain charges, the complaints are also delivered directly to the County Attorney's office. Every month, approximately 13,700 Criminal Complaints and 28,100 Citations are sent through these two (2) exchanges.

- **Convictions and Driver's License Suspensions.** (JBIT à DOT) When a defendant is found guilty of a traffic violation or select criminal offenses, the disposition is sent to the Dept. of Transportation's driver license system. Court-ordered suspensions and withdrawals of suspensions are sent through this exchange, keeping the Drivers' Records synchronized with orders that affect Driver's License status. These automatic updates at DOT ensure that the appropriate actions relating to driving privileges are enforced immediately. Approximately 40,000 of these notifications are delivered to the DOT every month through this exchange.
- **Court Disposition & Payments.** (JBIT à Polk Co. Sheriff) Dramatically increases collections from convicted criminals by sending of disposition and collection information from the Polk County Court to the Polk County Sheriff's Office 8,200 times per month.
- **Disposition-Matching in Real Time.** (JBIT à DPS) This exchange replaced a weekly, flat-file transfer from the Courts to the State's official Computerized Criminal History (CCH) housed at DPS. The exchange sends real-time updates every time a court clerk enters a disposition into JBIT, keeping the state's CCH accurate and up-to-date, around 25,000 times per month.
- **Citation Disposition to Law Enforcement.** (JBIT à TraCS/Law Enforcement) This exchange sends valuable traffic citation disposition information back to the originating law enforcement agency that filed the original citation. CJIS transmits these dispositions from the Courts back to TraCS, which, in turn, makes the dispositions available to individual agencies with 23,800 notifications per month.

A summary of those exchanges in development:

- **Complaint Disposition to Law Enforcement.** (JBIT à TraCS) This exchange will provide valuable criminal complaint disposition information back to the originating law enforcement agency that filed it. CJIS will transmit these dispositions from the court back to TraCS, which will in turn make the dispositions available to individual agencies. This will assist law enforcement with training and effectiveness.
- **Juvenile Green sheets.** (JBIT à DPS) This exchange from Juvenile Court Services to DPS would fill a current gap in the system of matching fingerprint records to case dispositions. Currently, juvenile cases that are informally adjusted are not being sent to DPS, leaving case files open when they should be closed and expunged when appropriate.

## Injury Surveillance

Recommendation	Status
<p>13. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	<p>With the 2020 NHTSA Assessment, Iowa did not meet advisory requirements for tracking the frequency, severity, and nature of injuries sustained in motor vehicle crashes. This deficiency has been ongoing with the previous assessment finding of only partially meeting the requirement. The main activity supporting this requirement is that the Iowa Department of Health and Human Services (Iowa HHS) will develop periodic reports generated from the state's EMS incident registry and trauma registry that provide detailed injury data for all MVCs in the state. These reports will include information on the frequency, severity, and nature of injuries sustained, as well as some county-level demographic information where the crash occurred.</p> <p>Of particular importance to tracking MVC injuries in Iowa is the Completeness performance measure. Under this measure, the elements Glasgow Coma Scale (GCS), Trauma Triage and Cause of Injury will be tracked for improvement over fiscal year 2024. The following is a snapshot of the first quarter of fiscal year 2023 in which the EMS provider documented 'possible injury' in 2843 incidents out of 6298 traffic incidents statewide. The following provides the value of each performance element and the improvement goal.</p> <ol style="list-style-type: none"> <li>1. In the first quarter of fiscal year 2023, 314 incidents had a blank Glasgow Coma Scale (GCS) value. The statewide goal is to improve documenting the GCS element from 89% to 93%.</li> <li>2. In the first quarter of fiscal year 2023 there were 141 incidents with GCS values &lt;= 13 which is indicative of serious injury. Of these incidents, 74 had documented Trauma Triage with 'Not Recorded' or 'Not Applicable'. The statewide goal is to improve documenting Trauma Triage from 48% to 60%.</li> <li>3. In the first quarter of fiscal year 2023 there were 76 blank or Not Applicable/Not Recorded Cause of Injury values which is 2.6% of incidents. The statewide goal is to improve documenting Cause of Injury from 97.4% to 98%.</li> </ol> <p>As the EMS incident registry employs automated validation rules that apply to direct-entry users as well as registries provided by third-party vendors, the bureau will add new or modify existing validation rules in such a manner we believe will improve the capture of these noted elements.</p>
<p>14. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	<p>While the recommendation for improving the interfaces with Injury Surveillance systems is a worthy goal, at this time the bureau believes our limited resources are better spent on improvement in the quality of data that undergirds projects such as that noted previously.</p>

## Sub-Committee(s)/Working Group(s)

### Crash Data User Group (CDUG)

The main objective of the Crash Data User Group (CDUG) is to use the knowledge and experience of the main data users to identify gaps and issues with the crash data quality, completeness, and timeliness. To reach the group's goal, a regular quarterly meeting consisting of all representatives of various data user entities such as Iowa DOT various bureaus data users and IT's, TraCS, Universities, and GTSB. In these meetings, the high-level major issues associated with crash data quality are identified, discussed, and prioritized.

To identify the barriers to data quality and completeness and come up with possible solutions, the small group monthly meeting including the main daily users and custodians of crash data such as Iowa State University, University of Iowa, Iowa DOT MVD for APS, TraCS, and Traffic and Safety for z-tables (final output tables) is held to come up with short, medium, and long-term actionable items with data entry and reporting within the TraCS, in Accident Processing System (APS) and the existing data derivation to populate the output tables for the crash data users.

- Held CDUG quarterly meeting including representatives from Iowa DOT multiple bureaus, Universities, and GTSB to discuss crash data issue findings, proposed the remedial actions, and seek input from the participants.
- CDUG small group meetings were held on a regular basis (minimum monthly) to discuss the details of issues identified by crash data dictionary findings. CDUG small group output provided various MARS validation rules to help improve the crash data reporting quality a small list of all MARS validations and warning that could be applied are as follow:
  - Make sure some important info in the crash report is not set as default.
  - Make the identified missed attributes a required field in the crash report.
  - Update the help field in TraCS for a variety of crash attributes to match the pick list.
  - Check on the possibility of searching the narrative for words and validating on the words, Distract/distracted and validate against the distraction field.
  - Add validation requiring narrative and diagram.
  - Apply recommended changes to short-form reports and populate identified important pieces of information.
  - Apply validation requiring narrative and diagram.
  - Add Warning when Unknown is selected for Occupant protection/helmet usage.
  - Require both Alcohol test and drug test given fields to be filled in unless it is a short form crash.
- Identified the inaccuracy in driver and person-level data and what might be the source of the issues. New validation rules were discussed that could help minimize those issues some examples are shown below:
  - DL license state – if you change the DL state field, clear the class field.
  - DL License class must have an entry if DL state is IA.
  - Injured person – prevent DOB from being negative.
  - Non-motorist and Person Injured – Add warning if Gender is left blank.

- Ejection: If the Vehicle Configuration is “17-Motorcycle”, “18-3-wheeled, enclosed”, “19-3-wheeled, unenclosed”, “20-Moped”, “28-All-terrain vehicle”, “29-Snowmobile”, or “30-Golf cart” then Ejection should be set to “01-Not Applicable”
- For Non-motorist safety equipment requested: If Pedalcyclist or Pedalcyclist passenger is entered, should not be able to code "not applicable".
- MARS should require that DIED AT SCENE/ENROUTE is entered for each known non-motorist.
- Detailed examination of non-motorist types (NM\_TYPE) 6, 98 and 99.
- Discussed and documented the necessary changes implemented in the crash data automation process. The new changes will be integrated and modified in the crash data dictionary.

## 6

### Use of Grant Funds/FFY 2024 Data-Related Project Summary

Summarized and approved by STRCC on June 22, 2023.

Planned Activity Name: Iowa Traffic Safety Data Service (ITSDS)						
Unique Identifier/Planned Activity Number: 405c-M3DA-2024-40-00-53						
Intended Subrecipient: Iowa Traffic Safety Data Service (ITSDS)						
Type of Organization: State University						
Location Where Project to be Performed: Ames, Iowa						
Affected Communities: Statewide						
Primary Countermeasure Strategy ID: State Traffic Safety Information System Improvement Grants						
Countermeasure Strategy(ies) Identified in the Triennial HSP: Yes						
<p>Planned Description:</p> <p>The Iowa Traffic Safety Data Service (ITSDS) will supplement and facilitate crash data accessibility and data integration, providing agencies, organizations and individuals with crash data expertise and resources. ITSDS will fill the gap between what safety data users can gather for themselves, and what they can obtain from experts. ITSDS will serve as a resource to those lacking the necessary knowledge and experience to effectively assimilate and present crash data. ITSDS will provide guidance regarding use of existing tools, such as ICAT, and accessing datasets which may help satisfy their needs. Through ITSDS support, agencies may identify strategies to help reduce crash frequency and severity. ITSDS will assist anyone needing to use crash data to make decisions about funding, improving roads, implement enforcement, writing reports and proposals, designing presentations, or increasing traffic safety awareness.</p> <p>ITSDS will address “on-demand” basis for ad hoc requests. ITSDS will support semi-regular and special projects for various agencies, such as the Iowa DOT, GTSB and the Iowa State Patrol. The frequency, complexity, and level of support necessary for “on demand”, semi-regular and special project requests may vary.</p> <p>As a major user of crash data, ITSDS will contribute to improving crash data by regularly reviewing the data and providing feedback to the Iowa DOT regarding possible issues, inconsistencies, and inaccuracies. ITSDS will also target certain crash types and utilize crash narratives to identify possible reporting issues.</p>						
System(s) and Performance Area(s) the Project Will Address						
Core System Database	Performance Attributes					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X	X			X
Roadway	X	X	X			
Citation/Adjudication			X			



<p>4. Developing Supplemental PCR Crash Distribution Dashboards – After developing the SPF models for various roadway facilities and identifying the sites with the potential for safety improvement, the effort should focus on project and countermeasures selections. Understanding and observing the nature of crashes and various roadways, drivers, and environmental factors associated with the crashes at intersection or segment level enable engineers and project managers to come up with appropriate countermeasures addressing the existing issues based on contributing factors to crashes.</p> <p>Improving Data Documentation and Quality Assurance – Improving the quality of crash data is one of the main objectives of the Iowa DOT.</p>						
System(s) and Performance Area(s) the Project Will Address						
Core System Database	Performance Attributes					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X	X	X	X	X
Roadway			X			
Vehicle	X	X	X	X	X	X
Driver	X	X	X	X	X	X
Performance Measures:						
<u>Investigating Crash Data Quality and Identifying the Major Issues Associated with Crash Reports</u>						
<ol style="list-style-type: none"> <li>1. Conduct Crash Data User Group (CDIG) small group monthly meeting to discuss the identified issues in crash data reports and investigate the possible validation rules r training or needed changes for TraCS.</li> <li>2. Document the major findings associated with crash reports.</li> <li>3. Identify and rank agencies with high proportions of “unknown” and “not-reported” coded variables.</li> <li>4. Identify issues if certain officers withing each agency have issues with coding and “unknown” and “non-reported” variables.</li> <li>5. Investigate possible training opportunities for various agencies based on identified issues in their crash reports.</li> <li>6. Conduct quarterly CDUG large group meetings to discuss identified issues and possible solutions to improve the issues in crash data and reporting and seek input from all stakeholders.</li> <li>7. Define a threshold for crash data fields with the percentage of unreported fields to be investigated.</li> <li>8. Quarterly progress reports.</li> </ol>						
<u>Developing additional ICAT Visualization Dashboards</u>						
<ol style="list-style-type: none"> <li>1. Continuing monthly TAC meeting</li> <li>2. Number of interactive dashboards developed for the remaining of the key safety emphasis areas.</li> <li>3. Integration of the dashboard to ICAT and assessing the performance in ICT environment.</li> </ol>						
Planning & Administration Cost: No			1300.41(b) “Promised Project”: No			
Funding Source(s):						
Source Fiscal Year	Funding Source ID	Eligibility Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit	
2022	BIL 405c Data Programs	405c Data Program	\$200,000	\$0.00	\$0.00	

Planned Activity Name: Crash Linkage (CJJP)
Unique Identifier/Planned Activity Number: 405c-M3DA-2024-40-00-52
Intended Subrecipient: Iowa Department of Human Rights, Criminal and Juvenile Justice Planning (CJJP)
Type of Organization: State Agency
Location Where Project to be Performed: Des Moines, IA
Affected Communities: Statewide
Primary Countermeasure Strategy ID: State Traffic Safety Information System Improvement Grants
Countermeasure Strategy(ies) Identified in the Triennial HSP: Yes
Planned Description: Criminal and Juvenile Justice Planning (CJJP) is the State of Iowa Statistical Analysis Center (SAC), which conducts independent research, policy, analysis, planning, program evaluation, data coordination, and information clearinghouse functions to identify issues of concern and to improve the operation and effectiveness of the



Planned Activity Name: <b>Law Enforcement Dashboard Enhancement and Maintenance</b>						
Unique Identifier/Planned Activity Number: 405c-2024-40-00-54						
Intended Subrecipient: Iowa State University – Institute for Transportation						
Type of Organization: State University						
Location Where Project to be Performed: Ames, IA						
Affected Communities: Statewide by the Iowa State Patrol Command Staff						
Primary Countermeasure Strategy ID: State Traffic Safety Information System Improvement Grants						
Countermeasure Strategy(ies) Identified in the Triennial HSP: Yes						
Planned Description: This project will continue to support and maintain the Iowa State Patrol (ISP) interactive crash/enforcement dashboard as well as the TraCS enforcement dashboard for local agencies that was developed as part of a previous GTSB grant. The support and maintenance will ensure the data is up to date and resolve any issues that may arise as part of the data transfer process or within the dashboards themselves. Ensuring the data is up to date will allow ISP or any local agencies using the TraCS dashboards to make effective data driven decisions by utilizing the latest enforcement activity and crash history to improve traffic safety.						
System(s) and Performance Area(s) the Project Will Address						
Core System Database		Performance Attributes				
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash			X			X
Roadway			X			
Citation/Adjudication			X			X
Performance Measures: The performance measures to track progress and improvement will be the frequency of data update (i.e., 1 update every month) and the frequency of dashboard use (i.e., the number of views for each of the dashboards). For the ISP dashboard, data are planned to be updated monthly by ISP and daily for Iowa DOT. The TraCS data transfer is being initiated and is currently planned for monthly updates. The ISP dashboard currently has 72 views over the last three months which is before the dashboard has been shared more broadly.						
Planning & Administration Cost: No			1300.41(b) "Promised Project": No			
Funding Source(s):						
Source Fiscal Year	Funding Source ID	Eligibility Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit	
2022	BIL 405c Data Program	405c Data Program	\$11,800	\$0.00	\$0.00	

Planned Activity Name: Iowa Traffic and Criminal Software (TraCS)						
Unique Identifier/Planned Activity Number: 405c-M3DA-2024-40-00-50						
Intended Subrecipient: Iowa Department of Transportation						
Type of Organization: State Agency						
Location Where Project to be Performed: Statewide						
Affected Communities: Statewide						
Primary Countermeasure Strategy ID: State Traffic Safety Information System Improvement Grants						
Countermeasure Strategy(ies) Identified in the Triennial HSP: Yes						
Planned Description: TraCS is a data collection, reporting and records management system (RMS) for the public safety community to use to streamline and automate the capture and transmission of critical information from the local agency to other members of the criminal justice enterprise. Among other things, the Iowa TraCS package includes components of crash reporting, citation issuance, issuing of warning tickets, operating while intoxicated reporting, commercial motor vehicle inspections, field investigative reports, complaint and affidavit report, DRE reporting and more.						

Funding will be used to maintain a remote support capability for the TraCS team which greatly increases efficiency as less travel time is required to support and maintain the TraCS software. This will enhance their capability to provide installation, training, and support as efficiently as possible. Additionally, funds will be used to subcontract for technical support from service providers who will develop, maintain, and provide overall software maintenance for the TraCS program in Iowa. These include new and modified validations to increase data accuracy and completeness.

Specific project activities for FFY 2024 include:

1. Providing a remote staff support capability to allow the TraCS staff to provide installation, training, and support activities more efficiently.
2. Continue to identify deficiencies in the crash report to adjust and add validations and field help to TraCS.
3. Electronic crash reporting will be improved through additional validation and additions to field help to clarify data entry needs.
4. Modify TraCS to allow for electronic transmission of the TraCS driver's re-exam form, eliminating a manual delivery and data entry process.
5. The number of agencies utilizing TraCS to complete and submit crashes, traffic citations electronically to state repositories will increase as agencies request access to TraCS.
6. Modify the National Model inspection form to implement into the Iowa TraCS pack to replace existing inspection form.

System(s) and Performance Area(s) the Project Will Address

Core System Database	Performance Attributes					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X		X	X	X
Citation/Adjudication	X	X		X	X	X

Performance Measures:

1. The percentage of crash reports submitted electronically will be maintained at 99.6%.
2. The number of agencies submitting crash reports via TraCS and TraCS Web Services will increase.
3. Modify TraCS to allow for electronic transmission of the TraCS driver's re-exam form, eliminating a manual delivery and data entry process.
4. The number of agencies utilizing TraCS to complete and submit crashes, traffic citations electronically to state repositories will increase as agencies request access to TraCS.
5. Modify the National Model commercial vehicle inspection form and implement into the Iowa TraCS Pack to replace the existing inspection form that has been in use since 2015

Planning & Administration Cost: No      1300.41(b) "Promised Project": No

Funding Source(s):

Source Fiscal Year	Funding Source ID	Eligibility Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405c Data Program	405c Data Program	\$100,000	\$0.00	\$0.00

Planned Activity Name: EMS Data Improvement and Utilization
Unique Identifier/Planned Activity Number: 405c-M3DA-2024-40-00-55 and 405d-FDL*EM-2024-67-00-50
Intended Subrecipient: Iowa Department of Health and Human Services, Bureau of Emergency Medical and Trauma Services (BEMTS)
Type of Organization: State Agency
Location Where Project to be Performed: Des Moines, IA
Affected Communities: Statewide
Primary Countermeasure Strategy ID: State Traffic Safety Information System Improvement Grants
Countermeasure Strategy(ies) Identified in the Triennial HSP: Yes

**Planned Description:**

The goal of this project is to resolve the deficiency identified in the NHTSA assessment by implementing a comprehensive injury surveillance system for motor vehicle crashes (MVCs) in the state that captures critical information regarding the frequency, severity, and nature of injuries sustained by individuals involved in these crashes. The implementation of this system will enable the Iowa Department of Health and Human Services (Iowa HHS) to accurately identify and address public safety concerns related to MVC injuries.

Funding will be used to support staff to coordinate and complete the following activities.

1. Iowa HHS will develop periodic reports generated from the state’s EMS incident registry and trauma registry that provide detailed injury data for all MVCs in the state. These reports will include information on the frequency, severity, and nature of injuries sustained, as well as some county-level demographic information where the crash occurred.
2. Iowa HHS will develop an analytical report to evaluate documentation of injuries sustained in MVCs by different courses. This report will provide an evaluation of incident injury severity documented by EMS compared to the same patient’s documentation in the hospital emergency department. This report will enable the state to identify and discrepancies in the documentation of injury severity between EMS personnel and hospital emergency department staff and will help to ensure that accurate injury data is being captured and reported.

Iowa HHS will also compare the incident responses documented by EMS personnel to the crashes documented by police agencies in Iowa. The report will enable Iowa HHS to identify any discrepancies in the documentation of crash-related incidents by EMS and police agencies, which may help to ensure that all incidents are captured and reported.

**System(s) and Performance Area(s) the Project Will Address**

Core System Database	Performance Attributes					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Injury Surveillance/EMS	X	X		X		

**Performance Measures:**

Completeness

In the final quarter of 2022, there were 6298 traffic incidents documented statewide. Of these incidents, 2843 the provider indicated ‘yes’ to possible injury. The following three performance indicators fall under these criteria:

1. In the final quarter 314 incidents had a blank Glasgow Coma Scale (GCS) value. The statewide goal is to improve documenting the GCS element from 89% to 93%.
2. In the final quarter there were 141 incidents with GCS values <= 13 which is indicative of serious injury. Of these incidents, 74 had documented Trauma Triage with ‘Not Recorded’ or ‘Not Applicable’. The statewide goal is to improve documenting Trauma Triage from 48% to 60%.
3. In the final quarter there were 76 blank or Not Applicable/Recorded Cause of Injury values which is 2.6% of incidents. The statewide goal is to improve documenting Cause of Injury to 2%.

Planning & Administration Cost: No      1300.41(b) “Promised Project”: No

**Funding Source(s):**

Source Fiscal Year	Funding Source ID	Eligibility Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405c Data Program	405c Data Program	\$70,216.50	\$0.00	\$0.00
2022	Supplemental BIL 405d Impaired Driving Low	405d Low Emergency Medical Services	\$71,416.50	\$0.00	\$0.00

Planned Activity Name: Injury Prevent Research Center						
Unique Identifier/Planned Activity Number: : 405c-M3DA-2024-40-00-56						
Intended Subrecipient: University of Iowa, Injury Prevention Research Center (IPRC)						
Type of Organization: State University						
Location Where Project to be Performed: Iowa City, IA						
Affected Communities: N/A						
Primary Countermeasure Strategy ID: State Traffic Safety Information System Improvement Grants						
Countermeasure Strategy(ies) Identified in the Triennial HSP: Yes						
<p>Planned Description:</p> <p>This project improves the state data by increasing data integration and maintenance. CODES currently includes crash, hospital, and death data, will be expanded with the integration of justice data. EMREMS currently includes and driver licensure history. The program also provides technical assistance and promotes crash data usage and conducts innovative analyses of high priority topics, which informs prevention activities, and provides ongoing monitoring, assessment, and recommendations related to data performance attributes of accuracy, completeness, timeliness, and uniformity.</p> <p>Goals of the project include the following:</p> <ol style="list-style-type: none"> <li>1. Establish and maintain linkages and quality monitoring of integrated crash, behavioral, and medical outcomes data (CODES: crash, hospital, death; justice; EMREMS; and driver licensure), to provide feedback and improve data performance (accuracy, completeness, uniformity, and accessibility).</li> <li>2. Expand collaborations with crash data and examine high priority crash topics, behavioral, and medical outcomes.</li> </ol>						
System(s) and Performance Area(s) the Project Will Address						
Core System Database	Performance Attributes					
	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	X	X	X		X	X
Citation/Adjudication	X	X	X		X	X
Injury Surveillance/EMS	X	X	X		X	X
Driver	X	X	X		X	X

Performance Measures:

**Goal 1: Establish and maintain data linkages and quality monitoring**

**ACCESSIBILITY**

- Assessment of procedures needed and agency responsiveness to establish or maintain Data Use Agreements and/or Memorandums of Understanding with IDOT and other authorized data holders, as necessary
- Assessment of procedures needed and agency responsiveness to acquire the data requested for linkages (crash, hospital, death, justice, EMREMS, driver license history)
- Assessment of data access, completeness, and usability related to motorcyclist training and spatial data for future analyses. ACCURACY,

**COMPLETENESS, AND INTEGRATION**

**Crash Outcome Data Evaluation System (CODES)**

- CODES (crash, hospital, death) data linkages updated with the most current data available and new integration of charge/convictions data.
- Annual CODES surveillance report on data integration process and accuracy, including quality comparison of characteristics in crash data vs CODES (hospital data) to assess (e.g., use older drivers as test subset) and calculation and integration of injury severity scores
- Unprotected persons: Using CODES data, examine charges/costs of crash-related injuries by seatbelt vs no seatbelt (could also stratify by different seating positions within vehicle)
- Assessment of completeness of race and ethnicity data in hospital data from CODES compared to courts data. A subgroup of charged drivers who were treated in the hospital will be examined to assess how hospital data match to courts data on race/ethnicity. This process will also allow for additional quality assessment of the CODES data set linkage.

**Crash, Charge/Conviction, and Driver Licensing History Data**

- Integration of crash, charge/conviction, and driver licensing history records for young and older drivers to:
  - o Evaluate the completeness, accuracy, and integration of traffic records.

Evaluate the impact of licensing restrictions on future crash risk and crash culpability among novice teen and older drivers. Comparison of crash contributors among novice and older drivers to better understand how crash risk changes over time among the two vulnerable groups of drivers.

- o Evaluate how charges/convictions during GDL progression impact future crash risk and crash culpability.

- Examine courts outcomes by crash emphasis areas: e.g., lane departure, speed-related, distracted, impairment-involved, unprotected persons-seatbelts, intersections, younger drivers, work zones, heavy trucks, older drivers, motorcycles, etc.

**Enhanced Medical Referral and Evaluation Management System (EMREMS)**

- Report on EMREMS improvements and data quality assessments:
  - o Validate use of driver screening tests (Safe Driving Basics) for their ability to identify drivers at risk for a future crash and provide a report detailing steps to improve the screening process.
  - o Review fatal crashes involving drivers with a prior medical referral. Provide recommendations for using the referral process to reduce fatal crashes.
  - o Determine the ability of EMREMS to track drivers who experience a seizure and evaluate utility of Iowa’s requirement of a driver being seizure free for 6-months to acquire a driver’s license.

**Goal 2: Expand collaborations with crash data and examine high priority crash topics**

- Accessibility: Number of outreach meetings or technical assistance sessions conducted to promote availability and use of the data bank.
- Accessibility: Number of data requests, tracked as those that are approved or not.

Planning & Administration Cost: No		1300.41(b) "Promised Project": No			
Funding Source(s):					
Source Fiscal Year	Funding Source ID	Eligibility Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2022	BIL 405c Data Program	405c Data Programs	\$181,121	\$0.00	\$0.00
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**Bipartisan Infrastructure Law BIL Sec. 405c  
INTERIM PROGRESS REPORTING (FY 2024)**

State: Iowa Report Date: 5/03/2023 Submitted by: Joanne Tinker

System to be Impacted (pick one primary area)	<input type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input type="checkbox"/> CITATION/ADJUDICATION <input checked="" type="checkbox"/> EMS/INJURY
Performance Area(s) to be Impacted (pick one primary area)	<input type="checkbox"/> ACCURACY <input type="checkbox"/> TIMELINESS <input type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input checked="" type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION
Performance Measure used to track Improvement(s)	Narrative Description of the Measure Iowa will improve the uniformity of the EMS/Injury system as measured in terms of an increase both in the number of EMS agencies submitting National Emergency Medical Service Information System (NEMSIS) v3 compliant incidents and the number of incidents NEMSIS v3 compliant.
Is project included in the Traffic Records Strategic Plan?	Yes  If the project is not currently included in the State Strategic Plan, the plan will need to be modified prior the State's FY24 application.
Is this a new project? Or was it the same measure used to show progress previously?	New Measure - No  Same Measure as FY23 Yes  If yes, is the State using the same data set, with the same time period to demonstrate progress? Yes
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s)  In 2003, a fully electronic NEMSIS v2 compliant EMS incident capture system known as "Webeur" was rolled out to state EMS transport agencies. Through a state mandated Request for Proposal, Iowa replaced Webeur with vendor Imagetrend's "Rescue Bridge", also NEMSIS 2 compliant, in 2015. One year later Imagetrend's "Elite", NEMSIS v3 compliant, replaced Rescue Bridge and is the system currently in use. Also starting in 2016 Iowa enforced the legislative requirement non-transport EMS agencies submit their incident data to the State.  Elite is an EMS data collection system for EMS services to use to automate the capture and transmission of incident information from local agencies to the Iowa Department of Health and Human Services, Bureau of Emergency Medical and Trauma Services (Iowa HHS - BEMTS). In turn, it is also the conduit through which Iowa HHS -BEMTS provides collective State data to the NEMSIS organization.  With 730 active EMS services in Iowa, including 392 ground transport, 13 air transport and 325 non-transport, enticing and enabling these services to submit their incident data to the State was the primary challenge for several years. In a concerted effort the bureau has emphasized, through prodding and policy, the importance of data submission. At the same time Iowa, as an early adopter of the NEMSIS data standard, was able to avoid the data uniformity problems experienced by states who waited to adopt those standards. These actions have resulted in a significant increase in the number of NEMSIS compliant incidents submitted in Elite.  While the number of active services has declined slightly, the number of active services submitting incidents has increased. In part this can be explained by a new rule intended to encourage consolidation by the many smaller services operating in Iowa. The rule requires services that have not submitted a minimum 100 incidents annually for two consecutive

	years to join or consolidate with another EMS service, or deactivate. Thus far all or most have chosen to consolidate which we believe to be a net positive as it should reduce the administrative workload experienced by services and may provide better and more efficient EMS care for patients.		
<b>Specification of how the Measure is calculated / estimated</b>	Narrative Description of Calculation / Estimation Method The primary measure of this project will be to determine the number of EMS agencies submitting EMS incident data and the number of EMS incidents submitted. The progress will be reported annually.		
<b>Date and Baseline Value for the Measure</b> (A contiguous, 12-month performance period starting no earlier than April 1, 2020, e.g., April 1, 2020 – March 31, 2021)		<b>Number of EMS Agencies Submitting Incidents in Elite</b>	<b>Number of EMS Incidents Submitted to Elite</b>
	<b>04/01/2021</b>	<b>688</b>	<b>408,060</b>
	<b>03/31/2022</b>	<b>699</b>	<b>449,291</b>
	Is supporting documentation attached? Yes		
<b>Date and Current Value for the Measure</b> (An identical contiguous, 12-month baseline period starting no earlier than April 1, 2021, e.g., April 1, 2021- March 31, 2022)		<b>Number of EMS Agencies Submitting Incidents in Elite</b>	<b>Number of EMS Incidents Submitted to Elite</b>
	<b>04/01/2022</b>	<b>699</b>	<b>449,291</b>
	<b>03/31/2023</b>	<b>700</b>	<b>458,669</b>
	Is supporting documentation attached? Yes		
<b>Regional Program Manager Conclusion and Comments Review Date: 7/12/2023</b>	RPMs Robert Eichkorn and Aaron Bartlett have reviewed the IPR and attached documentation and have determined the project demonstrates progress.		
<b>RA Comments – Susan DeCourcy Review Date: 7/12/2023</b>	After review of the Iowa IPR and the supporting documentation, I concur that the project appears to demonstrate progress.		

<b>Agency Name (dAgency.03)</b>	<b>Number of Runs for Year Ending 3/31/2021</b>	<b>Number of Runs for Year Ending 3/31/2022</b>	<b>Number of Runs for Year Ending 3/31/2023</b>
185th ARW/CEF	60	63	51
Ackley Volunteer Ambulance Service	272	253	192
Adair County Ambulance	791	860	798
Adair Fire Department	120	138	144
Adams County Ambulance	592	596	527
Adams County Speedway Ambulance	26	15	19
Adel Fire & Rescue	143	57	53
Advanced Medical Transport of Iowa	1144	1755	1565
Afton Fire & Rescue	61	70	68
Agency Fire & Rescue	7		1
Ainsworth Fire Rescue	85	100	90
Air Evac Lifeteam 38	18	37	45
Air Evac Lifeteam 5	13	33	28
Air Evac Lifeteam 59	132	177	192
Akron EMS	119	127	154
Albion First Responders	23	18	12
Alden First Responders	16	16	15
Algona Ambulance Service	1138	1217	1224
Allison Bristow Ambulance	50	95	67
Alta Fire & Rescue	61	75	88
Alton Fire/Ambulance	54	70	48
Altoona Fire Department	1509	2024	2037
Alvord Rescue	2	7	11
Amana First Responders - Middle Amana	6	35	120
American Medical Response - Charles City	1250	1828	2590
American Ordnance LLC Fire & Ambulance	151	120	137
Ameristar Casino Council Bluffs, LLC	50	94	52
Ames Fire Department - Station #1	1571	2973	3224
Anamosa Area Ambulance Service	1425	1502	1507
Andover Ambulance Service	72	71	94
Andrew Fire & First Responders	26	18	25
Anita Volunteer Fire & Rescue	59	88	96
Ankeny Fire Department	4660	5585	5714
Anthon Rescue Squad	27	23	22
Aplington Ambulance Service	96	35	67
Arcadia First Responders		17	14
Area Ambulance - Postville	298	276	325
Area Ambulance Service	22094	22631	25034
Area Ambulance Service of Buchanan Cour	969	561	
Arlington Area Ambulance	49	58	43
Armstrong EMS Service	69	77	67
Arnolds Park - Okoboji Fire & Rescue	172	190	218
Arthur Emergency Medical Responders	11	25	14

Asbury Community Fire Department	335	368	344
Atalissa Volunteer Fire Department	43	57	24
Atkins First Responders	119	65	39
Atlantic Fire & Rescue			9
Atlantic Medivac Amb Serv	395		
Auburn Fire Department		4	6
Audubon Fire & Rescue	191	202	261
Aurelia Community Fire Department	11		50
Aurora Fire & Rescue	18	13	13
Avoca Volunteer Rescue & Fire	52	35	71
Badger Fire & EMS Agency	5	9	32
Baldwin-Monmouth First Responders	30	32	30
Bancroft Ambulance Service	57	69	71
Battle Creek Community Ambulance Service	172	148	68
Baxter Rescue Unit	61	104	97
Bayard Ambulance Service		2	
Beaman Conrad Emergency Response Team			173
Beaman Conrad Emergency Response Team	147	183	
Belle Plaine Area Ambulance Service	428	521	509
Bellevue Emergency Medical Services	355	333	410
Bellevue Fire & Rescue	38	53	51
Belmond Ambulance Service	627	769	675
Bennett Ambulance Service	203	158	129
Bernard Rescue Unit, Inc.	65	57	63
Bettendorf Fire Department	3295	3813	4038
Bi-County Ambulance, Inc.	312	392	394
Blairstown Ambulance	230	282	265
Blakesburg First Responders	24	33	27
Blockton Ambulance Service	2	2	4
Blue Grass Fire Department	121	168	152
Bode Volunteer Fire & Rescue			25
Bonaparte First Responders	6	71	10
Bondurant Emergency Services	421	610	520
Boone County Hospital	2507	2739	2888
Boone Fire Department	907	1344	1317
Bouton Fire & Rescue	13	2	8
Boyden Ambulance	59	32	39
Braddyville Rescue	9	9	12
Brandon Fire Department	1		
Brandon First Responders	18	19	9
Bridgewater Fire Department & EMS	1		
Brighton Volunteer First Responders	110	84	88
Bronson Community Ambulance	27	25	47
Buchanan County Sheriff's Office		20	59
Buckeye First Responders	18	14	18
Buena Vista Regional Medical Center Ambulance	1512	1854	1783
Buffalo Center Volunteer Ambulance Service	118	117	109

Buffalo Volunteer Fire Department	229	267	281
Burgess Health Center Ambulance	574	710	825
Burlington Fire Ambulance - Station #1	4027	4398	4430
Burr Oak First Responders		1	5
Burt First Responders	8	14	8
Bussey Volunteer Fire Department	115	111	92
Calhoun County EMS - Rockwell City	1091	1027	941
Callender Community Fire Department	22	12	4
Camanche Fire Department	477	509	452
Cambridge Fire & Rescue	182	231	112
Camp Township - Runnells Fire Departmen	129	109	87
Care Ambulance, LLC - Iowa City	2837	2392	1449
Carlisle Fire Rescue	411	486	538
Carroll County Ambulance Service - Carroll	2222	2440	2401
Carson Fire Department	106	140	88
Carter Lake Fire & Rescue	261	352	328
Cascade Emergency Medical Services	187	210	276
Cedar Falls Fire & Rescue	53	1220	1381
Cedar Mt. Auburn Fire & EMS	2	1	3
Cedar Rapids Airport Safety	11	66	46
Cedar Rapids Fire Department - Station 1	6496	7677	7450
Cedar Rapids Police Department Special Response Team		1	3
Center Point Ambulance Service, Inc. - Cen	749	763	841
Centerville Fire Rescue	1462	1674	1644
Central City Fire Department	121	101	103
Centralia-Peosta Emergency Services - Peo	101	132	133
Chariton Fire Department	14	19	13
Charlotte First Responders	55	41	41
Charter Oak Emergency Medical Service	27	35	41
Cherokee RMC PreHospital Care	1203	1399	1478
Chickasaw Ambulance - New Hampton Uni	802	874	644
Chickasaw County EMS			203
Chickasaw County Rescue Squad	211	211	333
Churdan Fire Rescue	10	9	22
City of Grundy Center Ambulance	945	954	997
Clare Rescue	26	12	
Clare Rescue			6
Clarence Community Ambulance Service	123	191	170
Clarinda Regional Health Center	1356	1435	1330
Clarion Ambulance Service	290	279	311
Clarke County Ambulance Service	1237	1329	1181
Clarksville Volunteer Ambulance Service	90	81	5
Clay Township Fire Rescue	10	8	13
Clear Lake Fire Department	993	1139	1061
Clearfield Fire & Rescue		1	
Cleghorn Fire Department	9	12	6
Clinton Fire Department - Station #1	3782	4021	3920

Clive Fire Department	1108	1244	1372
Clutier First Responders	13	16	7
Coggon Fire Department	67	84	76
Coin Fire & Rescue	13	6	9
Colesburg Ambulance Department	34	38	59
Colfax Fire Department	190	208	276
Collins Fire Rescue	59	75	53
Colo Fire & Rescue	79	109	132
Columbia Fire & Rescue	19	8	41
Community Ambulance Service - Preston	152	187	190
Conesville First Responders		5	4
Coralville Police Department	1451	1644	2001
Coralville Volunteer Fire Department - Stat	21	13	27
Correctionville Fire & Rescue	107	117	123
Council Bluffs Fire Department - Station #1	4548	5391	5630
Crawford County Ambulance	1331	1101	1349
Crawfordsville First Responders	25	19	24
Crescent Rescue	151	132	116
Creston Fire Department	354	254	124
Cumberland Volunteer Fire Department	25	44	57
Cushing Fire Department	24	18	23
Dallas Center Emergency Rescue	12	1	37
Dallas County EMS - Perry	2684	2883	2980
Danbury Ambulance Service	49	47	59
Danville Fire Department	145	168	172
Davenport Fire Department	3844	4306	4857
Davis County First Responders	3	2	
Davis County Hosptial - EMS	799	920	763
Dayton Rescue Squad, Inc.	88	71	41
De Soto Fire Rescue	116	216	208
Decatur County Hospital Ambulance	862	825	826
Decorah First Responders	4	1	3
Dedham First Response Unit		2	
Deep River Volunteer Fire Company, Inc.	1	11	5
Defiance Fire & Rescue	7	6	
Delaware First Responders	2	6	11
Delaware Township Fire Department	252	191	94
Delhi First Responders	106	132	106
Delmar Volunteer Fire Department	36	24	29
Deloit Fire Department	22	21	10
Delta Fire Department			1
Denmark Fire Department	90	83	78
Denver Ambulance Service	251	302	304
Des Moines Fire Department	18385	20645	20969
Des Moines International Airport Fire Depa	45	118	153
Des Moines Township Fire & Rescue - Argy	27	6	7
Dexter EMS	48	37	15

Diagonal First Response Team	31	23	
Dickens Fire & Rescue	30	5	26
Dike Fire Department Ambulance	89	134	127
Dixon Fire Department & EMS	21	27	24
Donahue Volunteer Fire Department	33	35	46
Donnellson Fire Association	139	144	89
Doon Emergency Service	31	29	25
Douds First Responders	5	9	9
Dow City Arion Fire & Rescue	47	64	58
Dubuque Fire Department - Station #1	5384	6681	6336
Dumont Volunteer Ambulance Service	6	18	15
Duncombe Fire & Rescue	27	39	28
Dundee First Responders	28	24	27
Dunkerton Ambulance Service	154	161	139
Dunlap Fire & Rescue	144	97	97
Durant Volunteer Ambulance, Inc.	470	404	445
Dyersville Fire Department			1
Dysart Ambulance Service	201	212	226
Eagle Grove Department of EMS	442	512	444
Earlham Rescue	211	210	212
Earling Fire & Rescue	9	16	
Earlville Fire Department	46	35	43
Early Fire Department		41	40
East Poweshiek Ambulance	345	306	388
Edgewood Ambulance Service	186	188	198
Elberon Volunteer Fire Rescue	55	51	54
Eldon Fire & Rescue, Inc.	78	68	84
Eldora Emergency Medical Service	743	794	839
Eldridge Volunteer Fire Dept	555	664	644
Elite Industrial Services	14	39	40
Elk Horn Fire & Rescue	5	7	1
Elkhart Fire First Responders	108	100	108
Elkport-Garber EMS		4	5
Ellston First Response Team	2	2	
Ellsworth Fire Department & EMS	37	74	51
Ely Fire Department	73	69	87
Emerson Rescue	41	53	81
Epworth Community Volunteer Firemen, I	211	221	230
Essex Fire and Rescue Dept	67	55	65
Estherville Ambulance Service	848	777	785
Evansdale Fire Rescue	228	249	706
Event Medical Services, Inc.	20	36	30
Everly Fire & Rescue	37	24	42
Exira Fire Department	123	145	105
Fairbank Fire Department	101	117	115
Fairfax Fire & Rescue	128	152	136
Fairfield Fire Department	1138	1126	1153

Farley Emergency Medical Services, Inc.	96	111	124
Farmington EMS	128	159	121
Farnhamville EMS		9	23
Farragut Fire & Rescue	36	43	40
Fayette Ambulance Service	215	233	284
Fonda Ambulance Service	81	75	63
Fontanelle Fire & Rescue	16	21	17
Forest City Ambulance Service	761	1035	1059
Fort Dodge Fire Department EMS	4436	4787	4568
Fort Madison Fire & Rescue	90	263	540
Fostoria Fire & Rescue	30	22	32
Franklin General Hospital Ambulance	1251	1237	1082
Frankville Fire Department First Responder	12	18	17
Frederika First Responders	13	14	35
Fremont Ambulance Unit	1		
Fruitland Fire Department	74	93	71
Galva First Responders	21	15	8
Garden Grove EMS	2		2
Garnavillo EMS	91	86	141
Garner Volunteer Ambulance Service	358	390	368
Garrison First Response	28	41	32
Garwin Ambulance Service	12	14	8
General Mills EMS Team	50	55	45
Genesis Medical Center DeWitt Ambulance	1370	1402	1345
George Emergency Medical Service	78	88	97
Gilbert First Response Team	129	138	158
Gilbertville First Responders	105	9	16
Gilman Fire & Rescue	50	88	118
Gilmore City Ambulance Service			3
Gladbrook Lincoln Ambulance	64	68	72
Glenwood Volunteer Fire Department	1180	1264	1055
Glidden First Response Unit		45	131
Grand Junction Rescue Unit	71	66	99
Grand Mound Volunter Fire Department	51	57	65
Grandview Fire Department	1	1	10
Granger Community Ambulance	150	160	145
Grant Fire Department	20	20	18
Granville Fire & Rescue	61	55	63
Greater Regional Medical Center	1389	1194	1284
Greeley Fire Department	48	58	60
Green Mountain First Responders	19	25	53
Greene County Ambulance	741	887	772
Greene Volunteer Ambulance Service	131	120	162
Greenfield Fire & Rescue		17	21
Grinnell Fire Department			68
Grinnell Fire Department	131	72	
Griswold Fire & Rescue	182	156	146

Gundersen Air	275	314	234
Guttenberg Ambulance Service	612	597	627
Halbur First Responders		1	
Hamburg Volunteer Fire Department Rescu	226	222	311
Hancock Volunteer Fire Dept	1	14	18
Hanlontown Volunteer Fire Department	9	6	
Harcourt Community Fire Department	11	21	11
Harlan Fire Department		4	3
Harpers Ferry Rescue Squad	67	48	68
Hartford Volunteer Fire & Rescue	48	65	108
Hartley Ambulance (HEART)	243	286	313
Hastings First Responders	12	13	9
Hawarden Ambulance Association	554	360	407
Hawkeye EMS	61	19	12
Hazleton First Responders	31	26	55
Heartland Medical Transport			184
Hedrick First Responders	60	36	56
Henry County EMS	2369	2612	3532
Hiawatha Fire Department	1388	2067	2294
Hills Fire & First Responders	190	239	295
Hinton Ambulance	106	81	123
Holstein Fire Department	230	238	235
Holy Cross Volunteer Fire Department	62	55	66
Hopkinton EMS	76	71	84
Hornick Volunteer Fire & Rescue	2	11	
Hospers Ambulance Service	59	55	68
Houghton-Cedar Fire Department EMS	6	13	16
Howard County First Responders	2	31	19
Hubbard Ambulance Service	81	18	24
Hudson Volunteer Fire Ambulance	159	167	159
Hull Ambulance & Rescue	193	181	166
Humboldt County EMS Alliance	949	1027	1034
Humeston First Responders	56	50	49
Huxley Fire & Rescue	334	353	314
Ida County Emergency Services		197	226
Ida Grove Community Ambulance Service	398	434	461
Indiana Township First Responders	18	42	60
Indianola Fire Department	2044	2133	2157
International Paper EMS Team	12		
Inwood Rescue	66	22	78
Iowa City Fire Department Station 1	1478	2289	2595
Iowa County Ambulance Service - Marengo	1509	1685	1780
Iowa Falls EMS	1124	1328	1393
Iowa Fertilizer Company ERT			3
Iowa Fertilizer Company ERT	2	7	
Iowa Speedway EMS	2	1	23
Ireton Rescue Squad	36	47	35

Irwin Volunteer Rescue Squad	9	24	
Jackson County Regional Health Center Arr	1605	1611	1630
Jackson Township Fire Association	9		
Janesville First Responders	135	202	207
Jasper County Sheriff's Office			217
Jasper County Sheriff's Office	7	39	
Jefferson Monroe Fire Department - Swish	117	103	113
Jesup Ambulance Service	247	283	294
Jewell Fire & Rescue	117	112	131
Johnson County Ambulance Service - Iowa	12111	13903	14734
Johnson/Douglas Township - Barnum Fire I	3	6	7
Johnston Grimes Metropolitan Fire Depart	2163	2763	2851
Joice Fire Department	13	21	16
Kalona First Responders	288	357	328
Kamrar Fire & Rescue	5	1	16
Kellerton First Response Team	1		
Kellogg Fire & Ambulance Department	150	105	89
Kensett Fire Department		1	3
Keokuk County Ambulance Service	915	919	951
Keokuk Fire Department	645	770	860
Keota First Responders	17	27	26
Keswick Fire & Rescue	21	18	17
Key West Fire and EMS	219	206	234
Keystone First Responders	31	24	21
Kingsley Ambulance Service	114	131	135
KINZE Manufacturing, Inc	1	2	1
Kiron Fire Department, Inc.	27	28	50
Knoxville Fire & Rescue	2055	2077	2023
Knoxville Raceway Ambulance	1	20	62
Knoxville Rural Fire Department		8	7
La Motte Fire & Rescue	50	39	46
La Porte City Fire & Rescue	316	347	373
Lacona Fire Rescue	82	76	88
Ladora First Responders	13	31	18
Lake Mills Ambulance Service	308	349	223
Lake Park Rescue	75	62	89
Lakes Regional Healthcare - MICS	2096	2140	2221
Lakeside Casino EMS	7	9	8
Lakota Ambulance Service	11	11	18
Lamoni EMS	128	131	137
Lamont Fire Department	32	61	32
Lanesboro First Responders		16	8
Lansing EMS	119	133	106
Larchwood Emergency Medical Service	62	99	93
Larrabee Fire Department	12	13	11
Laurens Ambulance Service	164	31	1
Lawton Ambulance	87	94	114

Le Claire Fire Department	119	173	169
Le Grand EMS	53	64	45
Le Mars Fire-Rescue	1198	1269	1376
Lee County EMS	3359	4138	4685
Lehigh Fire Rescue	23	24	2
Lester Rescue Squad	17	14	29
Lewis First Responders	16	14	28
Lewis Township Fire & Rescue	405	399	349
Libertyville Rescue	39	42	48
LifeNet Air Medical Services - Omaha	376	222	201
Lineville First Responders	5	6	6
Linn County Sheriff Rescue	1369	1078	636
Lisbon Fire & Rescue	100	93	72
Lisbon Mt. Vernon Ambulance	560	728	921
Liscomb First Responders	29	29	37
Little Rock EMS	37	31	49
Lockridge Fire & Rescue	2	34	31
Logan Fire Rescue Association	242	286	242
Lohrville Ambulance Service		4	22
Lone Rock EMS	25	8	
Lone Tree Fire & Rescue	151	171	133
Long Grove Fire Department	118	262	231
Lorimor EMT First Responders	21	27	33
Lost Nation Fire Company	68	35	81
Louisa County Ambulance - Columbus Junc	680	596	647
Low Moor Volunteer Fire Department	38	63	59
Lowden EMS	45	49	99
Lucas County Health Center Ambulance	924	982	1054
Lucas EMS	3		2
Lynnville Emergency Services	10	26	9
Lyon County Ambulance	524	565	572
Macedonia Volunteer Fire Department	28	34	30
Madison County Ambulance	1127	1155	1295
Madrid Fire Department	26	16	31
Mahaska Hospital Ambulance	2012	2319	2280
Malvern Volunteer Rescue, Inc.	240	275	279
Manchester Fire & Rescue	2	10	29
Manilla Ambulance	45	32	52
Manly Fire & Rescue Department	98	95	97
Mapleton Ambulance Service	182	193	180
Maquoketa Fire & Rescue	7	9	7
Marathon First Responders	14	27	19
Marble Rock First Responder Service	31	30	46
Marcus Fire Department Ambulance	137	140	154
Marion Fire Department - Station #2	3906	4379	4239
MarMac Emergency Squad	87	133	109
Marne Fire & Rescue Department	9	4	7

Marshalltown Fire Department	1207	1778	2168
Martelle First Responders	16	5	7
Martensdale Fire Rescue	14	9	20
Mason City Fire Department Ambulance	5346	5759	6105
Masonville First Responders	10	5	5
Massena Fire & Rescue	25	20	21
Maurice Fire First Responders	3	12	5
Maxwell EMS	82	140	72
Maynard Fire Department	21	42	39
Maysville Fire Department			12
McCalsburg Fire & EMS	13	25	29
McCausland Volunteer Fire Department	40	42	32
McClelland Volunteer Fire Department		1	13
Mechanicsville Ambulance	273	210	289
Med Trans Corp. DBA Wings Air Rescue	170	235	223
Mediapolis Community Ambulance	309	334	408
MEDIC EMS - Davenport	32191	35005	34908
Medics at Home	639	443	45
Medivac Ambulance Rescue Corporation	1149	1176	1062
Med-Trans DBA LifeGuard	225	246	215
Melbourne First Response	124	118	91
Melcher Dallas Emergency Response	160	123	112
Melrose First Responders	1		
Menlo Fire and Rescue	8		
Mercy Medical Center - Des Moines	7758	13108	10540
MercyOne Elkader Ambulance	423	464	534
MercyOne Waterloo Medical Center	7574	8222	8541
Meriden Fire Department	37	32	35
Merrill Ambulance	4	16	41
Meskwaki Bingo & Casino Hotel	151	183	225
MFL Ambulance Service, Inc. - Monona	239	263	322
Midland Community Ambulance	106	97	132
Midwest Ambulance Service of Iowa, Inc.	2842	2091	1908
Midwest Medical Transport Company, LLC	11272	8038	8700
Milford Community Fire Department	327	204	259
Millersburg First Responders	12	35	38
Milo Fire Rescue	97	163	147
Minburn Emergency Rescue Team	59	57	49
Minden Volunteer Fire & Rescue	49	36	37
Mingo Fire Department	25	11	19
Missouri Valley Fire & Rescue	319	320	345
Mitchell County EMS	873	970	926
Mitchellville Fire Department	188	232	195
Mobile Intensive Care Service	4910	5580	6255
Modale Fire Department	10	10	15
Mondamin Fire & Rescue Inc	157	182	140
Monroe County Ambulance	1026	1106	1246

Monroe Fire Department	175	149	153
Monroe Township Fire Department	79	70	51
Montezuma Fire Department	227	242	275
Monticello Ambulance Service	690	683	787
Montour First Responders	41	36	26
Montpelier Volunteer Fire Department	55	35	22
Moorhead Rescue	29	32	25
Moravia First Responders	127	105	80
Morning Sun Community Ambulance	78	109	93
Moulton Volunteer Ambulance Service	82	37	42
Moville Ambulance Rescue Squad	123	175	170
Mt. Vernon Fire Department	18	23	14
Murray Fire Department	9		
Muscatine Fire Department	4380	4834	5427
Mystic First Responder	28		14
Neola Volunteer Fire Department	89	101	71
Nevada Public Safety Department	490	508	551
New Albin Volunteer Fire Dept	51	55	47
New Hartford Emergency Medical Service	30	17	23
New Liberty Volunteer Fire Department	22	25	18
New London Fire & Rescue	245	182	188
New Market Volunteer Fire Department	2		1
New Providence First Responders	9	23	24
New Sharon Fire & Rescue	100	103	97
New Vienna-Luxemburg Fire Department -	43	34	34
New Virginia Fire Rescue	108	116	121
Newell Ambulance Service	17	6	8
Newhall Fire Department	76	87	
Newhall Fire Department			63
Newton Fire Department	2972	2963	2758
Nichols First Responders	38	51	39
Nora Springs Volunteer Ambulance	106	117	70
North Benton Ambulance	1031	970	1029
North English First Responders	40	119	158
North Liberty Fire Department	481	592	775
Northern Warren Fire Department	150	134	170
Northwood Volunteer Fire & Rescue	260	44	321
Norwalk Fire Department	771	1089	1161
Norway Fire & Rescue	46	46	51
Oakland Volunteer Fire & Rescue	120	162	206
Oakville Fire & Rescue	27	13	18
Ogden First Responders	99	124	172
Olin Ambulance Service	64	65	88
Oran Fire & EMS, Inc.	53	62	55
Orange City Area Health System Ambulanc	639	681	772
Orient Volunteer Fire Department	40	40	52
Osceola County Ambulance Services	496	551	575

Osceola Volunteer Fire Department	97	155	71
Ossian Ambulance Service	57	51	42
Otho Community Fire & Rescue	35	38	9
Oto Community Ambulance Service	45	23	1
Otter Creek - Alburnett Fire Department	70	26	27
Ottumwa Fire Department	1608	1606	1601
Ottumwa Regional Mobile Intensive Care S	5115	5146	5006
Oxford First Responders	44	1	46
Oxford Junction Ambulance Service	67	27	15
Oyens Volunteer Fire Rescue	1		
Pacific Junction Emergency Services	68	134	121
Packwood First Responders	22	27	17
Palmer Fire Department	13	4	13
Palo Alto County Ambulance - Emmetsburg	1259	1227	590
Palo Fire Department	13	20	35
Panora EMS	721	749	746
Paramount EMS - Station #1	5152	4682	4622
Parkersburg Ambulance Service	165	192	211
Paullina Ambulance Service	71	111	114
Pella Community Ambulance	1809	2049	2416
Perry Fire Department	52		135
Persia Fire & Rescue	4	9	1
Peterson CRU	33	54	44
Pierson Ambulance	45	51	49
Pisgah First Responders	15	11	18
Plainfield First Responders	48	19	43
Pleasant Hill Fire Department	1088	1321	1282
Pleasantville EMS	166	160	157
Plymouth Fire Department	28	21	17
Pocahontas Ambulance Service	640	721	779
Polk City Fire Department	332	356	325
Prairie City Ambulance	150	170	174
Prairie Meadows PMRC	91	102	81
Prescott Fire & Rescue		32	48
Primghar Ambulance	195	205	214
Princeton Fire Department	119	169	135
Quad City Helicopter EMS - Medforce 1	24	289	256
Quad City Helicopter EMS - Medforce 2	5	289	322
Quasqueton First Responders	42	74	74
Quimby Fire Department	47	46	40
Radcliffe Ambulance Service		4	28
Rake First Responders	13	17	20
Ralston First Responders			1
Randolph Rescue	13	12	17
Raymond Fire Rescue	13	32	10
Readlyn EMS Association	68	50	75
Reasnor Fire Department			21

Reasnor Fire Dept	24	23	
Red Oak Fire Department	1643	1435	1483
Redfield EMS	46	68	31
Regional Health Services - Howard County	955	1107	1074
Regional Medical Center of Northeast low	1277	1545	1413
Reinbeck Fire & Rescue Department	144	147	196
Rembrandt Fire & Rescue	8	5	4
Remsen Ambulance Service	163	174	152
Renwick Ambulance Service			40
Rhodes First Responders	9	14	19
Riceville Ambulance Service, Inc.	174	212	176
Richland First Responders		13	14
Ringgold County Ambulance	508	509	493
Ringgold County EMS Association			14
Ringsted Benefited Fire Department	23	22	27
Riverdale Fire Department	12	25	14
Riverside Casino & Golf Resort First Respon	14	35	22
Riverside First Responders	183	168	204
Riverton Fire & Rescue		1	
Robins Fire Rescue & EMS	137	145	164
Rock Valley Ambulance	348	340	417
Rockwell-Swaledale EMS	110	91	93
Rocky Mtn. Holdings, LLC DBA LifeFlight	1214	1514	1859
Rocky Mtn. Holdings, LLC dba MercyOne	1290	1845	1631
Roland Response Team	38	33	53
Rolfe Area Ambulance	34	32	50
Rowley Fire Department	12	12	8
Royal Fire Department	42	30	26
Russell Volunteer Fire Department	43	10	46
Ryan Fire Department	32	29	13
Sabula Ambulance Service	92	78	78
Sac County Ambulance - Sac City	1008	1132	1187
Salem Fire & Rescue	76	64	75
Salix Ambulance Service	51	65	76
Sanborn Fire - EMS	64	22	6
Saylor Township Fire Department	619	728	746
Schleswig First Responders	47	3	
Securitas Security Services USA, Inc.	2		
Sentral Area Ambulance	41	61	50
Sergeant Bluff Fire & Rescue	390	375	383
Seymour First Responders		16	11
Sheffield Emergency Service	58	34	36
Shelby County Emergency Services Associa	92	1	
Shelby Fire & Rescue	21	32	
Sheldon Community Ambulance Team	602	610	745
Shell Rock First Responder	60	53	48
Shellsburg First Responders	114	58	44

Shenandoah Ambulance Service	1443	1556	1650
Sherrill Fire Department	155	177	183
Sidney Fire and Rescue	147	86	106
Silver City Ambulance Service	221	290	428
Sioux Center Ambulance	498	587	643
Sioux City Fire Rescue	8459	9206	9735
Siouxland Paramedics Inc	247		
Slater EMS	169	202	163
Sloan Community Fire & Ambulance	97	143	115
Soldier Volunteer Fire Department		1	1
Solon Fire Department	167	205	191
South English First Responders	9	13	23
South Winneshiek Area First Responders -	74	112	130
Southern Appanoose County First Responc	34	97	60
Southwest Webster Ambulance Service	146	175	214
Spencer Fire & Rescue	368	393	411
Spencer Hospital Ambulance	1351	1045	1321
Spirit Lake First Responders	53	93	64
Springbrook Fire & EMS	17	12	17
Springville Fire & Rescue	105	107	110
St Charles Fire Rescue	52	86	
St. Ansgar Rescue	168	161	148
St. Charles Fire Rescue			97
St. Luke's Neonatal-Pediatric Transport Te	98	77	78
St. Marys Fire & Rescue Department	21	32	30
Stanhope Rescue	11	22	21
Stanley Fire & Rescue	1	4	7
Stanton Fire & Rescue	9	4	7
Stanwood EMS	136	161	243
State Center Fire & EMS	169	147	167
Steamboat Rock Fire and First Responders	36	21	35
Story City - Lafayette Township First Respo	184	210	185
Story County Medical Center	1182	1414	1455
Stratford Rescue	118	153	124
Strawberry Point Ambulance	162	258	129
Stuart Rescue Unit	479	561	594
Sully Rural Fire & Ambulance	105	97	92
Sumner Emergency Medical Services	475	455	355
Superior Ambulance Service	1343	1531	1689
Sutherland Fire & Ambulance	96	97	67
Swea City Fire Department Ambulance	131	200	152
Tabor Volunteer Ambulance	73	114	115
Tama Ambulance Service	681	685	724
Taylor County Ambulance	717	760	782
Terril First Responders	35	34	28
Thornton Emergency Group	23	25	36
Tiffin Fire Association	134	140	191

Tipton Ambulance Service	322	375	548
Titonka Ambulance Service	17	15	7
Toledo Emergency Service	712	746	744
Traer Ambulance Service	306	316	279
Trenton Emergency Responders	11	21	16
Treynor Ambulance Service	64	59	53
Tripoli Ambulance Service	185	173	224
Tri-State Regional Ambulance DBA Gunder	666	738	757
Troy Mills Volunteer Fire Department	8	27	18
Truro Fire Department	14	9	6
Underwood Rescue	58	70	68
Union Emergency Service	32	21	31
UnityPoint Health - Marshalltown Ambular	6895	7192	7257
UnityPoint Health - Sioux City		9	22
UnityPoint Health Des Moines			577
University of Iowa - AirCare	810	1112	1080
University of Iowa MobileCare	182	253	407
Urbana - Polk Township Fire Department	75	82	101
Urbandale Fire Department	3096	3483	3236
Ute Ambulance Service	51	34	38
Vail First Responders	14	9	27
Van Buren County Ambulance	680	766	783
Van Diest Medical Center Ambulance Servi	1199	1212	1265
Van Horne First Responders	70	83	70
Van Meter Fire Rescue	97	83	34
Ventura Fire Department		32	36
Veterans Memorial Hospital Ambulance	695	808	907
Victor Quick Responder Service	48	75	69
Villisca Ambulance Service	128	103	115
Vincent Volunteer Ambulance Service	72	73	36
Volga First Responders	1	20	23
Wadena Illyria First Responders		6	9
Walcott Community Fire Department	253	282	263
Walker Fire Department	26	28	31
Wall Lake Fire Department		16	33
Wallingford Community Fire & Rescue Dep	40	41	34
Walnut Fire Department	113	145	99
Wapello Community Ambulance	423	588	566
Wapello County Rural Volunteer Fire Depa	196	112	39
Wapello Volunteer Fire & Rescue	28		1
Washington County Ambulance	529		
Washington County Ambulance Service	2110	2573	3115
Washington EMS		337	770
Waterloo Fire Rescue - Station #1	9815	11059	11019
Waterville Ambulance Service	29	35	37
Waucoma First Responders	23	21	23
Waukee Fire Department	1459	1788	1822

Waverly Health Center Ambulance	1952	2002	1963
Wayland Volunteer Fire Department	93	132	100
Wayne County Ambulance Service	686	695	855
Webb Rescue	21	15	10
Wellman Volunteer Ambulance Service	149	165	152
Wellsburg Fire Department Ambulance	67	82	65
Welton Fire Department & First Responder	21	19	24
Wesley First Responders	21	23	7
West Bertram Fire Department	57	74	28
West Branch First Responders	426	441	541
West Burlington Fire Department	131	16	39
West Chester First Responders	2	2	
West Des Moines EMS - Station 19	11292	13020	12024
West Des Moines Fire Station #21	910	1454	1315
West Franklin EMS, Inc.	42	48	56
West Hancock Ambulance Service - Britt	676	768	656
West Liberty Volunteer Fire Department	594	656	603
West Point Fire & Rescue	75	81	86
Westgate Fire & Rescue	31	20	41
Westside Fire Department	1	19	19
Wever Fire Rescue Department	11	10	23
What Cheer First Responders	33	7	6
Wheatland EMS	148	164	199
Whiting Volunteer Fire	33	15	30
Whittemore EMS	26	55	68
Willey First Reponders		1	
Williams Rescue & Ambulance	28	34	36
Williamsburg First Responders	33	95	87
Williamson EMS	29	6	30
Wilton Fire & EMS, Inc.	296	343	357
Windsor Heights Fire Department	408	522	542
Winfield Fire & Rescue	174	159	31
Winnebago Industries Ambulance	5	12	8
Winneshiek Medical Center Paramedic Ser	1339	1596	1613
Winthrop EMS	34	63	56
Woodbine Rescue	179	208	257
Woodburn Rescue	2		2
Woodbury County Emergency Services	1117	1235	1185
Woodward Community Fire Department	122	85	72
Worthington Community Fire Department	20	23	20
Zearing First Responders	23	14	10

# Impaired Driving

National Priority Safety Program

Section 405d

FFY 2024

Iowa Department of Public Safety  
Governor's Traffic Safety Bureau



## Mission Statement of the Governor's Traffic Safety Bureau

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To identify traffic safety problems and thereon develop and implement traffic safety programs designed to reduce death and serious injury on Iowa's streets and highways through partnerships with local, county, state, and private sector agencies.

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## Section 405d Impaired Driving Countermeasures Grants

### 1 Overview

Impaired driving has always been a concern in Iowa. Alcohol-impaired fatalities represented 33% of all traffic fatalities in the state in 2021. It is imperative additional programming efforts be implemented in the state to mitigate the upward trends.

Whereas Iowa is now in the mid-range classification, the GTSB will continue the Fatality Reduction Task Force and work to develop and implement strategies within a Statewide Impaired Driving Plan.

### 2 Qualification Criteria/Qualification Criteria for a Mid-Range State

The Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) categorizes states into three different classifications according to a state's average impaired driving fatality rate for qualification criteria for Section 405d funding. For purposes of this application, 2018-2020 data as maintained in NHTSA's Fatality Analysis Reporting System (FARS) was utilized to determine Iowa's rate. The IIJA/BIL legislation identifies low-range states as those with an average impaired driving fatality rate of 0.30 or lower, mid-range states as those with an average impaired driving rate that is higher than 0.30 and lower than 0.60, and high-range states as those that have an average impaired driving rate of 0.60 or higher. The average impaired driving rate is based on the number of fatalities in the state where the blood alcohol concentration is at least 0.08% for every 100,000,000 vehicle miles traveled (100M VMT), based on the most recently reported three calendar years of final data from the FARS. Iowa maintained an average of 0.3167 for this funding period as reflected below; and thus, qualifies as a "mid-range" state for Section 405d funding qualification purposes.

2018-2020		
Fatalities	VMT	Rate
310	96,570	0.32

### 3 State Strategic Highway Safety Plan

Traffic safety stakeholders are working on strategies for the 2024-2028 Strategic Highway Safety Plan which will be effective January 1, 2024.

### 4 2022 Impaired Driving Program Assessment

Iowa conducted a NHTSA facilitated Impaired Driving Program Assessment in April 2022. The assessment provided the GTSB with recommendations to add or enhance existing countermeasure strategies to assist in reversing the upward trends the state is currently experiencing around impaired driving. GTSB is currently working with the Traffic Injury Research Foundation (TIRF) to review recommendations, develop strategies and continue to evolve Iowa's overall program.

The status of the recommendations that came from the Impaired Driving Assessment can be found in ATTACHMENT A.

## 5

### **Impaired Driving Task Force/TIRF/Impaired Driving Strategic Plan**

As a result of the Impaired Driving Program Assessment, the GTSB partnered with the Traffic Injury Research Foundation (TIRF) through a cooperative agreement with NHTSA. TIRF assisted in reviewing the results of the assessment, helped to identify additional stakeholders, and helped with the development of an Impaired Driving Task Force. Please see ATTACHMENT B for a list of task force members. TIRF also assisted in the development of a document identifying Impaired Driving Task Force action items. Please see ATTACHMENT C. The first task force meeting was facilitated by TIRF on December 1, 2023. The state will continue to work with TIRF on Impaired Driving Task Force implementation.

In the spring of 2023, the FY 2024 Impaired Driving Countermeasures Grant Classifications (pursuant to 23 CFR 1300.23) were released by NHTSA. This was the first official notification indicating Iowa had entered the mid-range classification.

For the application due on August 1, 2023, the state was not able to meet the requirements of a mid-range classification state and, therefore, respectfully submits an assurance that the state will convene a Statewide Impaired Driving Task Force to develop a Statewide Impaired Driving Plan to meet all requirement identified in legislation.

For FFY 2024, the Impaired Driving Task Force will continue to meet and will prepare a Statewide Impaired Driving Plan by August 1, 2024.

## 6

### **Problem Identification and Funding Eligibility/Evidence-Based Enforcement**

The major objective of Iowa's problem identification is to determine the relative severity of traffic safety problems through Iowa's 99 counties. It is the responsibility of the GTSB, through an approved Highway Safety Plan, to provide for a data-driven traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents (23 U.S.C. Code §402). Performance targets contained in the Highway Safety Plan must be evidence based and supported by data.

A Problem Identification Analysis is conducted annually as an effort to identify problematic traffic safety issues throughout the state to include emerging issues and trends. The primary purpose of the Problem Identification Analysis is to:

1. Determine the magnitude of problematic issues. Identify how big the problem is.
2. Review trends. Are trends getting better or worse?
3. Identify characteristics of the traffic safety problem
4. Identify opportunities in which to develop traffic safety programs and projects.

For funding decisions for FFY 2024 law enforcement grantees, the GTSB took a closer look at disparities in safety problems in correlation to citations and other activity of each respective agency.

## 7

### **Funding Decisions/Risk Assessment/Continuous Monitoring**

Funding Decisions and Risk Assessment – GTSB Program Administrators review all applications and complete a risk assessment. If the applicant is a current grantee, past performance is reviewed and evaluated to include:

1. Completeness and timeliness of reports and claims
2. Results of site visits (negative findings or unresolved issues)
3. The level at which performance objectives have been met

4. The overall success of the past and current grant(s)
5. Evaluation of the percentage of prior funds utilized
6. Previous equipment purchases
7. The size of the organization and its willingness to work with other agencies
8. Consideration as to if the agency’s contact is new to the traffic safety program, and if so, the need for additional guidance.

Information whether the applicant agency has had any audit findings is provided by the GTSB Financial Manager. Program Administrators evaluate all the aforementioned information to determine which of the proposed projects should be funded, if the funding amount required is appropriate, or if the required amount should be reduced.

Continuous Monitoring – Project monitoring is a process used to assess progress and problems. Monitoring can ensure performance goals are being achieved in addition to compliance with federal requirements. GTSB Program Administrators conduct site visits through the year and track agency activities. Program Administrators also ensure activity reports, claims, trip reports, and other contractually required information is received in a timely and accurate manner.

NHTSA’s “Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices”, 10<sup>th</sup> Edition, 2020, was referred to during the development of the Triennial Highway Safety Plan and subsequent 405 National Priority Safety Problem applications. “Countermeasures that Work” describe major strategies relevant to highway safety offices. Countermeasures are summarized as to their use, effectiveness, costs, implementation time, and provides references to research and individual studies. Some of the alcohol and drug-impaired driving related countermeasures listed in “Countermeasures that Work” which are being put into practice in Iowa include:

<i>Area</i>	<i>Countermeasure</i>
Enforcement	<ul style="list-style-type: none"> <li>• High-Visibility Saturation Patrols</li> <li>• Preliminary Breath Test Devices</li> <li>• Integrated Enforcement</li> </ul>
Prevention, Intervention, Communication and Outreach	<ul style="list-style-type: none"> <li>• Mass Media Campaigns</li> </ul>
Underage Driving	<ul style="list-style-type: none"> <li>• Minimum Drinking Age 21 Laws</li> <li>• Other Minimum Legal Drinking Age 21 Law Enforcement</li> <li>• Youth Programs</li> </ul>
Drug-Impaired Driving	<ul style="list-style-type: none"> <li>• Enforcement of Drug-Impaired Driving</li> <li>• Drug-Impaired Driving Laws</li> </ul>

A list of planned projects utilizing Section 405d funding is provided in ATTACHMENT D.

## **8 Public Information/Public Awareness and Educational Campaigns/Paid and Earned Media**

The GTSB is currently in the process of working with ZLR Ignition to better understand the current awareness and perceptions of safe driving messages. This project is being done in various stages. Focus groups were conducted in the spring of 2023.

In FFY 2024, educational efforts will continue in an effort to reduce the number of impaired driving fatalities and injuries on our roadways. These efforts will be a combination of paid and earned media. ZLR Ignition will secure paid media during national mobilizations to include NHTSA’s taglines and logos for “Drive Sober or Get Pulled Over” and “If You Feel Different, You Drive Different”. ZLR Ignition will also enhance the GTSB microsite,

[www.drivesmartiowa.com](http://www.drivesmartiowa.com). Impaired driving materials maintained on the microsite specific to impaired driving include previously developed PSAs, fact sheets, and a BAC calculator.

Partners will be encouraged to utilize materials on Traffic Safety Marketing (<https://www.trafficsafetymarketing.gov>). Local enforcement partners are also encouraged to work with local media while conducting enforcement programs or other special events. The inclusion of media in high visibility enforcement efforts is to target the specific traffic safety problem.

## 9

### Law Enforcement Equipment and Training

It is imperative for law enforcement officers to have proper training and equipment to combat impaired driving. Law enforcement partners can utilize Section 405d funding to purchase GTSB approved equipment to assist in the enforcement efforts. The following table identifies equipment approved to be purchased with Section 405d funding.

Equipment Approved for Funding Under Section 405d			
Equipment	Expected Life (Cannot replace unless "x" years old)	GTSB Reimbursement Amount	Must be on DPS or NHTSA Approved List
In-car Video Camera	5 Years	\$4,500.00	No
Preliminary Breath Tester (PBT)	5 Years	\$450.00	Yes – DPS
Impaired Simulation Goggles (per pair)	5 Years	\$850.00	No

Training is on-going for enforcement officers and is critical for the apprehension of impaired drivers. Special training in the State of Iowa around impaired driving includes Advanced Roadside Impaired Driving Enforcement (ARIDS) training and Drug Recognition Expert (DRE) training and certification. ARIDE bridges the gap between regular Standardized Field Sobriety Testing (SFST) and the more advanced training received through DRE certification. Section 405d funding will continue to provide support for these trainings in FFY 2022.

Several of the projects funded through Section 405d funding are considered statewide. These projects included the Iowa Division of Criminal Investigation Criminalistics Laboratory, the Prosecuting Attorney's Training Coordinator, the Iowa Law Enforcement Academy, the State Court Administrator's Office, and the Iowa State Patrol.

The Iowa Division of Criminal Investigation Criminalistics Laboratory is Iowa's only full-service crime lab and is essential in providing services to the criminal justice community. The Criminalistics Laboratory will continue to provide toxicological support through analyzing blood, urine, and breath sampling for the presence of drugs and alcohol. The Criminalistics Laboratory also maintains a searchable database for breath alcohol testing which continues to improve the OWI Information Systems. The database makes breath alcohol data readily available and searchable. Information in the database includes certification reports and maintenance records on the DataMaster DMT evidential breath instrument, individual test data for when a subject provides a breath test into an instrument, and officer training records specific to training around alcohol testing and collection.

Section 405d funding will support the Prosecuting Attorney's training Coordinator (PATC) who serves as the state's Traffic Safety Recourse Prosecutor (TSRP). The TSRP will provide the latest information on OWI prosecution and is a valuable resource to law enforcement and prosecution throughout the state.

The Iowa Law Enforcement Academy serves Iowa through training, testing, and standards for law enforcement officers, dispatchers, and jailers. Section 405d funding will support training to hundreds of Iowa law enforcement officers annually including training in Standardized Field Sobriety Testing (SFST) and Horizontal Gaze Nystagmus (HGN).

The State Court Administrator’s Office will utilize Section 405d funding to continue providing a traffic bench book to provide digital access for judicial offices which includes a suite of written legal materials on traffic and other topics.

**10  
3HSP Countermeasure Strategies and FFY2024 405d Planned Activities in Countermeasure Strategies**

STRATEGY	DRUG-IMPAIRED DRIVING / DRUG RECOGNITION EXPERT TRAINING (DRE)		
<p>Problem (Link to Strategy)/Project Safety Impact</p>	<ul style="list-style-type: none"> <li>• In 2021, there were 67 drug-related crashes</li> <li>• Of the 67 drug-related crashes, 75 fatalities resulted, which represented 21.07% of all fatalities in 2021</li> <li>• As of June 15, 2023, Iowa has 128 DREs</li> </ul> <p>There remains a constant need to train law enforcement officers to recognize impairment in drivers under the influence of drugs other than, and in addition to alcohol.</p> <p>Iowa continues to see an uptick in the number of drug-related crashes and fatalities. With the ever-changing drug culture, opportunities for trainings specific to drug use are critical. The Iowa DRE Board and select instructors will attend the IACP DRE National Conference for continuing education to learn effective and proven approaches for improving road safety, the latest science on alcohol and drug impaired driving enforcement and how impaired driving technology can be leveraged to make communities safer.</p> <p>To maintain a strong DRE program, it is imperative other criminal justice partners, including but not limited to judicial/prosecution, laboratory personnel, etc. are also on the forefront of trainings.</p>		
<p>Countermeasures and Justification</p>	<p>Countermeasures That Work (CTW) Alcohol- and Drug-Impaired Driving – Drug-Impaired Driving; Enforcement of Drug-Impaired Driving</p> <ul style="list-style-type: none"> <li>• Enforcement of Drug-Impaired Driving, 3-star citation</li> </ul> <p>Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving</p> <ul style="list-style-type: none"> <li>• Criminal Justice System - Enforcement</li> </ul>		
<p>Target(s)</p>	<ul style="list-style-type: none"> <li>• Hold 2 DRE certification courses annually with the goal to certify 28 officers.</li> <li>• Increase and maintain the number of DREs at 150.</li> </ul>		
<p>Estimated 3-year funding allocation</p>	<p>FFY 2024</p>	<p>\$375,000</p>	<p>Total 3HSP = \$1,125,000 (FAST Act 405d Impaired Driving Low and BIL 405d Impaired Driving Low)</p>
	<p>FFY 2025</p>	<p>\$375,000</p>	
	<p>FFY 2026</p>	<p>\$375,000</p>	
<p>Strategy(ies) to project considerations</p>	<ul style="list-style-type: none"> <li>• Program Assessment <ul style="list-style-type: none"> <li>• The DRE program was a component of Iowa’s Impaired Driving Program Assessment (conducted April 2022). DRE programming will continue to be addressed through the Impaired Driving Task Force and the State’s Impaired Driving Strategic Plan</li> </ul> </li> <li>• Enforcement <ul style="list-style-type: none"> <li>• The DRE program supports enforcement efforts as officers are encouraged to call a DRE when an individual is suspected of impairment.</li> </ul> </li> <li>• Partnerships</li> </ul>		

	<ul style="list-style-type: none"> <li>The DRE training and certification is nationally recognized and supported through the International Association of Chiefs of Police (IACP) and NHTSA.</li> <li>It is anticipated the specialized trainings, such as DRE, will be included in the 2024-2028 State Strategic Highway Safety Plan (SHSP). The 2024-2028 plan is currently being developed.</li> </ul>
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**Planned Activities in Countermeasures Strategy**

<b>Planned Activity Name: DRE Program Expenses</b>					
Unique Identifier/Planned Activity Number: 405d-FDLDATR-2024 60-00-06					
Intended Subrecipient: GTSB - Internal					
Type of Organization: State Highway Safety Office					
Location Where Project to be Performed: Des Moines, IA for DRE School; Out-of-State Certification location to be determined.					
Affected Communities: Statewide					
Primary Countermeasure Strategy ID: Drug-Impaired Driving / Drug Recognition Expert Training (DRE)					
Planned Description: Funding in FFY 2024 is allocated to support the DRE program to include DRE training/certification, supplies, and out-of-state travel expenses to conduct hands-on training for officer certification requirements. Funding is also allocated for travel to the DRE National Conference and/or other specific training opportunities which may arise during the funding period.					
Planning and Administration Cost: No			1300.41(b) "Promised Project": No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d Impaired Driving Low	405d Low Drug and Alcohol Training	\$375,000	\$0.00	\$0.00

STRATEGY	HIGH VISIBILITY ENFORCEMENT (HVE)
Problem (Link to Strategy)/Project Safety Impact	<ul style="list-style-type: none"> <li>In FFY 2021, 118 fatalities in Iowa were classified as alcohol-impaired. This represented 33% of all fatalities for the year.</li> <li>In 2021, alcohol-impaired driving fatalities per 100M VMT was 0.36.</li> <li>For FFY 2024 impaired driving countermeasure grant classifications (23 CFR 1300.23), Iowa has moved from a low-range state to a mid-range state due to a 3-year (2018-2020) average rate of 0.32.</li> <li>Focus groups conducted in the spring of 2023 resulted in impaired driving being the least socially acceptable and considered the most dangerous.</li> </ul> <p>Overtime enforcement efforts will be directed at impaired driving during times and at locations identified as high risk.</p> <p>HVE is recognized as a universal strategy to deter and change unsafe and unlawful behaviors. The increased presence of law enforcement is intended to enhance the perceived risk of arrest due to unlawful behaviors and as a preventative measure to deter individuals from driving while impaired. Grant-funded agencies are given latitude to tailor efforts to meet the needs of their jurisdictions and communities.</p>

	HVE efforts are most effective when they combine enforcement, visibility elements and a publicity strategy.		
Countermeasures and Justification	<p>Countermeasures that Work (CTW)</p> <p>Alcohol- and Drug-Impaired Driving – Deterrence: Enforcement</p> <ul style="list-style-type: none"> <li>• High Visibility Saturation Patrols, 4-star citation</li> <li>• Preliminary Breath Test Devices, 4-star citation</li> </ul> <p>Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving</p> <ul style="list-style-type: none"> <li>• Criminal Justice System</li> <li>• Laws</li> <li>• Enforcement</li> <li>• Publicizing High Visibility Enforcement</li> </ul>		
Target(s)	Planned impaired driving high visibility enforcement directed at impaired driving during times and at locations identified by the agency, the Iowa DOT or the GTSB to have a high occurrence for impaired driving.		
Estimated 3-year funding allocation	FFY 2024	\$1,464,384	Total 3HSP = \$4,404,384 (BIL NHTSA 402 and BIL 405d Impaired Driving Low)
	FFY 2025	\$1,470,000	
	FFY 2026	\$1,470,000	
Strategy(ies) to project considerations	<p>Utilization of Crash Data</p> <p>Program Assessment</p> <ul style="list-style-type: none"> <li>• Enforcement was a component of Iowa’s Impaired Driving Program Assessment (conducted April 2022). Enforcement efforts will continue to be addressed through the Impaired Driving Task Force and the state’s Impaired Driving Strategic Plan.</li> </ul> <p>Partnerships</p> <ul style="list-style-type: none"> <li>• Enforcement strategies will be included in the 2024-2028 State Strategic Highway Safety Plan (SHSP). The 2024-2028 plan is currently being developed.</li> <li>• Iowa will continue utilizing a Law Enforcement Liaison (LEL) to foster new partnerships with law enforcement agencies.</li> <li>• Addition of partnerships with county conservation boards.</li> </ul>		

**Planned Activities in Countermeasures Strategy**

<b>Planned Activity Name: Law Enforcement/HVE – 402 (AL)</b>
Unique Identifier/Planned Activity Number: 2024-402(AL) / HVE
Intended Subrecipient: Law Enforcement Agencies
Type of Organization: Law Enforcement
Location Where Project to be Performed: Statewide
Affected Communities: Statewide
Primary Countermeasure Strategy ID: High Visibility Enforcement

<p><b>Planned Description:</b>  High visibility enforcement is included in NHTSA’s “Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices”, 10<sup>th</sup> Edition, 2020, as an effective strategy to combat impaired driving. Section 402 AL funding will be allocated to support overtime enforcement, educational efforts and/or equipment purchases. Enforcement efforts will be directed at impaired driving during times and at locations identified by each respective agency, the Iowa DOT, or the DPS/GTSB as high risk. Funded agencies will be required to conduct two targeted traffic enforcement projects; one of which will be conducted at night and one multi-jurisdictional project. Agencies will also be required to conduct at least 12 public information/education activities aimed at improving driver safety behaviors to reduce impaired driving. Funding in FFY 2024 will support efforts of 94 law enforcement agencies.</p> <p>Throughout the triennial HSP period, the Law Enforcement Liaison will continue to work with agencies to increase partners and activities to help combat impaired driving issues across the state.</p>					
Planning & Administration Cost: No			1300.41(b) “Promised Project”: No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Alcohol	\$1,131,500	\$0.00	\$1,131,500

<b>Planned Activity Name: Law Enforcement/HVE – 405d</b>					
Unique Identifier/Planned Activity Number: 2024-405d/HVE					
Intended Subrecipient: Iowa State Patrol and Iowa State University					
Type of Organization: Law Enforcement					
Location Where Project to be Performed: Statewide					
Affected Communities: Statewide					
Primary Countermeasure Strategy ID: High Visibility Enforcement					
<p><b>Planned Description:</b>  High visibility enforcement is included in NHTSA’s “Countermeasure That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices”, 10<sup>th</sup> Edition, 2020, as an effective strategy to combat impaired driving. Section 405d funding will be allocated to support overtime enforcement, educational efforts and/or equipment purchases. Enforcement efforts will be directed at impaired driving during times and at locations identified by each respective agency, the Iowa DOT, or the DPS/GTSB as high risk. Grantees will be required to conduct two targeted traffic enforcement projects; one of which will be conducted at night and one multi-jurisdictional project. Grantees will also be required to conduct at least 12 public information/education activities aimed at improving driver safety behaviors to reduce impaired driving.</p>					
Planning & Administration Cost: No			1300.41(b) “Promised Project”: No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Low	405d Low other Based on Problem ID	\$332,884	\$0.00	\$0.00

<b>STRATEGY</b>	<b>EDUCATION AND DEVELOPMENT OF TRAFFIC COURT INFORMATION FOR JUDICIAL OFFICERS</b>		
Problem (Link to Strategy)/Project Safety Impact	It is important to have materials for judges and magistrates to access for consistent administration of judicial proceedings.		
Countermeasures and Justification	A partnership which involves judicial education will provide for the expansion, continuous development, and maintenance of the Judges Traffic Law Bench Book to ensure the administration of municipal infractions and criminal infractions related to traffic safety. The digital bench book would constantly be updated to include relevant content.		
Target(s)	<ul style="list-style-type: none"> <li>Annually form and convene a committee of judicial officers to advise the usefulness of the Traffic Law Benchbook, as well as district-level efforts to maintain traffic law recourses. At least four meetings will be set throughout the grant cycle with the committee meetings once every three months, other meetings as needed.</li> </ul> <p>Annually host at least one traffic law presentation to provide continuing legal education on the safe administration of traffic-related infractions.</p>		
Estimated 3-year funding allocation	FFY 2024	\$21,500	Total 3HSP = \$64,500 (BIL 405d Impaired Driving Low)
	FFY 2025	\$21,500	
	FFY 2026	\$21,500	
Strategy(ies) to project considerations	<ul style="list-style-type: none"> <li>Partnerships</li> <li>Opportunity for further utilization and collaboration with the NHTSA Regional Judicial Outreach Liaison</li> </ul>		

**Planned Activities in Countermeasure Strategy**

<b>Planned Activity Name: Traffic Law Bench Book</b>					
Unique Identifier/Planned Activity Number: 405d-FDL*TC-2024-65-00-50					
Intended Subrecipient: State Court Administrator’s Office					
Type of Organization: State Agency					
Location Where Project to be Performed: Des Moines, IA					
Affected Communities: This project will serve judges and magistrates throughout Iowa.					
Primary Countermeasure Strategy ID: Traffic Law Bench Book					
Planned Description: Funding will be used to continually develop and maintain the Traffic Law Bench Book to ensure the safe administration of municipal infractions and criminal infractions related to traffic safety. Funds will also help provide speakers on traffic safety topics to judges, magistrates, and judicial officers to provide continuing legal education on the safety administration of traffic-related infractions.					
Planning & Administration Cost: No			1300.41(b) “Promised Project”: No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d Impaired Driving Low	405d Low Traffic Courts	\$21,500	\$0.00	\$0.00

STRATEGY	LABORATORY DRUG TESTING EQUIPMENT		
Problem (Link to Strategy)/Project Safety Impact	<p>The Iowa Division of Criminal Investigation (DCI) Criminalistics Laboratory is the only publicly funded toxicology service available to law enforcement in the state.</p> <p>The laboratory provides certification and training on the evidentiary breath alcohol testing instrument (DataMaster DMT) and performs forensic testing on blood alcohol and urine samples for alcohol concentration along with drug analysis in both matrices. In the past several years, blood drug analysis has been added.</p> <p>The DCI Laboratory plays an essential role in Iowa’s overall impaired driving effort and support enforcement, judicial proceedings, and legislative interests.</p>		
Countermeasures and Justification	The DCI Laboratory is entrusted by statute to provide technical assistance to the criminal justice system in the investigation of criminal matters.		
Target(s)	<ul style="list-style-type: none"> <li>• At least 1,200 blood and urine samples analyzed annually for alcohol and drugs.</li> <li>• 160 DataMaster DMTs certified and maintained and 150 officers recertified on DMT operation annually.</li> <li>• Expert testimony provided at OWI court cases and testimony totals reported.</li> </ul>		
Estimated 3-year funding allocation	FFY 2024	\$182,000	Total 3HSP = \$552,000 (BIL 405d Impaired Driving Low)
	FFY 2025	\$185,000	
	FFY 2026	\$185,000	
Strategy(ies) to project considerations	<ul style="list-style-type: none"> <li>• Opportunity for further utilization and collaboration with the NHTSA Regional Toxicology Liaison.</li> <li>• Professional development opportunities.</li> </ul>		

**Planned Activities in Countermeasure Strategy**

<b>Planned Activity Name: DCI Lab Toxicology</b>
Unique Identifier/Planned Activity Number: 405d-FDLBAC-2024-63-00-50
Intended Subrecipient: Iowa Division of Criminal Investigation (DCI) Criminalistics Laboratory
Type of Organization: State Agency/Laboratory
Location Where Project to be Performed: Laboratory is located in Ankeny, IA. Lab testing and forensic science technician activities will be conducted at the Ankeny location. Activities that will be conducted throughout the state include the DataMaster DMT units and court testimony.
Affected Communities: Criminal justice community throughout Iowa.
Primary Countermeasure Strategy ID: Laboratory Drug Testing Equipment
<p>Planned Description:</p> <p>The Iowa DCI Crime Lab serves the residents of the State of Iowa as the only public funded toxicology lab available to law enforcement.</p> <p>Funding for the DCI Laboratory would support the following -</p> <p>Staffing Plan:</p> <ol style="list-style-type: none"> <li>1. Funding for one full-time forensic science technician to assist in opening cases and conducting drug screening tests.</li> <li>2. Funding staff for overtime to work on impaired driving cases and to certify and repair DataMaster DMT units as well as certify officers on DMT use.</li> </ol> <p>Proposed Contract Activities:</p> <ol style="list-style-type: none"> <li>1. Conduct testing for alcohol and drugs of abuse in both blood and urine matrices and report the number of tests conducted and test results including details on the drug levels per test (where applicable).</li> <li>2. Provide staff overtime to certify and repair DataMaster DMT units for Iowa users, recertify officers on DMT operation and work impaired driving cases as needed.</li> </ol>

<ul style="list-style-type: none"> <li>3. Provide expert testimony in OWI court cases.</li> <li>4. Purchase, receive, and distribute DataMaster DMT units, simulators, thermometers, and barometers as needed.</li> <li>5. Purchase consumable forensic toxicology supplies, DataMaster replacement parts, dry gas tanks, simulator parts, and DMT operational software and manuals as needed.</li> <li>6. Participate in contract-related training and travel that improves the laboratory’s knowledge and abilities relating to toxicology testing, breathe alcohol program operations and expert testimony on these subjects.</li> </ul>					
Planning & Administration Cost: No			1300.41(b) “Promised Project”: No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d Impaired Driving Low	405d Low BAC Testing/Reporting	\$182,000	\$0.00	\$0.00

TRATEGY	LAW ENFORCEMENT TRAINING/ADVANCED ROADSIDE IMPAIRED DRIVING ENFORCEMENT
Problem (Link to Strategy)/Project Safety Impact	<ul style="list-style-type: none"> <li>• In 2021, there 67 drug-related crashes</li> <li>• Of the 67 drug-related crashes, 75 fatalities resulted, which represented 21.07% of all fatalities in 2021</li> </ul> <p>Iowa continues to see an increase in the number of fatal and serious injury crashes where a driver is impaired by a drug other than alcohol. Drugs are being identified in more traffic incidents every year. The following three drugs were most frequently identified in fatal crashes in 2022 according to Iowa DOT preliminary data:</p> <ol style="list-style-type: none"> <li>1. Cannabis</li> <li>2. CNS Stimulants</li> <li>3. CNS Depressants</li> </ol> <p>It is critical that law enforcement officers continue to receive training through their career. Beyond the basic training while in certification academies, specialized trainings and programs offered in the state focusing on impairment include Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE). The Standardized Field Sobriety Test (SFST) is the basic mechanism for a law enforcement officer to assess drivers suspected of being under the influence of alcohol, while the DRE program provides more advanced training to evaluate suspected drug impairment. ARIDE is designed to bridge the gap between the SFST and DRE programs by providing officers with general knowledge related to drug impairment and by promoting the use of DREs.</p> <p>A significant piece of ARIDE is the required student demonstration of the SFST proficiency requirement. ARIDE stresses the importance of the signs and symptoms of the seven drug categories: Central Nervous System (CNS) Depressants, CNS Stimulants, Hallucinogens, Dissociative Anesthetics, Narcotic Analgesics, Inhalants, and Cannabis. ARIDE training gives officers the skills to observe, identify and articulate the signs of impairment related to drugs, alcohol,</p>

	or a combination of both to reduce the number of impaired driving incidents which result in serious injuries and fatalities.		
Countermeasures and Justification	Countermeasures That Work (CTW) Alcohol- and Drug-Impaired Driving, Drug-Impaired Driving		
Target(s)	<ul style="list-style-type: none"> <li>Enforcement of Drug-Impaired Driving, 3-star citation</li> <li>225 officers to be trained in ARIDE annually.</li> </ul>		
Estimated 3-year funding allocation	FFY 2024	\$50,000	Total 3HSP = \$150,000 (BIL 405d Impaired Driving Low)
	FFY 2025	\$50,000	
	FFY 2026	\$50,000	
Strategy(ies) to project considerations	Partnerships <ul style="list-style-type: none"> <li>ARIDE training is nationally recognized and supported through the International Association of Chiefs of Police (IACP) and NHTSA.</li> <li>It is anticipated the specialized trainings, such as ARIDE, will be included in the 2024-2028 State Strategic Highway Safety Plan which is currently being developed.</li> </ul>		

**Planned Activities in Countermeasure Strategy**

<b>Planned Activity Name: ARIDE Program Expenses</b>					
Unique Identifier/Planned Activity Number: 405d-FDLDATR-2024-60-00-07					
Intended Subrecipient: GTSB-Internal					
Type of Organization: State Highway Safety Office					
Location Where Project to be Performed: Statewide					
Affected Communities: Law enforcement agencies statewide					
Primary Countermeasure Strategy ID: Law Enforcement Training					
Planned Description: Funding will support travel, supplies, training sites, and printing associated with the ARIDE program. The goal is to train a minimum of 225 officers annually.					
Planning & Administration Cost: No			1300.41(b) "Promised Project": No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d Impaired Driving Low	405d Low Drug and Alcohol Training	\$30,000	\$0.00	\$0.00

<b>STRATEGY</b>	<b>LAW ENFORCEMENT TRAINING/IOWA LAW ENFORCEMENT ACADEMY</b>
Problem (Link to Strategy)/Project Safety Impact	<p>It is imperative law enforcement officers have proper training to recognize signs and symptoms of suspected impairment. Training for law enforcement officers is essential and should be on-going. ILEA trains officers from all of Iowa's 99 counties.</p> <p>As with most electronic data collection systems, personnel turnover necessitates continued emphasis on training. The electronic crash reporting system is no exception. Law enforcement officers must receive training on the Traffic and Criminal Software (TraCS), to assure data accuracy is maintained and improved upon. However, law enforcement candidates in the Iowa Law Enforcement Academy are not provided this training due to unavailability of the TraCS system at the academy. Impaired driving is one of the primary traffic safety problem areas</p>

	that benefits from accurate electronic data collection and availability as it enables traffic safety funds to be directed to the areas with the most critical need		
Countermeasures and Justification	<p>Countermeasures That Work (CTW)</p> <p>Alcohol- and Drug-Impaired, Drug-Impaired Driving</p> <ul style="list-style-type: none"> <li>Enforcement of Drug-Impaired Driving, 3-star citation</li> </ul> <p>Impaired Driving Assessment – Priority Recommendation</p> <ul style="list-style-type: none"> <li>Procure the Traffic and Criminal Software (TraCS) electronic crash reporting for law enforcement academies to uniformly train law enforcement on how to properly complete the electronic crash report.</li> </ul>		
Target(s)	<p>Annually conduct the following courses:</p> <ul style="list-style-type: none"> <li>Provide two (2) Standardized Field Sobriety Horizontal Gaze Nystagmus (SFST-HGN) courses</li> <li>Provide for two (2), four-day Standardized Field Sobriety Testing (SFST) instructor courses</li> <li>Coordinate with the DEC/DRE program to offer SFST/Drug update schools (ARIDE) for the basic academy training cycle</li> <li>Provide courses on traffic safety for the basic academy training cycle</li> <li>Provide an Occupant Protection Usage and Enforcement course</li> <li>Coordinate, schedule and provide a two-hour Interdiction to Drug-Impaired Recognition course</li> <li>In the first year of the triennial HSP, purchase and begin to use 50 laptop computers for the sole purpose of training traffic safety and TraCS in recruit classrooms.</li> </ul>		
Estimated 3-year funding allocation	FFY 2024	\$220,385	Total 3HSP = \$561,155 (BIL 405d Impaired Driving Low)
	FFY 2025	\$170,385	
	FFY 2026	\$170,385	
Strategy(ies) to project considerations	<p>Program Assessment</p> <ul style="list-style-type: none"> <li>Enforcement training was a component of Iowa’s Impaired Driving Program Assessment (conducted 2022). Training enhancements will continue to be addressed through the Impaired Driving Task Force and the state’s Impaired Driving Strategic Plan.</li> </ul>		

**Planned Activities in Countermeasure Strategy**

<b>Planned Activity Name: Iowa Law Enforcement Academy (ILEA)</b>
Unique Identifier/Planned Activity Number: 405d-M6OT-2024-64-00-50
Intended Subrecipient: Iowa Law Enforcement Academy
Type of Organization: State Agency
Location Where Project to be Performed: Primarily at the Iowa Law Enforcement Academy, Johnston, IA; some classes may occur at other locations throughout the state.
Affected Communities: Law enforcement agencies throughout the state.
Primary Countermeasure Strategy ID: Law Enforcement Training

**Planned Description:**

Through the Iowa Law Enforcement Academy, officers are trained to become proficient in recognizing and testing drivers who are suspected to be impaired. Funding in FFY 2023 will support the academy to provide training for Standardized Field Sobriety/Horizontal Gaze Nystagmus (SFS-HGN) and Standardized Field Sobriety Testing (SFST), including instructor courses for local and state law enforcement officers. Funding will also be used for miscellaneous supplies and expenses related to contracted activities.

**Project activities will include:**

1. Coordinate traffic-safety related training statewide and, where possible, conduct or supervise in-service training.
2. Purchase fifty (50) laptop computers for the sole use of training around traffic safety and TraCS in recruit classrooms.
3. Where possible and applicable, provide training at sites throughout Iowa.
4. Provide two Standardized Field Sobriety Horizontal Gaze Nystagmus courses (SFST-HGN) for the basic academy training cycle and, when possible, for local and state law enforcement officers.
5. Provide two, four-day Standardized Field Sobriety Testing (SFST) Instructor Courses for local and state law enforcement personnel. Provide honorarium and travel expenses for instructors. All travel reimbursement will be made at State of Iowa approved rates.
6. Will coordinate with the DEC/DRE program to offers SFST/Drug Update schools (ARIDE) for the basic academy training cycle and, when possible, for local and state law enforcement officers.
7. Provide courses on traffic safety for the basic academy training cycle and, when possible, for local and state law enforcement officers.
8. Provide an Occupant Protection Usage and Enforcement course for the basic academy training cycle and, when possible, for local and state law enforcement officers, with the prior written approval of the DPS/GTSB.
9. Coordinate, schedule and provide a two-hour Introduction to Drug Impaired Recognition course for the basic academy training cycle.
10. Purchase necessary materials, supplies, postage, telephone calls, travel and other DPS/GTSB approved expenses in support of contract activities. All travel reimbursement will be made at State of Iowa approved rates.
11. Purchase traffic safety training media approved by DPS/GTSB to update library in areas like occupant restraint use and enforcement.
12. Provide appropriate initial and update training in traffic safety for staff instructors and/or others who would be available to be used as instructors.

Traffic safety training also includes components of accurate reporting of traffic safety issues, crashes, as well as violations. Currently 99.78% of all crashes in Iowa are completed electronically, as well as most citations through the 389 law enforcement agencies currently using Iowa’s Traffic and Criminal Software

(TraCS) and TraCS Electronic Citation Component (ECCO).

Educating and training all law enforcement recruits on TraCS and ECCO is considered critical to improve the accuracy of reported data. Funding in FFY 24 will support the purchase of classroom computers to be used solely for training recruits on TraCS and ECCO.

ILEA trains officers from all of Iowa’s 99 counties.

Planning & Administration Cost: No	1300.41(b) “Promised Project”: No
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Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d Impaired Driving Low	405d Low Police Traffic Services	\$220,385	\$0.00	\$0.00

STRATEGY	PROSECUTOR TRAINING/TSRP		
Problem (Link to Strategy)/Project Safety Impact	The GTSB partners with the Prosecuting Attorney’s Training Council to develop and improve overall safety capabilities through training of law enforcement, prosecutors, and other professionals/stakeholders involved in the enforcement of traffic laws. The emphasis on prosecutor training as a countermeasure strategy includes training to address special problems and/or opportunities, and to provide a coordination mechanism for reducing traffic-related property damage, personal injury and fatal crashes. The attorney identified in this project will serve as Iowa’s Traffic safety Resource Prosecutor (TSRP).		
Countermeasures and Justification	Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 12, Prosecutor Training <ul style="list-style-type: none"> <li>• Program Management</li> <li>• Resource Management</li> <li>• Training and Technical Assistance</li> </ul> Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving <ul style="list-style-type: none"> <li>• Prosecution</li> </ul>		
Target(s)	The grantee would provide essential services that achieve the goal of increased traffic safety by conducting targeted workshops for both law enforcement and prosecutors on effective courtroom strategies, evidence-gathering efforts, legislative support, prosecution and charging decisions, and case law updates. The grantee will also act as a liaison between law enforcement and prosecutors, other governmental agencies and personnel, including NHTSA personnel, and promote uniform enforcement of traffic laws through publications and legal memorandum in support of prosecution efforts. The grantee will provide services to the judiciary when requested on topics related to impaired driving, distracted driving, vehicle stops and searches, and advisory bulletins when appropriate.		
Estimated 3-year funding allocation	FFY 2024	\$199,500	Total 3HSP = \$598,500 (BIL 405d Impaired Driving Low)
	FFY 2025	\$199,500	
	FFY 2026	\$199,500	
Strategy(ies) to project considerations	<ul style="list-style-type: none"> <li>• Partnerships throughout the criminal justice system.</li> </ul>		

**Planned Activities in Countermeasure Strategy**

<b>Planned Activity Name: Traffic Safety Resource Prosecutor (TSRP)</b>
Unique Identifier/Planned Activity Number: 405d-FDL*PT-2024-64-00-51
Intended Subrecipient: Office of the Attorney General of Iowa
Type of Organization: State Agency
Location Where Project to be Performed: TSRP office location is Des Moines, IA. Presentations and other engagements may happen statewide as requested.
Affected Communities: Criminal Justice System statewide
Primary Countermeasure Strategy ID: Prosecutor Training / TSRP

**Planned Description:**  
 The goal of this project is to develop and improve safety capabilities through training of law enforcement, prosecutors, and allied professionals involved in enforcement of traffic laws and improving program management and decision-making capabilities of safety offices. Funding will support the position of a Traffic Safety Resource Prosecutor and is primarily used for training, to address special problems or opportunities, and provide a coordination mechanism for reducing traffic-related personal injury, property damage, and fatal crashes. Impaired driving and distracted driving will be the focus of training efforts.

As a liaison between prosecutors, law enforcement officers, and other governmental agencies and personnel, Iowa's TSRP will facilitate better working relationships and promote uniform enforcement and prosecution of Iowa's impaired driving laws, provide skills training workshops for prosecutors in OWI and drug-impaired driving offenses, provide law enforcement workshops on impaired driving detection, apprehension, impaired consent, report writing and testimony preparation. In addition, the TSRP will provide impaired driving training at SFST, ARIDE, DRE and other specialized courses.

Planning & Administration Cost: No      1300.41(b) "Promised Project": No

Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d Impaired Driving Low	405d Low Police Traffic Services	\$50,000	\$0.00	\$0.00
2022	BIL 405d	405d Impaired Driving Low	\$149,500	\$0.00	\$0.00

STRATEGY	COMMUNICATION CAMPAIGN - IMPAIRED		
Problem (Link to Strategy)/Project Safety Impact	<p>The 2022 Awareness Survey conducted by Iowa State University, Center for Survey Statistics and Methodology revealed the following information.</p> <ul style="list-style-type: none"> <li>60.49% of respondents indicated chances were very likely for getting arrested if they drive after drinking.</li> <li>Only 51.87% of respondents had read, seen, or heard about drunk driving enforcement any law enforcement agency (within 30 days of taking the survey).</li> </ul> <p>Information gathered from the focus groups conducted by ZLR in the spring of 2023 revealed participants view impaired driving as the least socially acceptable and considered the most dangerous (along with distracted driving).</p>		
Countermeasures and Justification	<p>Countermeasures That Work (CTW)            Alcohol- and Drug-Impaired Driving- Prevention ,Intervention, Communications and Outreach</p> <ul style="list-style-type: none"> <li>Mass-Media Campaigns, 3-star citation</li> </ul> <p>Uniform Guidelines for State Highway Safety Program, Highway Safety Program Guideline No. 8, Impaired Driving</p> <ul style="list-style-type: none"> <li>Communication Program</li> </ul>		
Target(s)	To be determined.		
Estimated 3-year funding allocation	FFY 2024	\$375,000	Total 3HSP = \$1,125,000 (Fast Act 405d Impaired Driving Low)
	FFY 2025	\$375,000	
	FFY 2026	\$375,000	
Strategy(ies) to project considerations	<ul style="list-style-type: none"> <li>Utilizations of a mix of mediums to include but not limited to geo-fence banners, social listening venues, spot radio, and/or billboards.</li> </ul>		

**Planned Activities in Countermeasure Strategy**

Planned Activity Name: ZLR Ignition / Impaired Driving Communication Campaign					
Unique Identifier/Planned Activity Number: ZLR – Impaired Driving					
Intended Subrecipient: ZLR Ignition					
Location Where Project to be Performed: Locations will be determined based on the most recent data available.					
Affected Communities: Statewide					
Type of Organization: Media/Marketing					
Primary Countermeasure Strategy ID: Communication Campaign					
<p>Planned Description:</p> <p>ZLR Ignition’s impaired driving campaign objectives will include supporting NHTSA’s national mobilization periods through paid media. State specific data will be analyzed to address current and emerging traffic safety issues specific to impaired driving to help direct the rollout of other media-related activities. ZLR’s strategies for delivery may include the development of new materials for digital placements in addition to a mix of proven mediums, such as geo-fence banners, social listening venues, spot radio, and/or billboard.</p>					
Planning & Administration Cost: No			1300.41(b) “Promised Project”: No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d Impaired Driving Low	405d Low Paid Advertising	\$375,000	\$0.00	\$0.00

STRATEGY	HIGHWAY SAFETY OFFICE PROGRAM MANAGEMENT		
Problem (Link to Strategy)/Project Safety Impact	Adequate staff, resources and training are necessary to effectively manage the state highway safety office and programs which support NHTSA initiatives and the mission of the Governor’s Traffic Safety Bureau.		
Countermeasures and Justification	Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving <ul style="list-style-type: none"> <li>Program Management and Strategic Planning</li> </ul>		
Target(s)	Adequate staff, resources and training are necessary to effectively manage the state highway safety office and programs which support NHTSA initiatives and the mission of the Governor’s Traffic Safety Bureau.		
Estimated 3-year funding allocation	FFY 2024	\$1,731,500	Total 3HSP = \$5,194,500 (BIL NHTSA 402 and BIL 405 Impaired Driving Low)
	FFY 2025	\$1,731,500	
	FFY 2026	\$1,731,500	
Strategy(ies) to project considerations	<ul style="list-style-type: none"> <li>Networking</li> <li>Monitoring</li> <li>Public Participation and Engagement Opportunities</li> <li>Training/Professional Development</li> </ul>		

**Planned Activities in Countermeasure Strategy**

Planned Activity Name: GTSB – Program Management (AL)
Unique Identifier/Planned Activity Number: 402-AL-2024-02-00-01
Intended Subrecipient: GTSB – Internal

Type of Organization: State Highway Safety Office					
Location Where Project to be Performed: Statewide					
Affected Communities: Statewide					
Primary Countermeasure Strategy ID: Highway Safety Office Program Management					
Planned Description: Split proportions of GTSB staff salaries for activities focusing on impaired driving. This project will provide for technical assistance with on-going public information and educational activities supporting impaired driving issues and to coordinate, monitor, and audit impaired driving grants and activities.					
Planning & Administration Cost: No			1300.41(b) "Promised Project": No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Alcohol	\$392,000	\$0.00	\$0.00

<b>Planned Activity Name: GTSB – Travel (AL)</b>					
Unique Identifier/Planned Activity Number: 402-AL-2024-02-00-02					
Intended Subrecipient: GTSB – Internal					
Type of Organization: State Highway Safety Office					
Location Where Project to be Performed: Potential for both in the state of Iowa and out-of-state					
Affected Communities: GTSB – Internal for impaired-driving-related travel/training					
Primary Countermeasure Strategy ID: Highway Safety Office Program Management					
Planned Description: Funding is allocated for impaired driving-related travel/training for GTSB staff.					
Planning & Administration Cost: No			1300.41(b) "Promised Project": No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Alcohol	\$2,500	\$0.00	\$0.00

<b>Planned Activity Name: GTSB-Printing</b>					
Unique Identifier/Planned Activity Number: 402-AL-2024-02-00-03					
Intended Subrecipient: GTSB – Internal					
Type of Organization: State Highway Safety Office					
Location Where Project to be Performed: Des Moines, IA					
Affected Communities: Printing may be used internally by the GTSB office, specific for impaired-driving related information and/or may be distributed throughout the state to support impaired-driving efforts.					
Primary Countermeasure Strategy ID: Highway Safety Office Program Management					
Planned Description: Funding is allocated for impaired-related printing.					
Planning & Administration Cost: No			1300.41(b) "Promised Project": No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Alcohol	\$5,000	\$0.00	\$0.00

<b>Planned Activity Name: GTSB – Program Management (405d)</b>					
Unique Identifier/Planned Activity Number: To be determined.					
Intended Subrecipient: GTSB – Internal					
Type of Organization: State Highway Safety Office					
Location Where Project to be Performed: Statewide					
Affected Communities: Law Enforcement Agencies/Criminal Justice Systems, Impaired Driving-related Coalitions					
Primary Countermeasure Strategy ID: Highway Safety Office Program Management					
Planned Description: Program Administrator’s salary for impaired driving program management.					
Planning & Administration Cost: No			1300.41(b) “Promised Project”: No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d Impaired Driving Low	405d Low ID Coordinator	\$150,000	\$0.00	\$0.00

<b>Planned Activity Name: GTSB – Travel (405d)</b>					
Unique Identifier/Planned Activity Number: 405d-M6OT-2024-60-00-03					
Intended Subrecipient: GTSB – Internal					
Type of Organization: State Highway Safety Office					
Location Where Project to be Performed: Potential for both in the state of Iowa and out-of-state					
Affected Communities: GTSB – Internal for impaired-driving-related travel/training					
Primary Countermeasure Strategy ID: Highway Safety Office Program Management					
Planned Description: Funding is allocated for impaired driving-related travel and training for GTSB staff.					
Planning & Administration Cost: No			1300.41(b) “Promised Project”: No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d Impaired Driving Low	405d Low Other Based on Problem ID	\$6,000	\$0.00	\$0.00

STRATEGY	IMPAIRED DRIVING PREVENTION
Problem (Link to Strategy)/Project Safety Impact	<ul style="list-style-type: none"> <li>From 2013-2022, Iowa averaged 123 fatalities and 1,534 injuries per year flagged as impairment-related in ICAT (<a href="https://icat.iowadot.gov">https://icat.iowadot.gov</a>) which overall represented 36% of all fatalities and 9% of injuries. Story County specifically averaged 1.2 impaired-related fatalities, 27.3 impaired-related injuries, and 287 OWI convictions in an average year.</li> <li>From 2013-2022, statewide operating while intoxicated (OWI) convictions averaged 10,753 per year.</li> <li>Law enforcement agencies in Iowa face a substantial number of traffic crashes, criminal cases, and interpersonal violence calls that involve people with alcohol and drug addictions, or mental health conditions worsened by heavy alcohol/drug use. This has strained law enforcement resources and increased the potential for routine traffic stops to escalate.</li> </ul>

Countermeasures and Justification	Countermeasures That Work (CTW) Alcohol- and Drug-Impaired Driving, Prevention, Intervention, Communications and Outreach <ul style="list-style-type: none"> <li>Alcohol Screening and Brief Intervention, 5-star citation</li> </ul> Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving <ul style="list-style-type: none"> <li>Prevention</li> <li>Alcohol and other drug misuse: screening, assessment, treatment, and rehabilitation</li> </ul>		
Target(s)	1. Partnership formation and support 2. Develop and produce early treatment outreach/marketing materials 3. Develop interactive early treatment website customized for Story County		
Estimated 3-year funding allocation	FFY 2024	\$125,000	Total 3HSP = \$375,000 ( BIL 405d Impaired Driving Low)
	FFY 2025	\$125,000	
	FFY 2026	\$125,000	
Strategy(ies) to project considerations	<ul style="list-style-type: none"> <li>Partnerships</li> <li>Through collaboration, development of program materials for public outreach/marketing</li> </ul>		

**Planned Activities in Countermeasure Strategy**

<b>Planned Activity Name: Story County Early Treatment for Impaired Driving Prevention (SCET-IDP)</b>					
Unique Identifier/Planned Activity Number: 405d-M6OT-2024-60-00-50					
Intended Subrecipient: Iowa State University, Institute for Transportation					
Type of Organization: State University					
Location Where Project to be Performed: Ames, Iowa / Story County, Iowa					
Affected Communities: Traffic Safety Partners within Story County, Iowa focusing on impaired-driving prevention.					
Primary Countermeasure Strategy ID: Impaired Driving Prevention					
Planned Description: Activities for FFY 2024 include: <ol style="list-style-type: none"> <li>Partnership formation and support – Conduct a series of one-on-one and small group meetings with potential partner organizations to explain the purpose of the project, build consensus around the activities to be conducted in subsequent tasks, and establish collaborative working relationships. Monthly meetings will be organized to build and support the partnership, and to work out details of items to be completed.</li> <li>Develop early treatment outreach/marketing materials – In collaboration with stakeholders, develop program materials or public outreach/marketing to promote earlier treatment of substance use disorders. This will include developing a theme for outreach/marketing-based health promotion best practices, determining the types of program materials to be produced for outreach/marketing, and the design of program materials.</li> <li>Develop interactive early treatment website customized for Story County.</li> </ol>					
Planning & Administration Cost: No			1300.41(b) "Promised Project": No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d Impaired Driving Low	405d Low Other Based on Problem ID	\$125,000	\$0.00	\$0.00

STRATEGY	MOBILE BREATH ALCOHOL TESTING UNIT		
Problem (Link to Strategy)/Project Safety Impact	<ul style="list-style-type: none"> <li>In FFY 2021, 118 fatalities in Iowa were classified as alcohol-impaired. This represented 33% of all fatalities for the year.</li> <li>In 2021, alcohol-impaired driving fatalities per 100M VMT was 0.36.</li> <li>For FFY 2024 impaired driving countermeasure grant classifications (23 CFR 1300.23), Iowa has moved from a low-range state to a mid-range state due to a 3-year (2018-2020) average rate of 0.32.</li> <li>In 2021, there were 67 drug-related crashes.</li> <li>Of the 67 drug-related crashes, 75 fatalities resulted, which represented 21.07% of all fatalities in 2021.</li> <li>Focus groups conducted in the spring of 2023 resulted in impaired driving being the least socially acceptable and considered the most dangerous.</li> </ul>		
Countermeasures and Justification	<p>Countermeasures that Work (CTW)</p> <p>Alcohol- and Drug-Impaired Driving – Deterrence: Enforcement</p> <ul style="list-style-type: none"> <li>High Visibility Saturation Patrols, 4-star citation</li> <li>Preliminary Breath Test Devices, 4-star citation</li> </ul> <p>Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving</p> <ul style="list-style-type: none"> <li>Criminal Justice System</li> <li>Laws</li> <li>Enforcement</li> </ul> <p>Publicizing High Visibility Enforcement</p>		
Target(s)	<ul style="list-style-type: none"> <li>Minimum of 12 high visibility enforcement project in high problem areas of the state</li> </ul>		
Estimated 3-year funding allocation	FFY 2024	\$500,000	Total 3HSP = \$560,000 (BIL 405d Impaired Driving Low)
	FFY 2025	\$30,000	
	FFY 2026	\$30,000	
Strategy(ies) to project considerations	<ul style="list-style-type: none"> <li>Partnerships through multi-agency/multi-jurisdictional enforcement projects</li> </ul>		

**Planned Activities in Countermeasure Strategy**

<b>Planned Activity Name: Iowa State Patrol – Breath Alcohol Testing Mobile Unit</b>					
Unique Identifier/Planned Activity Number: To be determined.					
Intended Subrecipient: Iowa State Patrol					
Type of Organization: State Agency/State Law Enforcement					
Location Where Project to be Performed: After the unit is designed and created, the Iowa State Patrol will develop a statewide deployment plan.					
Affected Communities: As determined through the Iowa State Patrol statewide deployment plan.					
Primary Countermeasure Strategy ID: High Visibility Enforcement					
<p>Planned Description:</p> <p>Funding will be allocated for the Iowa State Patrol to design and purchase a breath alcohol testing mobile unit.</p> <p>The Iowa State patrol will develop a monthly deployment plan. The unit will be used to process impaired drivers and will have a secondary purpose as a visual deterrent.</p>					
Planning & Administration Cost: No			1300.41(b) "Promised Project": No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2022	BIL 405d Impaired Driving Low	Low Other Based on Problem ID	\$500,000	\$0.00	\$0.00
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STRATEGY	YOUTH PROGRAMS		
Problem (Link to Strategy)/Project Safety Impact	<p>Underage drinking continues to be an issue among our young people with recent studies showing underage drinking is starting earlier and more frequently. According to the Department of Mental Health and Addiction Services, the average American girl has her first drink at age 13 and boys age 11. According to the National Institute on Alcohol Abuse and Alcoholism, by age 15, about 29.8% of teens have had at least one drink and by age 18, about 58.0% of teens have had at least one drink.</p> <p>According to the 2021 Underage Drinking Prevention and Enforcement Report published by the Substance Abuse and Mental Health Services Administration (SAMHSA), in Iowa, 22.3% of individuals between the ages of 12 and 20 reported alcohol use, 14.5% reported binge use, and 31% of all fatal crashes involved a 12–20-year-old with a BAC greater than .01%.</p> <p>Teens who start drinking at an early age are seven times more likely to be in an alcohol-related crash.</p>		
Countermeasures and Justification	<p>Countermeasures That Work (CTW)</p> <p>Alcohol- and Drug-Impaired Driving, Underage Drinking, and Drinking and Driving</p> <ul style="list-style-type: none"> <li>Youth Programs, 2-star citation*</li> </ul> <p>*The above-mentioned countermeasure is identified in CTW but the effectiveness is still undetermined. Different methods of implementing this countermeasure produce different results.</p>		
Target(s)	<p>Annual Targets include:</p> <ul style="list-style-type: none"> <li>Issue a press release to media contacts announcing the kick-off of the grant/activities</li> <li>MADD will conduct outreach to local schools, educators, caregivers, law enforcement officials and agencies, community coalitions, driver education schools, etc. to discuss the “Power of Parents” and “Power of You(th)” materials</li> <li>Reach a minimum of 200 parents/guardians through MADD’s “Power of Parents” program during each fiscal year</li> <li>Educate a minimum of 1,000 youth through MADD’s “Power of You(th)” program</li> <li>Attend and distribute education materials at a minimum of 12 community awareness events</li> <li>Recruit and train a minimum of 4 volunteers to assist in presenting MADD’s Underage Drinking Prevention Programs</li> </ul> <p>The focus will be within 21 high population counties.</p>		
Estimated 3-year funding allocation	FFY 2024	\$67,971.75	Total 3HSP = \$203,971.75 (BIL 405d Impaired Driving Low)
	FFY 2025	\$68,000	
	FFY 2026	\$68,000	
Strategy(ies) to project considerations	<ul style="list-style-type: none"> <li>Partnerships through community and school events</li> <li>Community sponsor events and conferences</li> <li>Collaboration opportunities with local community and state coalitions, community-based youth service departments, PTAs, and sport groups</li> </ul>		

**Planned Activities in Countermeasure Strategy**

Planned Activity Name: Power of You(th) Program					
Unique Identifier/Planned Activity Number: 24-402-FDLPEM, Task 62-00-50					
Intended Subrecipient: Mothers Against Drunk Driving					
Type of Organization: Non-Profit Organization					
Location Where Project to be Performed: To be determined.					
Affected Communities: Adolescents throughout the state to decrease the use of alcohol and cannabis.					
Primary Countermeasure Strategy ID: Youth Programs					
<p><b>Planned Description:</b></p> <p>Through creating community partnerships and presenting our 'Power of' suite, MADD Iowa will help decrease the amount of Iowa adolescents using alcohol and cannabis. Through education, MADD Iowa will also decrease the number of adolescents driving drunk and/or impaired.</p> <p>MADD will collaborate with local community and state coalitions, community-based youth service departments, schools and parent support groups, PTA and sports groups, guidance departments and school resource officers, driver education schools, and law enforcement officials and agencies to present "Power of Parents" and "Power of You(th)" presentations and workshops, and coordinate community-based material distribution events (both in person and virtually) during orientations, community and school event forums, community sponsored events and conferences, and trainings throughout Iowa, within 21 high population counties. Through these underage drinking prevention initiatives, MADD will conduct at least 10-15 "Power of Parents" presentations reaching 200 parents/caregivers of middle and high school aged youth and will conduct at least 18-20 "Power of You(th)" presentations reaching 1,000 middle and high school aged youth. MADD will attend at least 12 community events raising awareness of our important mission and providing supportive materials.</p> <p>Trained MADD "Power of Parents" program staff and volunteers will help to facilitate parent workshops, participate in community-based distribution events, conferences, and trainings, and provide information to access resources from the MADD "Power of Parents" website.</p> <p>Currently, MADD Iowa does not have a Program Specialist doing this necessary work. Funding from this grant proposal will allow MADD Iowa to provide education and awareness programs throughout the state. The Program Specialist will manage the "Power of You(th)" and "Power of Parent" programs. The grant funds will cover the Program Specialist salary, mileage, and presentation materials.</p>					
Planning & Administration Cost: No			1300.41(b) "Promised Project" No		
<b>Funding Sources:</b>					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	405d Low Paid/Earned Media	\$67,971.75	\$0.00	\$0.00

<b>STRATEGY</b>	<b>PREVENTION, INTERVENTION, COMMUNICATIONS AND OUTREACH / CLINTON COUNTY SUBSTANCE ABUSE</b>
Problem (Link to Strategy)/Project Safety Impact	<ul style="list-style-type: none"> <li>242,000 Iowans age 12+ have used marijuana in the past 30 days, which is 9.7% of the population. This number has increased from 4.9% in 2002-2003. <sup>1</sup></li> </ul>

<sup>1</sup> National Survey on Drug Use and Health, 2019-2020, <https://www.samhsa.gov/data/sites/default/files/reports/rpt35964/NSDUHsaeSpecificStates2020F/NSDUHsaelo-wa2020.pdf>

	<ul style="list-style-type: none"> <li>• U.S. drug-impaired fatal crashes out number alcohol-impaired fatalities (44% vs. 38%).</li> <li>• Marijuana/cannabis was the most frequently identified drug in fatal crashes in 2022 according to Iowa DOT preliminary data.</li> </ul>							
Countermeasures and Justification	<p>Countermeasures That Work (CTW)</p> <p>Alcohol- and Drug-Impaired Driving, Prevention, Intervention, Communications and Outreach</p> <ul style="list-style-type: none"> <li>• Mass-Media Campaigns – CTW 3-star citation</li> <li>• Responsible Beverage Service – CTW 2-star citation*</li> </ul> <p>*The above-mentioned countermeasure is identified in CTW but the effectiveness is still undetermined. Different methods of implementing this countermeasure produce different results.</p>							
Target(s)	<p>Geotargeting will focus on Gen Z, Gen X, Millennials, convenience shoppers, late-night diners, bar/pub goers, young professionals, casino-goers, fast food employees and late-nighters. Geofencing will create a virtual geographical boundary that triggers a marking action to a mobile device when a user enters or exits that boundary. Clinton County, Iowa will be the target area.</p> <ul style="list-style-type: none"> <li>• Implement the “If You Feel Different You Drive Different” campaign (or similar) within 3 mediums, getting at least 200,000 impressions to reduce the number of Iowans who drive high (annually).</li> <li>• Implement the “If You Feel Different You Drive Different” campaign or “Buzzed Driving is Drunk Driving” campaign within 3 mediums, getting at least 200,000 impressions to reduce then number of Iowans who drive under the influence of alcohol (annually).</li> <li>• Reduce the number of establishments that sell alcohol to minors by 10%. Baseline will be determined from the previous year’s checks.</li> <li>• Annually, offer at least four (4) “Responsible Alcohol Beverage Server Training” classes for individuals who serve/sell alcohol to reduce underage sales and overconsumption.</li> </ul>							
Estimated 3-year funding allocation	<table border="1"> <tr> <td>FFY 2024</td> <td>\$35,400</td> <td rowspan="3">Total 3HSP = \$106,200 (BIL 405d Impaired Driving Low)</td> </tr> <tr> <td>FFY 2025</td> <td>\$35,400</td> </tr> <tr> <td>FFY 2026</td> <td>\$35,400</td> </tr> </table>	FFY 2024	\$35,400	Total 3HSP = \$106,200 (BIL 405d Impaired Driving Low)	FFY 2025	\$35,400	FFY 2026	\$35,400
FFY 2024	\$35,400	Total 3HSP = \$106,200 (BIL 405d Impaired Driving Low)						
FFY 2025	\$35,400							
FFY 2026	\$35,400							
Strategy(ies) to project considerations	<ul style="list-style-type: none"> <li>• Communication and Outreach <ul style="list-style-type: none"> <li>- Geotargeting age groups</li> <li>- Geofencing locations</li> </ul> </li> </ul>							

**Planned Activities in Countermeasure Strategy**

<b>Planned Activity Name: Clinton County Substance Abuse Council</b>
Unique Identifier/Planned Activity Number: 405d-FDLPEM-2024-62-00-52
Intended Subrecipient: Clinton County Substance Abuse Council
Type of Organization: Non-Profit Organization
Location Where Project to be Performed: Clinton County, IA
Affected Communities: Drivers age 14-25 residing in Clinton County, IA
Primary Countermeasure Strategy ID: Prevention, Intervention, Communications and Outreach

<p>Planned Description:  This project will address risky driving behaviors utilizing NHTSA social marketing campaigns in conjunction with local enforcement efforts to raise awareness to alcohol and drug-impaired driving. Mediums used will include geofencing and mobile advertising. The primary target will be those of driving age 14-25 that reside in Clinton County, Iowa. Geotargeting will be further broke down by behavior.</p> <p>Funding will support alcohol compliance checks through a partnership with Clinton County law enforcement and annually conducting a minimum of four (4) Responsible Alcohol Beverage Service training classes for individuals who serve/sell alcohol to reduce underage sales and overconsumption.</p>					
Planning & Administration Cost: No			1300.41(b) "Promised Project" No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d Impaired Driving Low	405d Low Paid/Earned Media	\$35,400	\$0.00	\$0.00

STRATEGY	STATE JUDICIAL OUTREACH LIAISON		
Problem (Link to Strategy)/Project Safety Impact	<p>A priority recommendation of the 2022 Impaired Driving Assessment was to develop and create more problem-solving OWI courts. As a result of the assessment, it was realized there is great opportunity to develop relationships with Iowa's Judicial System. Through the assistance of Region 7 Judicial Outreach Liaison, conversations were initiated with the Judicial Branch. A meeting was held in the fall of 2022 which included the Regional Judicial Outreach Liaison, members of the Judicial Branch including a newly hired Specialty Courts Coordinator, NHTSA Region 7 RPM, and GTSB staff. Discussions included the possibility and interest in Iowa hiring a State Judicial Outreach Liaison (SJOL).</p> <p>In the fall of 2022, the GTSB applied for and was awarded funding for a SJOL through a cooperative agreement between NHTSA and the American Bar Association (ABA) with the intent to create new SJOL positions. The ABA award will fund the SJOL position for the first two years. The GTSB feels the state will benefit from a SJOL as the position will educate judges through peer-to-peer interactions.</p> <p>SJOLs function as educators, writers, consultants, and liaisons, to share the latest information and research on impaired driving with judges.</p>		
Countermeasures and Justification	Priority Recommendation – Impaired Driving Program Assessment		
Target(s)	To be determined.		
Estimated 3-year funding allocation	FFY 2024	\$0.00	Total 3HSP = \$75,000 (BIL NHTSA 402)
	FFY 2025	\$0.00	
	FFY 2026	\$75,000	
Strategy(ies) to project considerations	<ul style="list-style-type: none"> <li>• Partnerships <ul style="list-style-type: none"> <li>• New partnerships with the judicial branch and judges</li> <li>• Opportunity for further utilization and collaboration with the NHTSA Regional Judicial Outreach Liaison.</li> </ul> </li> </ul>		

STRATEGY	RESPONSIBLE BEVERAGE SERVICE		
Problem (Link to Strategy)/Project Safety Impact	<ul style="list-style-type: none"> <li>Recently passed legislation in Iowa lowered the age of persons allowed to sell or serve alcoholic beverages for consumption on the premises to 16 years old</li> <li>Responsible Server Training informs trainees of all relevant state alcoholic beverage control laws and regulations, and is intended to prevent over-serving, sales to visibly intoxicated or persons under legal age, and other essential aspects of alcoholic beverage dispensing, sales, and liability.</li> </ul>		
Countermeasures and Justification	<p>Countermeasures that Work (CTW) Alcohol- and Drug-Impaired Driving, Prevention, Intervention, Communications and Outreach</p> <ul style="list-style-type: none"> <li>Responsible Beverage Service, 2-star citation*</li> </ul> <p>*The above-mentioned countermeasure is identified in CTW but the effectiveness is still undetermined. Different methods of implementing this countermeasure produce different results.</p>		
Target(s)	Provide training to 1,000 servers per year.		
Estimated 3-year funding allocation	FFY 2024	\$75,000	Total 3HSP = \$225,000 (Supplemental 405d Low Impaired Driving)
	FFY 2025	\$75,000	
	FFY 2026	\$75,000	
Strategy(ies) to project considerations	<ul style="list-style-type: none"> <li>Face-to-face training/High quality server training</li> <li>Opportunities to have training accompanied by established program with the Iowa Alcoholic Beverages Division</li> </ul>		

**Planned Activities in Countermeasure Strategy**

Planned Activity Name: ServSafe Responsible Beverage Server Training					
Unique Identifier/Planned Activity Number: To be determined.					
Intended Subrecipient: Iowa Restaurant Association					
Type of Organization: Non-Profit					
Location Where Project to be Performed: West Des Moines, Perry, Council Bluffs, Sioux City, Cedar Falls, Princeton, Dubuque, Waukee, Des Moines, Johnston, Urbandale, Marshalltown, Iowa City, Clinton and Ankeny, Iowa					
Affected Communities: Restaurants and other locations serving alcoholic beverages.					
Primary Countermeasure Strategy ID: Responsible Beverage Service					
Planned Description: Collaborations continue with the Iowa Restaurant Association regarding activities and performance measures associated with this project.					
Planning & Administration Cost: No			1300.41(b) "Promised Project": No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	Fast Act 405d Impaired Driving Low	405d Low Drug and Alcohol Training	\$75,000	\$0.00	\$0.00

## Attachments

ATTACHMENT A	Status of Recommendations from the 2022 Impaired Driving Assessment
ATTACHMENT B	List of Impaired Driving Task Force Members
ATTACHMENT C	Iowa Impaired Driving Task Force Action Items
ATTACHMENT D	FFY 2024 – 405d Funded Planned Projects



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<b>2022 Impaired Driving Program Assessment –Recommendations</b>	
<b>I. Program Management and Strategic Planning</b>	<b>Status</b>
<ul style="list-style-type: none"> <li>• <b>Priority</b> - Reestablish a statewide impaired driving task force               <ul style="list-style-type: none"> <li>○ The Iowa Impaired Driving Task Force was formed and an in-person meeting was conducted in December 2022 with the assistance of the Traffic Injury Research Foundation (TIRF). A list of tasks was developed and assigned to task force members.</li> </ul> </li> </ul>	Complete
<ul style="list-style-type: none"> <li>• <b>Priority</b> - Establish a dedicated staff position within the Governor’s Traffic Safety Bureau to serve as the Impaired Driving Program Coordinator               <ul style="list-style-type: none"> <li>○ A realignment of tasks assigned to the Impaired Driving Program Coordinator is needed to allow the capacity to lead new and emerging projects and initiatives.</li> </ul> </li> </ul>	Complete
<ul style="list-style-type: none"> <li>• <b>Priority</b> - Procure the Traffic and Criminal Software (TraCS) electronic crash reporting software for law enforcement academies to uniformly train law enforcement officers on how to properly complete the electronic crash report.               <ul style="list-style-type: none"> <li>○ The Iowa DOT has provided TraCs software to the ILEA, but laptop computers were needed to effectively utilize the crash reporting software in training situations at the basic academy. The GTSB has awarded the ILEA \$50,000 for the purchase of laptop computers in FFY24. The ILEA, in collaboration with the Iowa State Patrol Crash Investigation instructors are revising crash investigation curriculum that will devote more time to properly completing the electronic crash report.</li> </ul> </li> </ul>	Complete
<ul style="list-style-type: none"> <li>• <b>Priority</b> -Make Iowa’s ignition interlock law compliance-based, only allowing for removal of an ignition interlock device after successful completion of the required term without test failures.               <ul style="list-style-type: none"> <li>○ The Iowa DOT drafted a bill that was filed by the Coalition for Ignition Interlock Manufacturers (led by Intoxalock) for the adoption of a compliance-based removal ignition interlock device (IID) program for OWI offenders. The bill did not pass out of the Iowa House. <a href="https://www.legis.iowa.gov/legislation/BillBook?ga=90&amp;ba=HF%20624">https://www.legis.iowa.gov/legislation/BillBook?ga=90&amp;ba=HF%20624</a></li> </ul> </li> </ul>	In Progress
<ul style="list-style-type: none"> <li>• Develop a comprehensive strategic impaired driving plan to address impaired driving injuries and fatalities once the task force is established.</li> </ul>	
<ul style="list-style-type: none"> <li>• Continue the Strategic Highway Safety Plan (SHSP) process, assuring the engagement of partners to provide a continued ownership stake in traffic safety, specifically the very complex issue of impaired driving.               <ul style="list-style-type: none"> <li>○ The Iowa DOT is responsible for the development of the SHSP and convene a broad group of stakeholders that form the Iowa SHSP Advisory Team.</li> </ul> </li> </ul>	Complete
<ul style="list-style-type: none"> <li>• Align the development of the Highway Safety Plan (HSP) within the SHSP process, utilizing as much of the problem identification process and strategies that overlap with the HSP.               <ul style="list-style-type: none"> <li>○ The GTSB Bureau Chief and Program Evaluator are integral members of the Iowa DOT’s Strategic Highway Safety Plan Advisory Team contributing to the development process and strategies. Overlapping countermeasures are carried over to the HSP.</li> </ul> </li> </ul>	Complete

<ul style="list-style-type: none"> <li>Strengthen the pursuit of Zero Fatalities and the development of the Zero Fatalities network to be a driving force in the efforts to eliminate impaired driving fatalities in Iowa.</li> </ul>	
<ul style="list-style-type: none"> <li>Build a more detailed plan for behavioral highway safety countermeasures in the State each year using the problems identified and strategies developed during the most recent Strategic Highway Safety Plan process.</li> </ul>	
<ul style="list-style-type: none"> <li>Provide training to Governor’s Traffic Safety Bureau staff members in impaired driving programming and traffic safety program management as appropriate.</li> </ul>	
<ul style="list-style-type: none"> <li>Finalize and implement the problem identification process using traffic records data to prioritize funding for impaired driving countermeasures and ensuring funded activities are in problem areas that can have the most impact on reducing impaired driving.</li> </ul>	
<ul style="list-style-type: none"> <li>Expand the audience for the annual Governor’s Traffic Safety Bureau Conference to better engage non-traditional partners in impaired driving efforts statewide.</li> </ul>	In Progress
<ul style="list-style-type: none"> <li>Identify data-driven impaired driving countermeasures that need funding and support with Section 405d carryover funds.</li> </ul>	
<ul style="list-style-type: none"> <li>Use a data-driven approach to identify other agencies that would benefit from replicating the successful Alcohol Safety Action Program</li> </ul>	
<ul style="list-style-type: none"> <li>Research the development of offender-based funding for impaired driving prevention efforts, identifying potential fees or fines that can support these efforts.</li> </ul>	
<b>II. Prevention</b>	
<ul style="list-style-type: none"> <li><b>Priority</b> - Increase the age for Social Host Law violations from under 18 to under 21.</li> </ul>	
<ul style="list-style-type: none"> <li>Restore the requirement to post signage referring to operating while intoxicated (OWI) laws, in all locations that sell alcoholic beverages.</li> </ul>	
<ul style="list-style-type: none"> <li>Mandate alcohol compliance training as a condition of liquor licensure</li> </ul>	
<ul style="list-style-type: none"> <li>Require container seals with impaired driving prevention messages on Cocktails-to-go purchases</li> </ul>	
<ul style="list-style-type: none"> <li>Raise the State excise tax on beer and use funds for substance abuse prevention and treatment.</li> </ul>	
<ul style="list-style-type: none"> <li>Investigate and adopt Learning Standards that specify evidence-based alcohol and other drug prevention programs for all grades, Pre-K to 12.</li> </ul>	
<ul style="list-style-type: none"> <li>Establish a college substance misuse and impaired driving prevention consortium</li> </ul>	
<ul style="list-style-type: none"> <li>Implement Drug Impairment Training for Educational Professionals (DITEP) training for school personnel to identify students who may be under the influence of substances.</li> </ul>	
<ul style="list-style-type: none"> <li>Provide law enforcement with age-appropriate, evidence-based information and/or programming that they can provide to students, parents, and community groups</li> </ul>	
<ul style="list-style-type: none"> <li>Provide the Distracted Reckless Impaired Visibility Enforcement (DRIVE) program to employers throughout the State</li> </ul>	
<ul style="list-style-type: none"> <li>Increase capacity of agencies to make evidence-based family and caregiver support programs available to employees and their families</li> </ul>	
<ul style="list-style-type: none"> <li>Identify additional funding opportunities to support community coalitions that focus on substance misuse and impaired driving prevention. <ul style="list-style-type: none"> <li>The GTSB has awarded funding to the Clinton County Substance Abuse Coalition and the newly formed Story County Early Treatment and Impaired Driving Prevention Coalition for FFY24</li> </ul> </li> </ul>	In Progress

<ul style="list-style-type: none"> <li>• Ensure that both designated driver and safe ride messaging discourages consumption of alcohol by underage individuals and do not unintentionally promote over-consumption</li> </ul>	
<h3>III. Criminal Justice System</h3>	
<ul style="list-style-type: none"> <li>• <b>Priority</b> - Adopt statewide use of electronic search warrants.</li> </ul>	Complete
<ul style="list-style-type: none"> <li>• <b>Priority</b> - Eliminate unsupervised agricultural and education-related driver license eligibility for 14.5-year-olds.</li> </ul>	
<ul style="list-style-type: none"> <li>• <b>Priority</b> - Develop and create more problem-solving operating while intoxicated (OWI) Courts. <ul style="list-style-type: none"> <li>○ The Iowa Judicial Branch has identified Linn County and Webster County as viable court systems to introduce OWI Specialty Courts. With the support of funding by the GTSB, 12 staff members from these court systems will be attaining OWI Foundational Training through the National Drug Court Institute in Billings, MT July 31 – August 4, 2023.</li> </ul> </li> </ul>	In Progress
<ul style="list-style-type: none"> <li>• <b>Priority</b> -Develop and implement a year-round impaired driving law enforcement plan that is supported by a strategic communication plan which includes: <ul style="list-style-type: none"> <li>○ periods of heightened enforcement, e.g., three consecutive weekends over a period of 16 days, and frequent sustained coverage throughout the year</li> <li>○ high levels of participation and coordination among state, county, municipal, tribal, and liquor enforcement agencies, such as through law enforcement task forces</li> </ul> </li> </ul>	
<ul style="list-style-type: none"> <li>• <b>Priority</b> - Procure the Traffic and Criminal Software (TraCS) electronic crash reporting software for law enforcement academies to uniformly train law enforcement officers on how to properly complete the electronic crash report. <ul style="list-style-type: none"> <li>○ The Iowa DOT has provided TraCs software to the ILEA, but laptop computers were needed to effectively utilize the crash reporting software in training situations at the basic academy. The GTSB has awarded the ILEA \$50,000 for the purchase of laptop computers in FFY24. The ILEA, in collaboration with the Iowa State Patrol Crash Investigation instructors are revising crash investigation curriculum that will devote more time to properly completing the electronic crash report.</li> </ul> </li> </ul>	In Progress
<ul style="list-style-type: none"> <li>• <b>Priority</b> - Hire additional Law Enforcement Liaisons with law enforcement experience and use them strategically to promote traffic safety enforcement throughout the State.</li> </ul>	
<ul style="list-style-type: none"> <li>• <b>Priority</b> - Make Iowa’s ignition interlock law compliance-based, only allowing for removal of an ignition interlock device after successful completion of a required term without test failures. <ul style="list-style-type: none"> <li>○ The Iowa DOT drafted a bill that was filed by the Coalition for Ignition Interlock Manufacturers (led by Intoxalock) for the adoption of a compliance-based removal ignition interlock device (IID) program for OWI offenders. The bill did not pass out of the Iowa House. <a href="https://www.legis.iowa.gov/legislation/BillBook?ga=90&amp;ba=HF%20624">https://www.legis.iowa.gov/legislation/BillBook?ga=90&amp;ba=HF%20624</a></li> </ul> </li> </ul>	In Progress
<ul style="list-style-type: none"> <li>• Conduct additional Drug Recognition Expert (DRE) schools each year to certify more DREs <ul style="list-style-type: none"> <li>○ The GTSB has budgeted and has plans to conduct 2 DRE Certification Courses each year with the goal to increase the total number of DRE certified officers from 120 to 150.</li> </ul> </li> </ul>	In Progress

<ul style="list-style-type: none"> <li>• Provide training for law enforcement officers on how to detect drivers who are required to have ignition interlock devices installed and those who may be trying to circumvent the proper use of a device.</li> </ul>	
<ul style="list-style-type: none"> <li>• Establish performance measures by which Governor’s Traffic Safety Bureau contracting agencies will be measured. Use these measures to guide expenditure reimbursement and future funding allocations.</li> </ul>	
<ul style="list-style-type: none"> <li>• Enact an OWI enhanced blood alcohol concentration offense.</li> </ul>	
<ul style="list-style-type: none"> <li>• Amend the statutory phone call requirement so that its application is tied to arrest and not to implied consent warning.</li> </ul>	
<ul style="list-style-type: none"> <li>• Organize statewide uniform multi-discipline interpretation of medical data sharing exceptions</li> </ul>	
<ul style="list-style-type: none"> <li>• Expand social host liability to service of alcohol to visibly intoxicated adults</li> </ul>	
<ul style="list-style-type: none"> <li>• Develop and implement a year-round impaired driving law enforcement plan that is supported by a strategic communication plan which includes: <ul style="list-style-type: none"> <li>○ periods of heightened enforcement, e.g., three consecutive weekends over a period of 16 days, and frequent sustained coverage throughout the year</li> <li>○ high levels of participation and coordination among state, county, municipal, tribal, and liquor enforcement agencies, such as through law enforcement task forces</li> </ul> </li> </ul>	
<ul style="list-style-type: none"> <li>• Hire additional Law Enforcement Liaisons</li> </ul>	
<ul style="list-style-type: none"> <li>• Make Iowa’s ignition interlock law compliance-based <ul style="list-style-type: none"> <li>○ The Iowa DOT drafted a bill that was filed by the Coalition for Ignition Interlock Manufacturers (led by Intoxalock) for the adoption of a compliance-based removal ignition interlock device (IID) program for OWI offenders. The bill did not pass out of the Iowa House. <a href="https://www.legis.iowa.gov/legislation/BillBook?ga=90&amp;ba=HF%20624">https://www.legis.iowa.gov/legislation/BillBook?ga=90&amp;ba=HF%20624</a></li> </ul> </li> </ul>	In Progress
<ul style="list-style-type: none"> <li>• Amend the statutory phone call requirement so that its application is tied to arrest and not to implied consent warning</li> </ul>	
<ul style="list-style-type: none"> <li>• Repeal the implied consent impediment to chemical test for intoxication refusal search warrants</li> </ul>	
<ul style="list-style-type: none"> <li>• Incentivize experienced assistant county attorneys to remain involved in operating while intoxicated (OWI) prosecutions</li> </ul>	
<ul style="list-style-type: none"> <li>• Eliminate paper only disposition of misdemeanor operating while intoxicated (OWI) cases</li> </ul>	
<ul style="list-style-type: none"> <li>• Create a statewide Judicial Outreach Liaison position <ul style="list-style-type: none"> <li>○ The GTSB was awarded 2 years funding through a cooperative agreement between the American Bar Association and the National Highway Traffic Safety Administration for a State Judicial Outreach Liaison. The position will be posted for application on June 22, 2023 for interested retired judges.</li> </ul> </li> </ul>	In Progress
<ul style="list-style-type: none"> <li>• Include operating while intoxicated (OWI) traffic safety curricula on a periodic rotation for statewide judicial education</li> </ul>	
<ul style="list-style-type: none"> <li>• Create uniform statewide probation supervision for misdemeanor operating while intoxicated (OWI) offenders.</li> </ul>	
<b>IV. Communication Program</b>	
<ul style="list-style-type: none"> <li>• Establish a Public Information Officer/Social Media Specialist staff position within the Governor’s Traffic Safety Bureau that can develop creative materials for a variety of</li> </ul>	Complete

<p>media platforms to communicate impaired driving messages in a data-driven targeted fashion supporting education, enforcement, and legal issues regarding impaired driving.</p> <ul style="list-style-type: none"> <li>○ The GTSB reclassified an open FTE and hired a Media &amp; Communications Specialist in December 2022.</li> </ul>	
<ul style="list-style-type: none"> <li>• Establish a public information network to coordinate media plans and the distribution of impaired driving information and media materials to strengthen the reach of messaging to all areas of the State. <ul style="list-style-type: none"> <li>○ The GTSB Media &amp; Communications Specialist regularly networks with the Des Moines Metro Media group and Iowa State Patrol’s Public Resource Officers during regular meetings.</li> </ul> </li> </ul>	Complete
<h3>V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation</h3>	
<ul style="list-style-type: none"> <li>• <b>Priority</b> - Adopt the use of screening and assessment tools designed specifically to assess risk and needs of impaired drivers (American Probation and Parole Association Impaired Driving Assessment).</li> </ul>	
<ul style="list-style-type: none"> <li>• Extend probation services to uniformly supervise misdemeanor evaluation treatment sentence conditions statewide</li> </ul>	
<ul style="list-style-type: none"> <li>• Provide evaluation and treatment services and supervision tailored to the cultural and linguistic needs of minority populations</li> </ul>	
<ul style="list-style-type: none"> <li>• Provide funding to expand Screening, Brief Intervention and Referral to Treatment in Level 3 and 4 trauma centers</li> </ul>	
<ul style="list-style-type: none"> <li>• Implement Screening, Brief Intervention and Referral to Treatment in all healthcare settings, as well as on college and high school campuses and through Employee Assistance Programs</li> </ul>	
<ul style="list-style-type: none"> <li>• Repeal alcohol exclusion statutes</li> </ul>	
<ul style="list-style-type: none"> <li>• Maintain funding for a full array of treatment programs that meet the needs of an increasingly diverse population, and of persons with myriad and multiple substances of misuse</li> </ul>	
<ul style="list-style-type: none"> <li>• Improve communication between criminal and civil jurisdictions to facilitate entry to treatment</li> </ul>	
<h3>VI. Program Evaluation and Data</h3>	
<ul style="list-style-type: none"> <li>• <b>Priority</b> - Procure the Traffic and Criminal Software (TraCS) electronic crash reporting software for law enforcement academies to uniformly train law enforcement officers on how to properly complete the electronic crash report. <ul style="list-style-type: none"> <li>○ The Iowa DOT has provided TraCs software to the Iowa Law Enforcement Academy (ILEA), but laptop computers were needed to effectively utilize the crash reporting software in training situations at the basic academy. The GTSB awarded ILEA \$50,000 for the purchase of laptop computers in FFY24. The ILEA, in collaboration with Iowa State Patrol Crash Investigation instructors are revising crash investigation curriculum that will devote more time to properly completing the electronic crash report.</li> </ul> </li> </ul>	In Progress

<ul style="list-style-type: none"> <li>• <b>Priority</b> - Develop a functioning impaired driving tracking system using data from the Traffic and Criminal Software (TraCS), Archon Registration and Title Solution, and the Iowa Behavioral Health Reporting System.</li> </ul>	
<ul style="list-style-type: none"> <li>• Establish a plan to update the Traffic and Criminal Software (TraCS) to the upcoming Model Minimum Uniform Crash Criteria (MMUCC) Version 6</li> </ul>	
<ul style="list-style-type: none"> <li>• Work with the State's Level 1 trauma centers to provide toxicology test results to the Iowa Fatality Analysis Reporting System (FARS) analyst using the National Highway Traffic Safety Administration's designation as a public health agency to alleviate HIPAA concerns</li> </ul>	
<ul style="list-style-type: none"> <li>• Empower the State's Traffic Records Coordinator to serve as the State Traffic Records Coordinating Committee (STRCC) facilitator and engage STRCC membership to rotate through the co-chair positions in one- to two-year terms. Engaging STRCC partners as co-chairs will provide fresh perspectives to the State's traffic records projects and activities</li> </ul>	
<ul style="list-style-type: none"> <li>• Engage the University of Iowa's Crash Outcome Data Evaluation System (CODES) team to develop small scale projects to demonstrate the use of available traffic records data to supplement the information provided by the Traffic and Criminal Software (TraCS) system</li> </ul>	
<ul style="list-style-type: none"> <li>• Ensure regular snapshots of the driver record data are maintained for use in retrospective studies and other research efforts. Ensuring expunged records are preserved for highway safety studies will reduce bias and strengthen any evaluation efforts</li> </ul>	

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Sgt. Elizabeth Quinn	Story County Sheriff's Office	<a href="mailto:EQuinn@storycountyowa.gov">EQuinn@storycountyowa.gov</a>
Trooper Kyle Ratzesberger	Iowa State Patrol	<a href="mailto:ratzesbe@dps.state.ia.us">ratzesbe@dps.state.ia.us</a>
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# IOWA Impaired Driving Task Force Action Items

TRAFFIC INJURY RESEARCH FOUNDATION

TIRF



THE KNOWLEDGE SOURCE FOR SAFE DRIVING

## Traffic Injury Research Foundation

The vision of the **Traffic Injury Research Foundation (TIRF)** is to ensure people using roads make it home safely every day by eliminating road deaths, serious injuries and their social costs. TIRF's mission is to be the knowledge source for safe road users and a world leader in research, program and policy development, evaluation, and knowledge transfer. TIRF is a registered charity and depends on grants, awards, and donations to provide services for the public.

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December 2022  
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# Iowa Impaired Driving Task Force

## Action Items



Task force attendees were invited to explore potential action items to begin to address priority program challenges through discussion facilitated by the **Traffic Injury Research Foundation (TIRF)**. Attendees considered the implementation of practical improvements they agreed could be pursued in the coming months to begin to align with best practices. The action items and related tasks emerging from this discussion are summarized below.

- 1. Explore and prioritize prevention education for trauma centers.** Public education and general awareness about impaired driving and prevention education can influence other stakeholder groups, such as state legislatures. This approach can keep impaired driving issues at the forefront of public discussion. There are several outlets from which public education can be delivered, such as social media campaigns and radio ads. Additionally, practitioners may want to consider the benefits of targeted education to specific audiences. Creative and targeted educational initiatives are an important step in driving legislative change and could have many long-term potential benefits. Public education is delivered by trauma centers through social media campaigns and injury prevention training. Given limited staff capacity and few resources (i.e., funding), exploring ready-made education opportunities is a priority for distribution of materials to the public.
  - > **Utilize ready-made materials and resources and customize them to IA's context, if needed.**
    - » Cannabis campaign resources associated with the 4/20 event are available through NHTSA and Regional Office staff can share these with the trauma center representative on the task force. Also, materials are available at:
      - ▼ <https://www.trafficsafetymarketing.gov/get-materials/drug-impaired-driving/if-you-feel-different-you-drive-different/420-impaired-driving>
    - » Traffic Injury Research Foundation developed a road safety campaign toolkit as well as a literature review exploring the effectiveness of road safety campaigns and best practices. The report and toolkit are available at:
      - ▼ <https://tirf.ca/projects/community-based-toolkit-road-safety-campaigns>
    - » The Community Anti-Drug Coalitions of America (CADCA) also have an impaired driving prevention toolkit for communities available at:
      - ▼ <https://www.cadca.org/resources/prevent-impaired-driving-toolkit>
  - > **Contact existing coalitions and agencies in IA to assist in providing education materials and resources for trauma centers.**
    - » Highway Safety Office staff can reach out to an Iowa Arrive Alive chapter identified by an HSO task force member. Arrive Alive collaborates with stakeholders and community partners to identify, implement, and support effective initiatives to eradicate impaired driving.

- » Task force representative for the Sheriffs to consult their membership and identify any local education and prevention initiatives which are in place within counties to determine what resources may be shared with trauma centers.
  - » Highway Safety Office to contact the Alliance of Coalitions for Change (AC4C) as they have toolkits available for cannabis and underage driving. Other resources, such as fact sheets and social media ads are also available.
  - » State Patrol representatives on the task force to reach out to their Public Information Officer to determine what PIO materials can be shared with trauma centers.
- 2. Collect data regarding overservice and place of last drink can help to target educational initiatives.** The IA Alcoholic Beverages Division can work with local police, state patrol and EMS to facilitate more targeted education based on collected data.
- > **TIRF has assisted by providing research regarding the staggered sentencing model and safe ride program developed by Judge James Dehn in Isanti County, Minnesota.** This initiative was evaluated by Dr. Jim Fell at the Pacific Institute for Research and Evaluation (PIRE) in 2010. Notably, this court tracks the place of last drink and court participants identify where they did their drinking prior to arrest. The court uses this data to discuss overservice and preventing impaired driving with the local bar and restaurant association. Information about this program is available at:
    - » [https://www.hometownsource.com/isanti\\_county\\_news/news/local/staggered-sentencing-gives-repeat-dwi-offenders-a-reason-to-stay-sober/article\\_159c5b2e-99ed-59ef-9bff-f7e26db3cace.html](https://www.hometownsource.com/isanti_county_news/news/local/staggered-sentencing-gives-repeat-dwi-offenders-a-reason-to-stay-sober/article_159c5b2e-99ed-59ef-9bff-f7e26db3cace.html)
- 3. As a future task, when IA undertakes a NHTSA driver education assessment, this will be an opportunity to introduce curricula content with respect to impaired driving that is standardized and effective using examples from National Standards for Driver Education.**
- > **TIRF has provided a link to these standards developed by the American Driver and Traffic Safety Education Association (ADTSEA) (<https://www.adtsea.org/driver-ed-curriculum.phtml>).** TIRF can also connect IA with Dan Mayhew, TIRF Senior Advisor, who is internationally recognized for his expertise in young driver training and instrumental in the development of these standards.
- 4. Continue to prioritize enforcement recruiting.** Multiple social, political, and economic forces are all simultaneously at play in shaping the current state of enforcement recruitment and retention. Educating youth about policing as a career can be accomplished through the utilization of the 13 public resource officers in schools through the State Patrol. In addition, law enforcement leadership can emphasize to officers at all levels the importance of using positive interactions with the public to promote policing as a career choice. To this end, task force representatives from the law enforcement academy staff revealed many students join because of a positive experience they had with law enforcement and wanting to provide similar experiences to others. These positive stories



can also be showcased in recruitment social media campaigns to highlight good experiences with law enforcement.

- > **The State Patrol can coordinate with the Iowa School Resource Officers Association and present at their annual conference to help expand recruitment efforts.** Potential contacts for the association include Lucas Hauser [lucas.hauser@carlislecsd.org](mailto:lucas.hauser@carlislecsd.org) or Kyle Keller [kkeller@knoxvilleia.gov](mailto:kkeller@knoxvilleia.gov). The website for the organization is [Home | Iowa School Resource Officers Association \(IASRO\)](#).
  - > **The Highway Safety Office can schedule a breakout session at the Highway Safety conference for officers with a focus on delivering effective messages and positive communication during roadside stops.**
5. **Enhance enforcement training.** Enforcement training has been re-prioritized following the setbacks occurring as a result of COVID-19 shutdowns. Much work is already underway. Trainings are available through several mechanisms, and more are being developed for online distribution. Priorities for training include building confidence among officers and connecting agencies and officers to available trainings. A calendar of training opportunities is available from the Academy to agencies. Some key priorities include:
- > **The Academy is providing and encouraging online education using the following strategies:**
    - » Develop an online impaired driving investigations course. This course would address what evidence is needed, procedures and policies, among other requirements to conduct a proper impaired driving investigation. This course would not, however include SFST and other impairment detection training as it is essential for that to be delivered in person.
    - » Highlight the Academy online curriculum and make training more accessible. Users can refer to the videos created by the academy on how to do a traffic stop.
  - > **Police leadership can encourage SFST and DRE instructors to deliver some in-service training among patrol officers.** These instructors have materials and access to deliver OWI schools. In-service training with DREs can also be provided to police services for 2-or 4-hour refreshers. In addition, the list of instructors can be utilized to connect agencies with potential instructors for training and their availability.
  - > **Prosecutors can encourage officers to gain experience testifying with lower threshold offenses (i.e., not wearing a seatbelt) to gain experience.** Testifying frequently for lower threshold cases will provide the skills required for good testimony and could form a reputation for not wanting to go against that officer in court due to their skills.
  - > **Traffic Safety Resource Prosecutor can identify top reasons why OWI cases are dismissed to better focus training on gaps where investigations can be strengthened.** Common reasons for OWI case dismissal include no test due to test refusal, motions to suppress, prosecutor caseload, and testimony during DMV administrative hearings. These four reasons for dismissal

can serve as a base for education opportunities among law enforcement to assist in the dismissal of OWI cases.

- > **Traffic Safety Resource Prosecutor can provide training for prosecutors regarding understanding OWI cases with no test due to test refusal and how to prosecute them effectively.**
6. **Ignition interlock program and compliance-based removals.** Sharing research and best practices knowledge with legislative representatives is essential to inform legislation and promote the adoption of evidence-based strategies. There are several strategies the licensing authority can adopt to effectively educate policymakers about the benefits and needs of IA's program. Assigning this task to a specific staff member can help create a point of contact for legislators when they have questions. Further, when educating legislators about program gaps and barriers, practitioners may find it useful to utilize the workflows to illustrate gaps and proposed solutions.
- > **Licensing authority, with support from TIRF, can provide education for legislators on the effectiveness of best practice interlock program features and compliance-based removal through research and a short, Q&A style fact sheet.** Research has been shared by TIRF along with this fact sheet which contains answers to key questions and helps overcome common misperceptions. TIRF will also connect the licensing authority with states who have implemented compliance-based removal to help legislators understand why it is an important component of an interlock program, as well as the Association of Ignition Interlock Program Administrators and their best practice documents available at the link below. In addition, TIRF USA, Inc. conducts an annual interlock installation survey which may also contain useful information at the weblink below:
    - » <https://aiipaonline.org/resources/>
    - » <https://turf.us/projects/turf-usa-annual-ignition-interlock-study-united-states/>
  - > **Licensing authority may also wish to consider separating the camera requirement from the compliance-based removal legislation** as previous experience indicates decision-makers may have greater privacy concerns and reluctance with the camera requirement.
  - > **Licensing authority may also offer information to drivers about compliance-based removal and how it impacts their time on the program if the legislation passes.**
7. **Treatment risk assessment tools.** The use of risk assessment instruments is commonplace to help treatment practitioners differentiate among various types of impaired drivers and the risk they pose, especially those more prone to recidivism. IA is seeking to implement a standardized tool which can be offered to all treatment providers. However, to use these tools effectively, it is important that practitioners possess a clear understanding about the most effective ways to apply risk assessment instruments to better manage impaired drivers and to direct them towards appropriate treatment interventions that are built upon best practices.

- > TIRF has provided research regarding available risk assessment instruments and their effectiveness in their published report on this topic at <https://tirf.ca/projects/impaired-driving-risk-assessment/>. Several research articles by Dr. Tom Brown have also been shared with the treatment representative on the task force in a separate email with a focus on the effectiveness of motivational interviewing with persistent offenders and effective interventions as well as related topics. Articles and reports related to the development and use of the NHTSA's Impaired Driving Assessment (IDA) and contact information with Mark Stodola, Probation Fellow, who is knowledgeable about the implementation of the assessment were also provided by TIRF.
  - » Impaired Driving Assessment Resource Centre training options at <https://www.appa-net.org/idarc/training-options.html>
  - » Mark Stodola [stodolamark56@gmail.com](mailto:stodolamark56@gmail.com)
- > **Treatment provider task force representative will look into specific criteria for potential assessment tools that comply with state requirements.** This information can be shared with the Highway Safety Office to guide discussions with respect to the selection of a tool and an implementation plan. Key features of the plan will include a training strategy and the identification of resources needed to start utilizing the tool. Use criteria to review assessment options available.
- > **TIRF shared screening and brief intervention effectiveness research, specifically among persistent impaired drivers to help build buy-in for brief intervention among trauma centers and treatment providers.**
  - » A systematic review and meta analysis of this tool among young impaired drivers is available at: <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4515415/>
  - » A summary of research on the effectiveness of this tool is available from the Centers for Disease Control & Prevention at:  
[https://www.cdc.gov/transportationsafety/impaired\\_driving/strategies.html](https://www.cdc.gov/transportationsafety/impaired_driving/strategies.html)
  - » An article exploring Trauma Center Brief Interventions for Alcohol Disorders Decrease Subsequent Driving Under the Influence Arrests is available at:  
[https://journals.lww.com/jtrauma/Abstract/2006/01000/Trauma\\_Center\\_Brief\\_Interventions\\_for\\_Alcohol.5.aspx](https://journals.lww.com/jtrauma/Abstract/2006/01000/Trauma_Center_Brief_Interventions_for_Alcohol.5.aspx)
- 8. **Data management.** Efforts are needed to streamline impaired driving program management and enable the state to query data to answer important questions about program participation, participant compliance, and workload. Key strategies to strengthen data collection could include identifying pieces of information that are required between agencies and are critical to decision-making, identifying ways these data are or are not shared, and identifying opportunities to share these data.



- > DRE coordinator to explore DRE data available from police to use to develop prevention training.
- > Representatives on the task force associated with the Traffic Records Coordinating Committee (TRCC) will explore facilitating changes to the Charter to facilitate coordination in data collection initiatives.
- > A sub-committee of the task force associated with the TRCC will be formed to contact DPS, DOT, and HHS to initiate discussions regarding what relevant data are available and ways they can be shared to inform decision-making and priorities with respect to preventing impaired driving. The request should include the data wish list, business case, and address issues such as identifiable personal information.
  - » The trauma center representative on the task force will share the current trauma center data dictionary and list of variables as a basis to develop the data-sharing request.



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**TIRF**



**THE KNOWLEDGE SOURCE FOR SAFE DRIVING**

405d

Contract #	Agency Name	STL
M60T 60-00-01	Fast Act 405d Impaired Driving Low	
M60T 60-00-02	GTSB-PROGRAM MANGAMENT Change to FDLIDC	\$150,000
M60T 60-00-03	GTSB - TRAVEL ADD 60-00-04 AL resource material \$20k	\$6,000
M60T 60-00-06	GTSB - DRE PROGRAM EXPENSES FDLDATR	\$450,000
M60T 60-00-07	GTSB - ARIDE PROGRAM EXPENSES FDLDATR	\$50,000
FDL*PT 64-00-50	ILEA	\$220,385
FDL*PT 64-00-51	Prosecuting Attys Trng Co	\$50,000
FDLIS 63-00-50	DCI Lab Toxicology Move to FDLBAC	\$182,000
FDL*TC 65-00-50	Traffic law bench book	\$21,500
M6X 61-00-50	Prosecuting Attys Trng Co	\$149,500
FDLPEM 62-00-50	MADD	\$67,971
FDLPEM 62-00-51	ZLR	
FDLPEM 62-00-52	Clinton Substance Abuse Council	\$35,400
M60T 60-00-50	ISU Story County Early Treatment Coalotion for Impaired Driving	\$125,000
FDL*EM 67-00-50	Public Health EMS - BETS	\$71,416

Contract Number	Agency Name	Enforceme nt \$	PBT	In-Car Video	Other	Total Approved	STL
M60T 60-40-00	Iowa State Patrol-Troopers	152,000	8,000	100,000		260,000	
M60T 60-40-01	Iowa State Patrol-Supervisors	65,000				\$65,000	
M60T 60-40-02	Iowa State University	6,500	800		584	\$7,884	

ATTACHMENT D

# Sobriety Program Grant

National Priority Safety Program

Section 405d 24-7

FFY 2024

Iowa Department of Public Safety  
Governor's Traffic Safety Bureau



## Mission Statement of the Governor's Traffic Safety Bureau

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To identify traffic safety problems and thereon develop and implement traffic safety programs designed to reduce death and serious injury on Iowa's streets and highways through partnerships with local, county, state, and private sector agencies.

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Authorization of a Statewide 24-7 Sobriety Program	Page 4
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## **Mandatory License Restriction Requirement**

The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(9)(2) applies, for a period of not less than 30 days.

Legal Citations: *Iowa Code*, Chapter 321J (ATTACHMENT A)  
Amended Date 07/01/2013

## **Authorization of Statewide 24-7 Sobriety Program**

Iowa law authorizes a Statewide 24-7 Sobriety Program.

Legal Citation. *Iowa Administrative Code*, Chapter 159 (ATTACHMENT B)  
Amended Date: 03/06/2018

State program information authorizes a Statewide 24-7 sobriety program.

Legal Citation: *Iowa Code*, Chapter 901D.3 Addendum/HF 2411 (ATTACHMENT C)  
Amended Date: 07/01/2020

**405 National Priority Safety Program  
405d 24-7 Sobriety Program Grant**

**Attachments**

ATTACHMENT A	<i>Iowa Code, Chapter 321J</i>
ATTACHMENT B	<i>Iowa Administrative Code, Code 159</i>
ATTACHMENT C	<i>Iowa Code, Chapter 901D.3, Addendum/HF 2411</i>



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## CHAPTER 321J

## OPERATING WHILE INTOXICATED

Referred to in §307.27, 321.1, 321.10, 321.16, 321.180B, 321.194, 321.205, 321.210C, 321.213, 321.376, 321A.3, 321A.17, 331.653, 707.6A, 804.31, 809A.3, 801B.1, 802.11, 804.513, 904.909, 905.7, 905.10, 907.3, 911.2

1986 Iowa Acts, ch 1220 enactment of this chapter applies to any judicial or administrative action which arises due to a violation which occurs after July 1, 1986, and also applies to any judicial or administrative action which arose prior to July 1, 1986, due to a violation of a preceding Code section or implementing rule which was the same or substantially similar to a section in 1986 Iowa Acts, ch 1220, or an implementing rule, if the defendant or defendant's counsel requests that the action proceed under 1986 Iowa Acts, ch 1220

References to actions which occurred previously under "this chapter" or "this section" include the preceding Code chapter or section which covers the same or substantially similar actions;  
86 Acts, ch 1220, §51, 52

321J.1	Definitions.	321J.9	Refusal to submit — revocation.
321J.1A	Drunk driving public education campaign — pamphlets.	321J.10	Tests pursuant to warrants.
321J.2	Operating while under the influence of alcohol or a drug or while having an alcohol concentration of .08 or more (OWI).	321J.10A	Blood, breath, or urine specimen withdrawal without a warrant.
321J.2A	Persons under the age of twenty-one.	321J.11	Taking sample for test.
321J.2B	Parental and school notification — persons under eighteen years of age.	321J.12	Test result revocation.
321J.3	Substance abuse evaluation or treatment — rules.	321J.13	Hearing on revocation — appeal.
321J.4	Revocation of license — ignition interlock devices — temporary restricted license.	321J.14	Judicial review.
321J.4A	Surrender of registration and plates. Repealed by 95 Acts, ch 48, §24.	321J.15	Evidence in any action.
321J.4B	Motor vehicle impoundment or immobilization — penalty — liability of vehicle owner.	321J.16	Proof of refusal admissible.
321J.5	Preliminary screening test.	321J.17	Civil penalty — disposition — conditions for license reinstatement.
321J.6	Implied consent to test.	321J.18	Other evidence.
321J.7	Dead or unconscious persons.	321J.19	Information relayed to other states.
321J.8	Statement of officer.	321J.20	Temporary restricted license — ignition interlock devices.
		321J.21	Driving while license suspended, denied, revoked, or barred.
		321J.22	Drinking drivers course.
		321J.23	Legislative findings.
		321J.24	Court-ordered visitation for offenders — immunity from liability.
		321J.25	Youthful offender substance abuse awareness program.

## 321J.1 Definitions.

As used in this chapter unless the context otherwise requires:

1. "Alcohol concentration" means the number of grams of alcohol per any of the following:
  - a. One hundred milliliters of blood.
  - b. Two hundred ten liters of breath.
  - c. Sixty-seven milliliters of urine.
2. "Alcoholic beverage" includes alcohol, wine, spirits, beer, or any other beverage which contains ethyl alcohol and is fit for human consumption.
3. "Arrest" includes but is not limited to taking into custody pursuant to section 232.19.
4. "Controlled substance" means any drug, substance, or compound that is listed in section 124.204 or 124.206, or any metabolite or derivative of the drug, substance, or compound.
5. "Department" means the state department of transportation.
6. "Director" means the director of transportation or the director's designee.
7. "Driver's license" means any license or permit issued to a person to operate a motor vehicle on the highways of this state, including but not limited to a driver's, commercial driver's, temporary restricted, or temporary license and an instruction, chauffeur's instruction, commercial learner's, or temporary permit.

8. "Peace officer" means:

- A member of the state patrol.
- A police officer under civil service as provided in chapter 400.
- A sheriff.
- A regular deputy sheriff who has had formal police training.
- Any other law enforcement officer who has satisfactorily completed an approved course relating to motor vehicle operators under the influence of alcoholic beverages at the Iowa law enforcement academy or a law enforcement training program approved by the department of public safety.

9. "Serious injury" means the same as defined in section 702.18.  
 86 Acts, ch 1220, §1; 90 Acts, ch 1230, §83; 98 Acts, ch 1073, §9; 98 Acts, ch 1074, §27; 98 Acts, ch 1138, §10; 2001 Acts, ch 132, §16; 2005 Acts, ch 35, §31; 2010 Acts, ch 1073, §2; 2015 Acts, ch 123, §70

Referred to in §321.208, 321J.2A, 901D.2

#### 321J.1A Drunk driving public education campaign — pamphlets.

1. The department of public safety, the governor's traffic safety bureau, the state department of transportation, the governor, and the attorney general shall cooperate in an ongoing public education campaign to inform the citizens of this state of the dangers and the specific legal consequences of driving drunk in this state. The entities shall use their best efforts to utilize all available opportunities for making public service announcements on television and radio broadcasts, and to obtain and utilize federal funds for highway safety and other grants in conducting the public education campaign.

2. The department shall publish pamphlets containing the criminal and administrative penalties for drunk driving, and related laws, rules, instructions, and explanatory matter. This information may be included in publications containing information related to other motor vehicle laws, issued pursuant to section 321.15. Copies of the pamphlets shall be given wide distribution, and a supply shall be made available to each county treasurer.

97 Acts, ch 177, §3; 2004 Acts, ch 1013, §30, 35

#### 321J.2 Operating while under the influence of alcohol or a drug or while having an alcohol concentration of .08 or more (OWI).

1. A person commits the offense of operating while intoxicated if the person operates a motor vehicle in this state in any of the following conditions:

a. While under the influence of an alcoholic beverage or other drug or a combination of such substances.

b. While having an alcohol concentration of .08 or more.

c. While any amount of a controlled substance is present in the person, as measured in the person's blood or urine.

2. A person who violates subsection 1 commits:

a. A serious misdemeanor for the first offense.

b. An aggravated misdemeanor for a second offense.

c. A class "D" felony for a third offense and each subsequent offense.

3. A first offense is punishable by all of the following:

a. A minimum period of imprisonment in the county jail of forty-eight hours, but not to exceed one year, to be served as ordered by the court, less credit for any time the person was confined in a jail or detention facility following arrest or for any time the person spent in a court-ordered operating-while-intoxicated program that provides law enforcement security. However, the court, in ordering service of the sentence and in its discretion, may accommodate the defendant's work schedule.

b. (1) With the consent of the defendant, the court may defer judgment pursuant to section 907.3 and may place the defendant on probation upon conditions as it may require. Upon a showing that the defendant is not fulfilling the conditions of probation, the court may revoke probation and impose any sentence authorized by law. Before taking such action, the court shall give the defendant an opportunity to be heard on any matter relevant to the proposed action. Upon violation of the conditions of probation, the court may proceed as

provided in chapter 908. Upon fulfillment of the conditions of probation and the payment of fees imposed and not waived by the judicial district department of correctional services under section 905.14, the defendant shall be discharged without entry of judgment.

(2) A person is not eligible for a deferred judgment under section 907.3 if the person has been convicted of a violation of this section or the person's driver's license has been revoked under this chapter, and any of the following apply:

(a) If the defendant's alcohol concentration established by the results of an analysis of a specimen of the defendant's blood, breath, or urine withdrawn in accordance with this chapter exceeds .15, regardless of whether or not the alcohol concentration indicated by the chemical test minus the established margin of error inherent in the device or method used to conduct the test equals an alcohol concentration of .15 or more.

(b) If the defendant has previously been convicted of a violation of subsection 1 or a statute in another state substantially corresponding to subsection 1.

(c) If the defendant has previously received a deferred judgment or sentence for a violation of subsection 1 or for a violation of a statute in another state substantially corresponding to subsection 1.

(d) If the defendant refused to consent to testing requested in accordance with section 321J.6.

(e) If the offense under this chapter results in bodily injury to a person other than the defendant.

c. Assessment of a fine of one thousand two hundred fifty dollars. However, in the discretion of the court, if no personal or property injury has resulted from the defendant's actions, the court may waive up to six hundred twenty-five dollars of the fine when the defendant presents to the court a temporary restricted license issued pursuant to section 321J.20.

(1) Upon the entry of a deferred judgment, a civil penalty shall be assessed as provided in section 907.14 in an amount not less than the amount of the criminal fine authorized pursuant to this paragraph "c".

(2) As an alternative to a portion or all of the fine, the court may order the person to perform unpaid community service. However, the court shall not order the person to perform unpaid community service in lieu of a civil penalty or victim restitution. Surcharges and fees shall also be assessed pursuant to chapter 911.

d. Revocation of the person's driver's license for a minimum period of one hundred eighty days up to a maximum revocation period of one year, pursuant to section 321J.4, subsection 1, section 321J.9, or section 321J.12. The department shall require the defendant to install an ignition interlock device of a type approved by the commissioner of public safety on all vehicles owned or operated by the defendant if the defendant seeks a temporary restricted license.

e. Assignment to substance abuse evaluation and treatment, a course for drinking drivers, and, if available and appropriate, a reality education substance abuse prevention program pursuant to section 321J.24.

4. A second offense is punishable by all of the following:

a. A minimum period of imprisonment in the county jail or community-based correctional facility of seven days but not to exceed two years.

b. Assessment of a minimum fine of one thousand eight hundred seventy-five dollars and a maximum fine of six thousand two hundred fifty dollars. Surcharges and fees shall be assessed pursuant to chapter 911.

c. Revocation of the defendant's driver's license for a period of one year, if a revocation occurs pursuant to section 321J.12, subsection 1. If a revocation occurs due to test refusal under section 321J.9, or pursuant to section 321J.4, subsection 2, the defendant's license shall be revoked for a period of two years.

d. Assignment to substance abuse evaluation and treatment, a course for drinking drivers, and, if available and appropriate, a reality education substance abuse prevention program pursuant to section 321J.24.

5. A third or subsequent offense is punishable by all of the following:

a. Commitment to the custody of the director of the department of corrections for an indeterminate term not to exceed five years, with a mandatory minimum term of thirty days.

(1) If the court does not suspend a person's sentence of commitment to the custody of the director of the department of corrections under this paragraph "a", the person shall be assigned to a facility pursuant to section 904.513.

(2) If the court suspends a person's sentence of commitment to the custody of the director of the department of corrections under this paragraph "a", the court shall order the person to serve not less than thirty days nor more than one year in the county jail, and the person may be committed to treatment in the community under section 907.6.

b. Assessment of a minimum fine of three thousand one hundred twenty-five dollars and a maximum fine of nine thousand three hundred seventy-five dollars. Surcharges and fees shall be assessed pursuant to chapter 911.

c. Revocation of the person's driver's license for a period of six years pursuant to section 321J.4, subsection 4.

d. Assignment to substance abuse evaluation and treatment, a course for drinking drivers, and, if available and appropriate, a reality education substance abuse prevention program pursuant to section 321J.24.

e. Notwithstanding the maximum sentence set forth in paragraph "a", a person convicted of a third or subsequent offense may be sentenced as an habitual offender pursuant to sections 902.8 and 902.9 if the person qualifies as an habitual offender as described in section 902.8.

6. To the extent that section 907.3 allows, the court may impose additional sentencing terms and conditions.

7. a. All persons convicted of an offense under subsection 2 shall be ordered, at the person's expense, to undergo, prior to sentencing, a substance abuse evaluation. The court shall order the person to follow the recommendations proposed in the substance abuse evaluation as provided in section 321J.3.

b. Where the program is available and is appropriate for the convicted person, a person convicted of an offense under subsection 2 shall be ordered to participate in a reality education substance abuse prevention program as provided in section 321J.24.

c. A minimum term of imprisonment in a county jail or community-based correctional facility imposed on a person convicted of a second or subsequent offense under subsection 2, paragraph "b" or "c" shall be served on consecutive days. However, if the sentencing court finds that service of the full minimum term on consecutive days would work an undue hardship on the person, or finds that sufficient jail space is not available and is not reasonably expected to become available within four months after sentencing to incarcerate the person serving the minimum sentence on consecutive days, the court may order the person to serve the minimum term in segments of at least forty-eight hours and to perform a specified number of hours of unpaid community service as deemed appropriate by the sentencing court.

8. In determining if a violation charged is a second or subsequent offense for purposes of criminal sentencing or license revocation under this chapter:

a. Any conviction or revocation deleted from motor vehicle operating records pursuant to section 321.12 shall not be considered as a previous offense.

b. Deferred judgments entered pursuant to section 907.3 for violations of this section shall be counted as previous offenses.

c. Convictions or the equivalent of deferred judgments for violations in any other states under statutes substantially corresponding to this section shall be counted as previous offenses. The courts shall judicially notice the statutes of other states which define offenses substantially equivalent to the one defined in this section and can therefore be considered corresponding statutes. Each previous violation on which conviction or deferral of judgment was entered prior to the date of the violation charged shall be considered and counted as a separate previous offense.

9. A person shall not be convicted and sentenced for more than one violation of this section for actions arising out of the same event or occurrence, even if the event or occurrence involves more than one of the conditions specified in subsection 1.

10. The clerk of the district court shall immediately certify to the department a true

copy of each order entered with respect to deferral of judgment, deferral of sentence, or pronouncement of judgment and sentence for a defendant under this section.

11. a. This section does not apply to a person operating a motor vehicle while under the influence of a drug if the substance was prescribed for the person and was taken under the prescription and in accordance with the directions of a medical practitioner as defined in chapter 155A or if the substance was dispensed by a pharmacist without a prescription pursuant to the rules of the board of pharmacy, if there is no evidence of the consumption of alcohol and the medical practitioner or pharmacist had not directed the person to refrain from operating a motor vehicle.

b. When charged with a violation of subsection 1, paragraph "c", a person may assert, as an affirmative defense, that the controlled substance present in the person's blood or urine was prescribed or dispensed for the person and was taken in accordance with the directions of a practitioner and the labeling directions of the pharmacy, as that person and place of business are defined in section 155A.3.

12. In any prosecution under this section, evidence of the results of analysis of a specimen of the defendant's blood, breath, or urine is admissible upon proof of a proper foundation.

a. The alcohol concentration established by the results of an analysis of a specimen of the defendant's blood, breath, or urine withdrawn within two hours after the defendant was driving or in physical control of a motor vehicle is presumed to be the alcohol concentration at the time of driving or being in physical control of the motor vehicle.

b. The presence of a controlled substance or other drug established by the results of analysis of a specimen of the defendant's blood or urine withdrawn within two hours after the defendant was driving or in physical control of a motor vehicle is presumed to show the presence of such controlled substance or other drug in the defendant at the time of driving or being in physical control of the motor vehicle.

c. The department of public safety shall adopt nationally accepted standards for determining detectable levels of controlled substances in the division of criminal investigation's initial laboratory screening test for controlled substances.

13. a. In addition to any fine or penalty imposed under this chapter, the court shall order a defendant convicted of or receiving a deferred judgment for a violation of this section to make restitution for damages resulting directly from the violation, to the victim, pursuant to chapter 910. An amount paid pursuant to this restitution order shall be credited toward any adverse judgment in a subsequent civil proceeding arising from the same occurrence. However, other than establishing a credit, a restitution proceeding pursuant to this section shall not be given evidentiary or preclusive effect in a subsequent civil proceeding arising from the same occurrence.

b. The court may order restitution paid to any public agency for the costs of the emergency response resulting from the actions constituting a violation of this section, not exceeding five hundred dollars per public agency for each such response. For the purposes of this paragraph, "emergency response" means any incident requiring response by fire fighting, law enforcement, ambulance, medical, or other emergency services. A public agency seeking such restitution shall consult with the county attorney regarding the expenses incurred by the public agency, and the county attorney may include the expenses in the statement of pecuniary damages pursuant to section 910.3.

14. In any prosecution under this section, the results of a chemical test shall not be used to prove a violation of subsection 1, paragraph "b" or "c", if the alcohol, controlled substance, or other drug concentration indicated by the chemical test minus the established margin of error inherent in the device or method used to conduct the chemical test does not equal or exceed the level prohibited by subsection 1, paragraph "b" or "c".

86 Acts, ch 1220, §2; 87 Acts, ch 118, §4; 87 Acts, ch 215, §46; 90 Acts, ch 1233, §20; 90 Acts, ch 1251, §33; 97 Acts, ch 177, §4, 5; 98 Acts, ch 1073, §9; 98 Acts, ch 1100, §50; 98 Acts, ch 1138, §2, 3, 11 - 13, 37; 99 Acts, ch 96, §36; 2000 Acts, ch 1118, §1; 2000 Acts, ch 1135, §1; 2002 Acts, ch 1042, §1; 2003 Acts, ch 60, §1, 2; 2003 Acts, ch 179, §120; 2003 Acts, 1st Ex, ch 2, §48, 209; 2006 Acts, ch 1010, §90; 2006 Acts, ch 1166, §1 - 3; 2007 Acts, ch 10, §174; 2010

Acts, ch 1124, §1, 9; 2010 Acts, ch 1193, §50, 81; 2011 Acts, ch 25, §31; 2011 Acts, ch 131, §93, 158; 2018 Acts, ch 1110, §2, 3, 9; 2019 Acts, ch 5, §1, 2

Referred to in §81.1, 138B.34, 138C.33, 232.22, 232.160, 321.12, 321.208, 321.213, 321.241, 321.279, 321.555, 321J.2A, 321J.2B, 321J.3, 321J.4, 321J.4B, 321J.5, 321J.6, 321J.8, 321J.9, 321J.10, 321J.10A, 321J.12, 321J.13, 321J.15, 321J.16, 321J.20, 321J.22, 321J.24, 321J.25, 321N.3, 602.8102(51), 707.6A, 724.4C, 724.22, 726.6, 804.31, 901C.3, 901D.2, 902.3, 907.3, 910.1, 910.2, 910.3, 915.80

For provisions relating to third offense OWI driver's license revocations and restoration of driving privileges, see 99 Acts, ch 163, §25. 2018 amendments apply to all persons who apply for or are issued a temporary restricted license under chapter 321J on or after July 1, 2018; 2018 Acts, ch 1110, §9

Subsection 5, unnumbered paragraph 1 amended  
Subsection 5, NEW paragraph e

### **321J.2A Persons under the age of twenty-one.**

1. A person who is under the age of twenty-one shall not operate a motor vehicle while having an alcohol concentration, as defined under section 321J.1, of .02 or more. The driver's license or nonresident operating privilege of a person who is under the age of twenty-one and who operates a motor vehicle while having an alcohol concentration of .02 or more shall be revoked by the department for the period of time specified under section 321J.12. A revocation under this section shall not preclude a prosecution or conviction under any applicable criminal provisions of this chapter. However, if the person is convicted of a criminal offense under section 321J.2, the revocation imposed under this section shall be superseded by any revocation imposed as a result of the conviction.

2. In any proceeding regarding a revocation under this section, evidence of the results of analysis of a specimen of the defendant's blood, breath, or urine is admissible upon proof of a proper foundation. The alcohol concentration established by the results of an analysis of a specimen of the defendant's blood, breath, or urine withdrawn within two hours after the defendant was driving or in physical control of a motor vehicle is presumed to be the alcohol concentration at the time of driving or being in physical control of the motor vehicle.

95 Acts, ch 48, §7; 98 Acts, ch 1073, §9; 2018 Acts, ch 1041, §127

Referred to in §321.12, 321.241, 321A.17, 321J.2B, 321J.5, 321J.6, 321J.8, 321J.9, 321J.10A, 321J.12, 321J.13, 321J.15, 321J.16, 321J.20, 321J.25, 321N.3

### **321J.2B Parental and school notification — persons under eighteen years of age.**

1. A peace officer shall make a reasonable effort to identify a person under the age of eighteen who violates section 321J.2 or 321J.2A and, if the person is not referred to juvenile court, the law enforcement agency of which the peace officer is an employee shall make a reasonable attempt to notify the person's custodial parent or legal guardian of the violation, whether or not the person is taken into custody, unless the officer has reasonable grounds to believe that notification is not in the best interests of the person or will endanger that person.

2. The peace officer shall also make a reasonable effort to identify the elementary or secondary school which the person attends if the person is enrolled in elementary or secondary school and to notify the superintendent or the superintendent's designee of the school which the person attends, or the authorities in charge of the nonpublic school which the person attends, of the violation. If the person is taken into custody, the peace officer shall notify a juvenile court officer who shall make a reasonable effort to identify the elementary or secondary school the person attends, if any, and to notify the superintendent of the school district or the superintendent's designee, or the authorities in charge of the nonpublic school, of the violation. A reasonable attempt to notify the person includes, but is not limited to, a telephone call or notice by first-class mail.

2000 Acts, ch 1138, §4

Referred to in §232.147

### **321J.3 Substance abuse evaluation or treatment — rules.**

1. a. In addition to orders issued pursuant to section 321J.2, subsections 3, 4, and 5, and section 321J.17, the court shall order any defendant convicted under section 321J.2 to follow the recommendations proposed in the substance abuse evaluation for appropriate substance abuse treatment for the defendant. Court-ordered substance abuse treatment is subject to the periodic reporting requirements of section 125.86.

b. If a defendant is committed by the court to a substance abuse treatment facility, the administrator of the facility shall report to the court when it is determined that the defendant has received the maximum benefit of treatment at the facility and the defendant shall be

released from the facility. The time for which the defendant is committed for treatment shall be credited against the defendant's sentence.

c. The court may prescribe the length of time for the evaluation and treatment or it may request that the community college or other approved provider conducting the course for drinking drivers which the person is ordered to attend or the treatment program to which the person is committed immediately report to the court when the person has received maximum benefit from the course for drinking drivers or treatment program or has recovered from the person's addiction, dependency, or tendency to chronically abuse alcohol or drugs.

d. Upon successfully completing a course for drinking drivers or an ordered substance abuse treatment program, a court may place the person on probation for six months and as a condition of probation, the person shall attend a program providing posttreatment services relating to substance abuse as approved by the court.

e. A person committed under this section who does not possess sufficient income or estate to make payment of the costs of the treatment in whole or in part shall be considered a state patient and the costs of treatment shall be paid as provided in section 125.44.

f. A defendant who fails to carry out the order of the court shall be confined in the county jail for twenty days in addition to any other imprisonment ordered by the court or may be ordered to perform unpaid community service work, and shall be placed on probation for one year with a violation of this probation punishable as contempt of court.

g. In addition to any other condition of probation, the person shall attend a program providing substance abuse prevention services or posttreatment services related to substance abuse as ordered by the court. The person shall report to the person's probation officer as ordered concerning proof of attendance at the treatment program or posttreatment program ordered by the court. Failure to attend or complete the program shall be considered a violation of probation and is punishable as contempt of court.

2. a. Upon a second or subsequent offense in violation of section 321J.2, the court upon hearing may commit the defendant for inpatient treatment of alcoholism or drug addiction or dependency to any hospital, institution, or community correctional facility in Iowa providing such treatment. The time for which the defendant is committed for treatment shall be credited against the defendant's sentence.

b. The court may prescribe the length of time for the evaluation and treatment or it may request that the hospital to which the person is committed immediately report to the court when the person has received maximum benefit from the program of the hospital or institution or has recovered from the person's addiction, dependency, or tendency to chronically abuse alcohol or drugs.

c. A person committed under this section who does not possess sufficient income or estate to make payment of the costs of the treatment in whole or in part shall be considered a state patient and the costs of treatment shall be paid as provided in section 125.44.

3. The state department of transportation, in cooperation with the judicial branch, shall adopt rules, pursuant to the procedure in section 125.33, regarding the assignment of persons ordered under section 321J.17 to submit to substance abuse evaluation and treatment. The rules shall be applicable only to persons other than those committed to the custody of the director of the department of corrections under section 321J.2. The rules shall be consistent with the practices and procedures of the judicial branch in sentencing persons to substance abuse evaluation and treatment under section 321J.2. The rules shall include the requirement that the treatment programs utilized by a person pursuant to an order of the department meet the licensure standards of the department of public health for substance abuse treatment programs under chapter 125. The rules shall also include provisions for payment of costs by the offenders, including insurance reimbursement on behalf of offenders, or other forms of funding, and shall also address reporting requirements of the facility, consistent with the provisions of sections 125.84 and 125.86. The department shall be entitled to treatment

information contained in reports to the department, notwithstanding any provision of chapter 125 that would restrict department access to treatment information and records.

86 Acts, ch 1220, §3; 87 Acts, ch 118, §5; 90 Acts, ch 1251, §34; 90 Acts, ch 1253, §120; 97 Acts, ch 177, §6, 7; 98 Acts, ch 1047, §28; 2006 Acts, ch 1010, §91; 2010 Acts, ch 1124, §2, 9; 2011 Acts, ch 20, §15

Referred to in §§125.44, 321.213, 321J.2

#### 321J.4 Revocation of license — ignition interlock devices — temporary restricted license.

1. If a defendant is convicted of a violation of section 321J.2 and the defendant's driver's license or nonresident operating privilege has not been revoked under section 321J.9 or 321J.12 for the occurrence from which the arrest arose, the department shall revoke the defendant's driver's license or nonresident operating privilege for one hundred eighty days if the defendant submitted to chemical testing and has had no previous conviction or revocation under this chapter and shall revoke the defendant's driver's license or nonresident operating privilege for one year if the defendant refused to submit to chemical testing and has had no previous conviction or revocation under this chapter. The department shall require the defendant to install an ignition interlock device of a type approved by the commissioner of public safety on all vehicles owned or operated by the defendant if the defendant seeks a temporary restricted license.

2. If a defendant is convicted of a violation of section 321J.2, and the defendant's driver's license or nonresident operating privilege has not already been revoked under section 321J.9 or 321J.12 for the occurrence from which the arrest arose, the department shall revoke the defendant's driver's license or nonresident operating privilege for one year if the defendant submitted to chemical testing and has had a previous conviction or revocation under this chapter and shall revoke the defendant's driver's license or nonresident operating privilege for two years if the defendant refused to submit to chemical testing and has had a previous revocation under this chapter. The department shall require the defendant to install an ignition interlock device of a type approved by the commissioner of public safety on all vehicles owned or operated by the defendant if the defendant seeks a temporary restricted license. A temporary restricted license shall not be granted by the department until the defendant installs the ignition interlock device.

3. If the court defers judgment pursuant to section 907.3 for a violation of section 321J.2, and if the defendant's driver's license or nonresident operating privilege has not been revoked under section 321J.9 or 321J.12, or has not otherwise been revoked for the occurrence from which the arrest arose, the department shall revoke the defendant's driver's license or nonresident operating privilege for a period of not less than thirty days nor more than ninety days. The department shall require the defendant to install an ignition interlock device of a type approved by the commissioner of public safety on all vehicles owned or operated by the defendant if the defendant seeks a temporary restricted license.

4. Upon a plea or verdict of guilty of a third or subsequent violation of section 321J.2, the department shall revoke the defendant's driver's license or nonresident operating privilege for a period of six years. The department shall require the defendant to install an ignition interlock device of a type approved by the commissioner of public safety on all vehicles owned or operated by the defendant if the defendant seeks a temporary restricted license. A temporary restricted license shall not be granted by the department until the defendant installs the ignition interlock device.

5. Upon a plea or verdict of guilty of a violation of section 321J.2 which involved a personal injury, the court shall determine in open court, from consideration of the information in the file and any other evidence the parties may submit, whether a serious injury was sustained by any person other than the defendant and, if so, whether the defendant's conduct in violation of section 321J.2 caused the serious injury. If the court so determines, the court shall order the department to revoke the defendant's driver's license or nonresident operating privilege for a period of one year in addition to any other period of suspension or revocation. The defendant shall surrender to the court any Iowa license or permit and the court shall forward it to the department with a copy of the order for revocation.

6. Upon a plea or verdict of guilty of a violation of section 321J.2 which involved a death, the court shall determine in open court, from consideration of the information in the file and any other evidence the parties may submit, whether a death occurred and, if so, whether the defendant's conduct in violation of section 321J.2 caused the death. If the court so determines, the court shall order the department to revoke the defendant's driver's license or nonresident operating privilege for a period of six years. The defendant shall not be eligible for any temporary restricted license for at least two years after the revocation. The defendant shall surrender to the court any Iowa license or permit and the court shall forward it to the department with a copy of the order for revocation.

7. If a license or permit to operate a motor vehicle is revoked or denied under this section or section 321J.9 or 321J.12, the period of revocation or denial shall be the period provided for such a revocation or until the defendant reaches the age of eighteen whichever period is longer.

8. a. On a conviction for or as a condition of a deferred judgment for a violation of section 321J.2, the court may order the defendant to install ignition interlock devices of a type approved by the commissioner of public safety on all motor vehicles owned or operated by the defendant which, without tampering or the intervention of another person, would prevent the defendant from operating the motor vehicle with an alcohol concentration greater than a level set by rule of the commissioner of public safety.

b. The commissioner of public safety shall adopt rules to approve certain ignition interlock devices and the means of installation of the devices, and shall establish the level of alcohol concentration beyond which an ignition interlock device will not allow operation of the motor vehicle in which it is installed.

c. The order to install ignition interlock devices shall remain in effect for a period of time as determined by the court which shall not exceed the maximum term of imprisonment which the court could have imposed according to the nature of the violation. While the order is in effect, the defendant shall not operate a motor vehicle which does not have an approved ignition interlock device installed.

d. If the defendant's driver's license or nonresident operating privilege has been revoked, the department shall not issue a temporary permit or a driver's license to the person without certification that approved ignition interlock devices have been installed in all motor vehicles owned or operated by the defendant while the order is in effect.

e. A defendant who fails within a reasonable time to comply with an order to install an approved ignition interlock device may be declared in contempt of court and punished accordingly.

f. A person who tampers with or circumvents an ignition interlock device installed under a court order while an order is in effect commits a serious misdemeanor.

86 Acts, ch 1220, §4; 88 Acts, ch 1168, §1; 90 Acts, ch 1230, §84; 92 Acts, ch 1212, §29; 95 Acts, ch 48, §8 - 10; 95 Acts, ch 55, §12; 96 Acts, ch 1090, §9 - 11; 96 Acts, ch 1152, §22; 97 Acts, ch 177, §8 - 11; 98 Acts, ch 1073, §9, 12; 98 Acts, ch 1138, §4, 36, 37; 2000 Acts, ch 1133, §15; 2000 Acts, ch 1138, §3; 2003 Acts, ch 60, §3; 2003 Acts, ch 179, §121, 122; 2007 Acts, ch 143, §21; 2009 Acts, ch 130, §13; 2010 Acts, ch 1097, §4 - 7; 2018 Acts, ch 1110, §4, 9

Referred to in §321.213, 321J.2, 321J.17, 321J.20

For provisions relating to third offense OWI driver's license revocations and restoration of driving privileges, see 99 Acts, ch 163, §25 . 2016 amendment applies to all persons who apply for or are issued a temporary restricted license under chapter 321J on or after July 1, 2018; 2018 Acts, ch 1110, §9

**321J.4A Surrender of registration and plates.** Repealed by 95 Acts, ch 48, §24.

**321J.4B Motor vehicle impoundment or immobilization — penalty — liability of vehicle owner.**

1. For purposes of this section:

a. "Immobilized" means the installation of a device in a motor vehicle that completely prevents a motor vehicle from being operated, or the installation of an ignition interlock device of a type approved by the commissioner of public safety.

b. "Impoundment" means the process of seizure and confinement within an enclosed area of a motor vehicle, for the purpose of restricting access to the vehicle.

c. "Owner" means the registered titleholder of a motor vehicle; except in the case where a rental or leasing agency is the registered titleholder, in which case the lessee of the vehicle shall be treated as the owner of the vehicle for purposes of this section.

2. a. A motor vehicle is subject to impoundment in the following circumstances:

(1) If a person operates a vehicle in violation of section 321J.2, and if convicted for that conduct, the conviction would be a second or subsequent offense under section 321J.2.

(2) If a person operates a vehicle while that person's driver's license or operating privilege has been suspended, denied, revoked, or barred due to a violation of section 321J.2.

b. The clerk of court shall send notice of a conviction of an offense for which the vehicle was impounded to the impounding authority upon conviction of the defendant for such offense.

c. Impoundment of the vehicle under this section may occur in addition to any criminal penalty imposed under chapter 321 or this chapter for the underlying criminal offense.

3. The motor vehicle operated by the person in the commission of any offense included in subsection 2 may be immediately impounded or immobilized in accordance with this section.

a. A person or agency taking possession of an impounded or immobilized motor vehicle shall do the following:

(1) Make an inventory of any property contained in the vehicle, according to the agency's inventory procedure. The agency responsible for the motor vehicle shall also deliver a copy of the inventory to the county attorney.

(2) Contact all rental or leasing agencies registered as owners of the vehicle, as well as any parties registered as holders of a secured interest in the vehicle, in accordance with subsection 12.

b. The county attorney shall file a copy of the inventory with the district court as part of each file related to criminal charges filed under this section.

4. An owner of a motor vehicle impounded or immobilized under this section, who knows or should have known of, or gives consent to the operation of, the motor vehicle in violation of subsection 2, paragraph "a", subparagraph (2), shall be:

a. Guilty of a simple misdemeanor; and

b. Jointly and severally liable for any damages caused by the person who operated the motor vehicle, subject to the provisions of chapter 668.

5. a. The following persons shall be entitled to immediate return of the motor vehicle without payment of costs associated with the impoundment or immobilization of the vehicle:

(1) The owner of the motor vehicle, if the person who operated the motor vehicle is not a co-owner of the motor vehicle.

(2) A motor vehicle rental or leasing agency that owns the vehicle.

(3) A person who owns the motor vehicle and who is charged but is not convicted of the violation of section 321.218, 321.561, 321A.32, 321J.2, or 321J.21, which resulted in the impoundment or immobilization of the motor vehicle under this section.

b. Upon conviction of the defendant for a violation of subsection 2, paragraph "a", subparagraph (1), the court may order continued impoundment, or the immobilization, of the motor vehicle used in the commission of the offense, if the convicted person is the owner of the motor vehicle, and shall specify all of the following in the order:

(1) The motor vehicle that is subject to the order;

(2) The period of impoundment or immobilization.

(3) The person or agency responsible for carrying out the order requiring continued impoundment, or the immobilization, of the motor vehicle.

c. If the vehicle subject to the order is in the custody of a law enforcement agency, the court shall designate that agency as the responsible agency. If the vehicle is not in the custody of a law enforcement agency, the person or agency responsible for carrying out the order shall be any person deemed appropriate by the court, including but not limited to a law enforcement agency with jurisdiction over the area in which the residence of the vehicle owner is located. The person or agency responsible for carrying out the order shall determine whether the motor vehicle shall be impounded or immobilized.

d. The period of impoundment or immobilization of a motor vehicle under this section shall be the period of license revocation imposed upon the person convicted of the offense or

one hundred eighty days, whichever period is longer. The impoundment or immobilization period shall commence on the day that the vehicle is first impounded or immobilized.

e. The clerk of the district court shall send a copy of the order to the department, the person convicted of the offense, the person or agency responsible for executing the order for impoundment or immobilization, and any holders of any security interests in the vehicle.

f. (1) If the vehicle subject to the court order is not in the custody of a law enforcement agency, the person or agency designated in the order as the person or agency responsible for executing the order shall, upon receipt of the order, promptly locate the vehicle specified in the order, seize the motor vehicle and the license plates, and send or deliver the vehicle's license plates to the department.

(2) If the vehicle is located at a place other than the place at which the court order is to be carried out, the person or agency responsible for executing the order shall arrange for the vehicle to be moved to the place of impoundment or immobilization. When the vehicle is found, is impounded or immobilized, and is at the place of impoundment or immobilization, the person or agency responsible for executing the order shall notify the clerk of the date on which the order was executed. The clerk shall notify the department of the date on which the order was executed.

g. Upon receipt of a court order for continued impoundment or immobilization of the motor vehicle, the agency shall review the value of the vehicle in relation to the costs associated with the period of impoundment of the motor vehicle specified in the order. If the agency determines that the costs of impoundment of the motor vehicle exceed the actual wholesale value of the motor vehicle, the agency may treat the vehicle as an abandoned vehicle pursuant to section 321.89. If the agency elects to treat the motor vehicle as abandoned, the agency shall notify the registered owner of the motor vehicle that the vehicle shall be deemed abandoned and shall be sold in the manner provided in section 321.89 if payment of the total cost of impoundment is not received within twenty-one days of the mailing of the notice. The agency shall provide documentation regarding the valuation of the vehicle and the costs of impoundment. This paragraph shall not apply to vehicles that are immobilized pursuant to this section or if subsection 12, paragraph "a", subparagraph (1) or (2), applies.

6. Upon conviction of the defendant for a second or subsequent violation of subsection 2, paragraph "a", subparagraph (2), the court shall order, if the convicted person is the owner of the motor vehicle used in the commission of the offense, that that motor vehicle be seized and forfeited to the state pursuant to chapters 809 and 809A.

7. a. Upon receipt of a notice of conviction of the defendant for a violation of subsection 2, the impounding authority shall seize the motor vehicle's license plates and registration, and shall send or deliver them to the department.

b. The department shall destroy license plates received under this section and shall not authorize the release of the vehicle or the issuance of new license plates for the vehicle until the period of impoundment or immobilization has expired, and the fee and costs assessed under subsection 10 have been paid. The fee for issuance of new license plates and certificates of registration shall be the same as for the replacement of lost, mutilated, or destroyed license plates and certificates of registration.

8. a. Upon conviction for a violation of subsection 2, the court shall assess the defendant, in addition to any other penalty, a fee of one hundred dollars plus the cost of any expenses for towing, storage, and any other costs of impounding or immobilizing the motor vehicle, to be paid to the clerk of the district court.

b. The person or agency responsible for impoundment or immobilization under this section shall inform the court of the costs of towing, storage, and any other costs of impounding or immobilizing the motor vehicle. Upon payment of the fee and costs, the clerk shall forward a copy of the receipt to the department.

c. If a law enforcement agency impounds or immobilizes a motor vehicle, the amount of the fee and expenses deposited with the clerk shall be paid by the clerk to the law enforcement agency responsible for executing the order to reimburse the agency for costs incurred for impoundment or immobilization equipment and, if required, in sending officers to search for and locate the vehicle specified in the impoundment or immobilization order.

9. Operating a motor vehicle on a street or highway in this state in violation of an order of impoundment or immobilization is a serious misdemeanor. A motor vehicle which is subject to an order of impoundment or immobilization that is operated on a street or highway in this state in violation of the order shall be seized and forfeited to the state under chapters 809 and 809A.

10. Once the period of impoundment or immobilization has expired, the owner of the motor vehicle shall have thirty days to claim the motor vehicle and pay all fees and charges imposed under this section. If the owner or the owner's designee has not claimed the vehicle and paid all fees and charges imposed under this section within seven days from the date of expiration of the period, the clerk shall send written notification to the motor vehicle owner, at the owner's last known address, notifying the owner of the date of expiration of the period of impoundment or immobilization and of the period in which the motor vehicle must be claimed. If the motor vehicle owner fails to claim the motor vehicle and pay all fees and charges imposed within the thirty-day period, the motor vehicle shall be forfeited to the state under chapters 809 and 809A.

11. a. (1) During the period of impoundment or immobilization the owner of an impounded or immobilized vehicle shall not sell or transfer the title of the motor vehicle which is subject to the order of impoundment or immobilization.

(2) A person convicted of an offense under subsection 2 shall not purchase or register any motor vehicle during the period of impoundment, immobilization, or license revocation.

b. If, during the period of impoundment or immobilization, the title to the motor vehicle which is the subject of the order is transferred by the foreclosure of a chattel mortgage, a sale upon execution, the cancellation of a conditional sales contract, or an order of a court, the court which enters the order that permits transfer of the title shall notify the department of the transfer of the title. The department shall enter notice of the transfer of the title to the motor vehicle in the previous owner's vehicle registration record.

c. Violation of paragraph "a" is a serious misdemeanor.

12. a. Notwithstanding other requirements of this section:

(1) Upon learning the address or phone number of a rental or leasing company which owns a motor vehicle impounded or immobilized under this section, the peace officer, county attorney, or attorney general shall immediately contact the company to inform the company that the vehicle is available for return to the company.

(2) The holder of a security interest in a vehicle which is impounded or immobilized pursuant to this section or forfeited in the manner provided in chapters 809 and 809A shall be notified of the impoundment, immobilization, or forfeiture within seventy-two hours of the seizure of the vehicle and shall have the right to claim the motor vehicle without payment of any fees or surcharges unless the value of the vehicle exceeds the value of the security interest held by the creditor.

(3) Any of the following persons may make application to the court for permission to operate a motor vehicle, which is impounded or immobilized pursuant to this section, during the period of impoundment or immobilization, if the applicant's driver's license or operating privilege has not been suspended, denied, revoked, or barred, and an ignition interlock device of a type approved by the commissioner of public safety is installed in the motor vehicle prior to operation:

(a) A person, other than the person who committed the offense which resulted in the impoundment or immobilization, who is not a member of the immediate family of the person who committed the offense but is a joint owner of the motor vehicle.

(b) A member of the immediate family of the person who committed the offense which resulted in the impoundment or immobilization, if the member demonstrates that the motor vehicle that is subject to the order for impoundment or immobilization is the only motor vehicle possessed by the family.

b. For purposes of this section, "a member of the immediate family" means a spouse, child, or parent of the person who committed the offense.

13. The impoundment, immobilization, or forfeiture of a motor vehicle under this chapter does not constitute loss of use of a motor vehicle for purposes of any contract of insurance. 95 Acts, ch 48, §11; 95 Acts, ch 143, §5; 96 Acts, ch 1133, §42, 43; 97 Acts, ch 177, §12; 98 Acts, ch 1073, §9; 2010 Acts, ch 1061, §180; 2010 Acts, ch 1069, §103 - 106  
 Referred to in §321.89, 809A.3

#### 321J.5 Preliminary screening test.

1. When a peace officer has reasonable grounds to believe that either of the following have occurred, the peace officer may request that the operator provide a sample of the operator's breath for a preliminary screening test using a device approved by the commissioner of public safety for that purpose:

- a. A motor vehicle operator may be violating or has violated section 321J.2 or 321J.2A.
- b. The operator has been involved in a motor vehicle collision resulting in injury or death.

2. The results of this preliminary screening test may be used for the purpose of deciding whether an arrest should be made or whether to request a chemical test authorized in this chapter, but shall not be used in any court action except to prove that a chemical test was properly requested of a person pursuant to this chapter.

86 Acts, ch 1220, §5; 95 Acts, ch 48, §12

#### 321J.6 Implied consent to test.

1. A person who operates a motor vehicle in this state under circumstances which give reasonable grounds to believe that the person has been operating a motor vehicle in violation of section 321J.2 or 321J.2A is deemed to have given consent to the withdrawal of specimens of the person's blood, breath, or urine and to a chemical test or tests of the specimens for the purpose of determining the alcohol concentration or presence of a controlled substance or other drugs, subject to this section. The withdrawal of the body substances and the test or tests shall be administered at the written request of a peace officer having reasonable grounds to believe that the person was operating a motor vehicle in violation of section 321J.2 or 321J.2A, and if any of the following conditions exist:

- a. A peace officer has lawfully placed the person under arrest for violation of section 321J.2.
- b. The person has been involved in a motor vehicle accident or collision resulting in personal injury or death.
- c. The person has refused to take a preliminary breath screening test provided by this chapter.
- d. The preliminary breath screening test was administered and it indicated an alcohol concentration equal to or in excess of the level prohibited by section 321J.2.
- e. The preliminary breath screening test was administered to a person operating a commercial motor vehicle as defined in section 321.1 and it indicated an alcohol concentration of 0.04 or more.
- f. The preliminary breath screening test was administered and it indicated an alcohol concentration less than the level prohibited by section 321J.2, and the peace officer has reasonable grounds to believe that the person was under the influence of a controlled substance, a drug other than alcohol, or a combination of alcohol and another drug.
- g. The preliminary breath screening test was administered and it indicated an alcohol concentration of .02 or more but less than .08 and the person is under the age of twenty-one.

2. The peace officer shall determine which of the three substances, breath, blood, or urine, shall be tested. Refusal to submit to a chemical test of urine or breath is deemed a refusal to submit, and section 321J.9 applies. A refusal to submit to a chemical test of blood is not deemed a refusal to submit, but in that case, the peace officer shall then determine which one of the other two substances shall be tested and shall offer the test. If the peace officer fails to offer a test within two hours after the preliminary screening test is administered or refused or the arrest is made, whichever occurs first, a test is not required, and there shall be no revocation under section 321J.9.

3. Notwithstanding subsection 2, if the peace officer has reasonable grounds to believe that the person was under the influence of a controlled substance, a drug other than alcohol,

or a combination of alcohol and another drug, a blood or urine test shall be required even after another type of test has been administered. Section 321J.9 applies to a refusal to submit to a chemical test of urine or blood requested under this subsection.

86 Acts, ch 1220, §6; 90 Acts, ch 1230, §85; 95 Acts, ch 48, §13, 14; 98 Acts, ch 1138, §14-16; 2003 Acts, ch 60, §4

Referred to in §321J.2, 321J.7, 321J.9, 321J.10, 321J.12, 901D.2, 907.3

#### 321J.7 Dead or unconscious persons.

A person who is dead, unconscious, or otherwise in a condition rendering the person incapable of consent or refusal is deemed not to have withdrawn the consent provided by section 321J.6, and the test may be given if a licensed physician, physician assistant, or advanced registered nurse practitioner certifies in advance of the test that the person is unconscious or otherwise in a condition rendering that person incapable of consent or refusal. If the certification is oral, a written certification shall be completed by the physician, physician assistant, or advanced registered nurse practitioner within a reasonable time of the test.

86 Acts, ch 1220, §7; 97 Acts, ch 147, §4; 97 Acts, ch 177, §13; 2005 Acts, ch 49, §1

Referred to in §321J.8, 321J.10

#### 321J.8 Statement of officer.

1. A person who has been requested to submit to a chemical test shall be advised by a peace officer of the following:

a. If the person refuses to submit to the test, the person's driver's license or nonresident operating privilege will be revoked by the department as required by and for the applicable period specified under section 321J.9.

b. If the person submits to the test and the results indicate the presence of a controlled substance or other drug, or an alcohol concentration equal to or in excess of the level prohibited by section 321J.2 or 321J.2A, the person's driver's license or nonresident operating privilege will be revoked by the department as required by and for the applicable period specified under section 321J.12.

c. (1) If the person is operating a commercial motor vehicle as defined in section 321.1 and either refuses to submit to the test or submits to the test and the results indicate an alcohol concentration of 0.04 or more, the person is disqualified from operating a commercial motor vehicle for the applicable period under section 321.208 in addition to any revocation of the person's driver's license or nonresident operating privilege which may be applicable under this chapter.

(2) If the person is operating a noncommercial motor vehicle and holding a commercial driver's license or commercial learner's permit as defined in section 321.1 and either refuses to submit to the test or submits to the test and the results indicate the presence of a controlled substance or other drug or an alcohol concentration equal to or in excess of the level prohibited by section 321J.2, the person is disqualified from operating a commercial motor vehicle for the applicable period under section 321.208 in addition to any revocation of the person's driver's license or nonresident operating privilege which may be applicable under this chapter.

2. This section does not apply in any case involving a person described in section 321J.7.

86 Acts, ch 1220, §8; 90 Acts, ch 1230, §86; 95 Acts, ch 48, §15; 98 Acts, ch 1073, §9; 98 Acts, ch 1138, §17; 2007 Acts, ch 69, §1; 2009 Acts, ch 130, §14; 2015 Acts, ch 123, §71

#### 321J.9 Refusal to submit — revocation.

1. If a person refuses to submit to the chemical testing, a test shall not be given, but the department, upon the receipt of the peace officer's certification, subject to penalty for perjury, that the officer had reasonable grounds to believe the person to have been operating a motor vehicle in violation of section 321J.2 or 321J.2A, that specified conditions existed for chemical testing pursuant to section 321J.6, and that the person refused to submit to the chemical testing, shall revoke the person's driver's license and any nonresident operating privilege for the following periods of time:

a. One year if the person has no previous revocation under this chapter; and

- b. Two years if the person has had a previous revocation under this chapter.
2. The department shall require the defendant to install an ignition interlock device of a type approved by the commissioner of public safety on all vehicles owned or operated by the defendant if the defendant seeks a temporary restricted license. A temporary restricted license shall not be granted by the department until the defendant installs the ignition interlock device.
3. If the person is a resident without a license or permit to operate a motor vehicle in this state, the department shall deny to the person the issuance of a license or permit for the same period a license or permit would be revoked, subject to review as provided in this chapter.
4. The effective date of revocation shall be ten days after the department has mailed notice of revocation to the person by first class mail, notwithstanding chapter 17A. The peace officer who requested or directed the administration of a chemical test may, on behalf of the department, serve immediate notice of intention to revoke and of revocation on a person who refuses to permit chemical testing. If the peace officer serves immediate notice, the peace officer shall take the Iowa license or permit of the driver, if any, and issue a temporary license effective for ten days. The peace officer shall immediately send the person's license to the department along with the officer's certificate indicating the person's refusal to submit to chemical testing.

86 Acts, ch 1220, §9; 95 Acts, ch 48, §16; 97 Acts, ch 177, §14; 98 Acts, ch 1073, §9; 2001 Acts, ch 32, §47; 2010 Acts, ch 1097, §8; 2018 Acts, ch 1110, §5, 9

Referred to in §321.211A, 321J.2, 321J.4, 321J.6, 321J.8, 321J.10, 321J.13, 321J.17, 915.80  
2018 amendment applies to all persons who apply for or are issued a temporary restricted license under chapter 321J on or after July 1, 2018; 2018 Acts, ch 1110, §9

#### 321J.10 Tests pursuant to warrants.

1. Refusal to consent to a test under section 321J.6 does not prohibit the withdrawal of a specimen for chemical testing pursuant to a search warrant issued in the investigation of a suspected violation of section 707.5 or 707.6A if all of the following grounds exist:
- a. A traffic accident has resulted in a death or personal injury reasonably likely to cause death.
- b. There are reasonable grounds to believe that one or more of the persons whose driving may have been the proximate cause of the accident was violating section 321J.2 at the time of the accident.
2. Search warrants may be issued under this section in full compliance with chapter 808 or they may be issued under subsection 3.
3. Notwithstanding section 808.3, the issuance of a search warrant under this section may be based upon sworn oral testimony communicated by telephone if the magistrate who is asked to issue the warrant is satisfied that the circumstances make it reasonable to dispense with a written affidavit. The following shall then apply:
- a. When a caller applies for the issuance of a warrant under this section and the magistrate becomes aware of the purpose of the call, the magistrate shall place under oath the person applying for the warrant.
- b. The person applying for the warrant shall prepare a duplicate warrant and read the duplicate warrant, verbatim, to the magistrate who shall enter, verbatim, what is read to the magistrate on a form that will be considered the original warrant. The magistrate may direct that the warrant be modified.
- c. The oral application testimony shall set forth facts and information tending to establish the existence of the grounds for the warrant and shall describe with a reasonable degree of specificity the person or persons whose driving is believed to have been the proximate cause of the accident and from whom a specimen is to be withdrawn and the location where the withdrawal of the specimen or specimens is to take place.
- d. If a voice recording device is available, the magistrate may record by means of that device all of the call after the magistrate becomes aware of the purpose of the call. Otherwise, the magistrate shall cause a stenographic or longhand memorandum to be made of the oral testimony of the person applying for the warrant.
- e. If the magistrate is satisfied from the oral testimony that the grounds for the warrant exist or that there is probable cause to believe that they exist, the magistrate shall order

the issuance of the warrant by directing the person applying for the warrant to sign the magistrate's name on the duplicate warrant. The magistrate shall immediately sign the original warrant and enter on its face the exact time when the issuance was ordered.

f. The person who executes the warrant shall enter the time of execution on the face of the duplicate warrant.

g. The magistrate shall cause any record of the call made by means of a voice recording device to be transcribed, shall certify the accuracy of the transcript, and shall file the transcript and the original record with the clerk. If a stenographic or longhand memorandum was made of the oral testimony of the person who applied for the warrant, the magistrate shall file a signed copy with the clerk.

h. The clerk of court shall maintain the original and duplicate warrants along with the record of the telephone call and any transcript or memorandum made of the call in a confidential file until a charge, if any, is filed.

4. a. Search warrants issued under this section shall authorize and direct peace officers to secure the withdrawal of blood specimens by medical personnel under section 321J.11. Reasonable care shall be exercised to ensure the health and safety of the persons from whom specimens are withdrawn in execution of the warrants.

b. If a person from whom a specimen is to be withdrawn objects to the withdrawal of blood, the warrant may be executed as follows:

(1) If the person is capable of giving a specimen of breath, and a direct breath testing instrument is readily available, the warrant may be executed by the withdrawal of a specimen of breath for chemical testing, unless the peace officer has reasonable grounds to believe that the person was under the influence of a controlled substance, a drug other than alcohol, or a combination of alcohol and another drug.

(2) If the testimony in support of the warrant sets forth facts and information that the peace officer has reasonable grounds to believe that the person was under the influence of a controlled substance, a drug other than alcohol, or a combination of alcohol and another drug, a urine sample shall be collected in lieu of a blood sample, if the person is capable of giving a urine sample and the sample can be collected without the need to physically compel the execution of the warrant:

5. The act of any person knowingly resisting or obstructing the withdrawal of a specimen pursuant to a search warrant issued under this section constitutes a contempt punishable by a fine not exceeding one thousand dollars or imprisonment in a county jail not exceeding one year or by both such fine and imprisonment. Also, if the withdrawal of a specimen is so resisted or obstructed, sections 321J.9 and 321J.16 apply.

6. Nonsubstantive variances between the contents of the original and duplicate warrants shall not cause a warrant issued under subsection 3 of this section to be considered invalid.

7. Specimens obtained pursuant to warrants issued under this section are not subject to disposition under section 808.9 or chapter 809 or 809A.

8. Subsections 1 to 7 of this section do not apply where a test may be administered under section 321J.7.

9. Medical personnel who use reasonable care and accepted medical practices in withdrawing blood specimens are immune from liability for their actions in complying with requests made of them pursuant to search warrants or pursuant to section 321J.11.

86 Acts, ch 1220, §10; 90 Acts, ch 1233, §21; 96 Acts, ch 1133, §44; 98 Acts, ch 1138, §18  
Referred to in §321J.10A

#### **321J.10A Blood, breath, or urine specimen withdrawal without a warrant.**

1. Notwithstanding section 321J.10, if a person is under arrest for an offense arising out of acts alleged to have been committed while the person was operating a motor vehicle in violation of section 321J.2 or 321J.2A, and that arrest results from an accident that causes a death or personal injury reasonably likely to cause death, a chemical test of blood may be administered without the consent of the person arrested to determine the amount of alcohol or a controlled substance in that person's blood if all of the following circumstances exist:

a. The peace officer reasonably believes the blood drawn will produce evidence of intoxication.

b. The method used to take the blood sample is reasonable and performed in a reasonable manner by medical personnel under section 321J.11.

c. The peace officer reasonably believes the officer is confronted with an emergency situation in which the delay necessary to obtain a warrant under section 321J.10 threatens the destruction of the evidence.

2. If the person from whom a specimen of blood is to be withdrawn objects to the withdrawal, a breath or urine sample may be taken under the following circumstances:

a. If the person is capable of giving a specimen of breath, and a direct breath testing instrument is readily available, the withdrawal of a specimen of the person's breath may be taken for chemical testing, unless the peace officer has reasonable grounds to believe that the person was under the influence of a controlled substance, a drug other than alcohol, or a combination of alcohol and another drug.

b. If the peace officer has reasonable grounds to believe that the person was under the influence of a controlled substance, a drug other than alcohol, or a combination of alcohol and another drug, a urine sample shall be collected in lieu of a blood sample, if the person is capable of giving a urine sample and the sample can be collected.

2004 Acts, ch 1098, §1

#### 321J.11 Taking sample for test.

1. Only a licensed physician, licensed physician assistant as defined in section 148C.1, medical technologist, or registered nurse, acting at the request of a peace officer, may withdraw a specimen of blood for the purpose of determining the alcohol concentration or the presence of a controlled substance or other drugs. However, any peace officer, using devices and methods approved by the commissioner of public safety, may take a specimen of a person's breath or urine for the purpose of determining the alcohol concentration, or may take a specimen of a person's urine for the purpose of determining the presence of a controlled substance or other drugs. Only new equipment kept under strictly sanitary and sterile conditions shall be used for drawing blood.

2. The person may have an independent chemical test or tests administered at the person's own expense in addition to any administered at the direction of a peace officer. The failure or inability of the person to obtain an independent chemical test or tests does not preclude the admission of evidence of the results of the test or tests administered at the direction of the peace officer. Upon the request of the person who is tested, the results of the test or tests administered at the direction of the peace officer shall be made available to the person.

86 Acts, ch 1220, §11; 88 Acts, ch 1225, §26; 98 Acts, ch 1138, §19; 2018 Acts, ch 1041, §127  
Referred to in §321J.10, 321J.10A

#### 321J.12 Test result revocation.

1. Upon certification, subject to penalty for perjury, by the peace officer that there existed reasonable grounds to believe that the person had been operating a motor vehicle in violation of section 321J.2, that there existed one or more of the necessary conditions for chemical testing described in section 321J.6, subsection 1, and that the person submitted to chemical testing and the test results indicated the presence of a controlled substance or other drug, or an alcohol concentration equal to or in excess of the level prohibited by section 321J.2, or a combination of alcohol and another drug in violation of section 321J.2, the department shall revoke the person's driver's license or nonresident operating privilege for the following periods of time:

a. One hundred eighty days if the person has had no revocation under this chapter.

b. One year if the person has had a previous revocation under this chapter.

2. The department shall require the defendant to install an ignition interlock device of a type approved by the commissioner of public safety on all vehicles owned or operated by the defendant if the defendant seeks a temporary license. A temporary restricted license shall not be granted by the department until the defendant installs the ignition interlock device.

3. The effective date of the revocation shall be ten days after the department has mailed notice of revocation to the person by first class mail, notwithstanding chapter 17A. The peace officer who requested or directed the administration of the chemical test may, on behalf of the

department, serve immediate notice of revocation on a person whose test results indicated the presence of a controlled substance or other drug, or an alcohol concentration equal to or in excess of the level prohibited by section 321J.2, or a combination of alcohol and another controlled substance or drug in violation of section 321J.2.

4. If the peace officer serves that immediate notice, the peace officer shall take the person's Iowa license or permit, if any, and issue a temporary license valid only for ten days. The peace officer shall immediately send the person's driver's license to the department along with the officer's certificate indicating that the test results indicated the presence of a controlled substance or other drug, or an alcohol concentration equal to or in excess of the level prohibited by section 321J.2.

5. Upon certification, subject to penalty of perjury, by the peace officer that there existed reasonable grounds to believe that the person had been operating a motor vehicle in violation of section 321J.2A, that there existed one or more of the necessary conditions for chemical testing described in section 321J.6, subsection 1, and that the person submitted to chemical testing and the test results indicated an alcohol concentration of .02 or more but less than .08, the department shall revoke the person's driver's license or operating privilege for a period of sixty days if the person has had no previous revocation under this chapter, and for a period of ninety days if the person has had a previous revocation under this chapter.

6. The results of a chemical test may not be used as the basis for a revocation of a person's driver's license or nonresident operating privilege if the alcohol or drug concentration indicated by the chemical test minus the established margin of error inherent in the device or method used to conduct the chemical test is not equal to or in excess of the level prohibited by section 321J.2 or 321J.2A.

86 Acts, ch 1220, §12; 95 Acts, ch 48, §17; 95 Acts, ch 143, §12; 96 Acts, ch 1090, §12; 97 Acts, ch 177, §15, 16; 98 Acts, ch 1073, §9; 98 Acts, ch 1138, §20; 2001 Acts, ch 32, §48; 2003 Acts, ch 60, §5, 6; 2003 Acts, ch 179, §123; 2010 Acts, ch 1097, §9; 2018 Acts, ch 1110, §6, 9

Referred to in §321.211A, 321J.2, 321J.2A, 321J.4, 321J.8, 321J.13, 321J.17, 915.80

2018 amendment applies to all persons who apply for or are issued a temporary restricted license under chapter 321J on or after July 1, 2018; 2018 Acts, ch 1110, §9

### 321J.13 Hearing on revocation — appeal.

1. Notice of revocation of a person's noncommercial driver's license or operating privilege served pursuant to section 321J.9 or 321J.12 shall include a form accompanied by a preaddressed envelope on which the person served may indicate by a checkmark if the person only wishes to request a temporary restricted license, or if the person wishes a hearing to contest the revocation. The form shall clearly state on its face that the form must be completed and returned within ten days of receipt or the person's right to a hearing to contest the revocation is foreclosed. The form shall also be accompanied by a statement of the operation of and the person's rights under this chapter.

2. The department shall grant the person an opportunity to be heard within forty-five days of receipt of a request for a hearing if the request is made not later than ten days after receipt of notice of revocation served pursuant to section 321J.9 or 321J.12. The hearing shall be before the department in the county where the alleged events occurred, unless the director and the person agree that the hearing may be held in some other county, or the hearing may be held by telephone conference at the discretion of the agency conducting the hearing. The hearing may be recorded and its scope shall be limited to the issues of whether a peace officer had reasonable grounds to believe that the person was operating a motor vehicle in violation of section 321J.2 or 321J.2A and one or more of the following:

- a. Whether the person refused to submit to the test or tests.
- b. Whether a test was administered and the test results indicated an alcohol concentration equal to or in excess of the level prohibited under section 321J.2 or 321J.2A.
- c. Whether a test was administered and the test results indicated the presence of alcohol, a controlled substance or other drug, or a combination of alcohol and another drug, in violation of section 321J.2.

3. After the hearing the department shall order that the revocation be either rescinded or sustained. Upon receipt of the decision of the department to sustain a revocation, the person contesting the revocation has ten days to file a request for review of the decision by

the director; The director or the director's designee shall review the decision within thirty days and shall either rescind or sustain the revocation or order a new hearing. If the director orders a new hearing, the department shall grant the person a new hearing within twenty days of the director's order.

4. The department shall stay the revocation of a person's driver's license or operating privilege for the period that the person is contesting the revocation under this section or section 321J.14 if it is shown to the satisfaction of the department that the new evidence is material and that there were valid reasons for failure to present it in the contested case proceeding before the department. However, a stay shall not be granted for violations of section 321J.2A.

5. If the department fails to comply with the time limitations of this section regarding granting a hearing, review by the director or the director's designee, or granting a new hearing, and if the request for a hearing or review by the director was properly made under this section, the revocation of the driver's license or operating privilege of the person who made the request for a hearing or review shall be rescinded. This subsection shall not apply in those cases in which a continuance to the hearing has been granted at the request of either the person who requested the hearing or the peace officer who requested or administered the chemical test.

6. a. The department shall grant a request for a hearing to rescind the revocation if the person whose motor vehicle license or operating privilege has been or is being revoked under section 321J.9 or 321J.12 submits a petition containing information relating to the discovery of new evidence that provides grounds for rescission of the revocation.

b. The person shall prevail at the hearing if, in the criminal action on the charge of violation of section 321J.2 or 321J.2A resulting from the same circumstances that resulted in the administrative revocation being challenged, the court held one of the following:

(1) That the peace officer did not have reasonable grounds to believe that a violation of section 321J.2 or 321J.2A had occurred to support a request for or to administer a chemical test.

(2) That the chemical test was otherwise inadmissible or invalid.

c. Such a holding by the court in the criminal action is binding on the department, and the department shall rescind the revocation. If the offense for which the revocation was imposed was committed while the person was operating a noncommercial motor vehicle and holding a commercial driver's license or commercial learner's permit and the department disqualified the person from operating a commercial motor vehicle under section 321.208, subsection 2, paragraph "a" or "b", as a result of the revocation, the department shall also rescind the disqualification.

86 Acts, ch 1220, §13; 87 Acts, ch 148, §1; 88 Acts, ch 1109, §23; 88 Acts, ch 1214, §2; 89 Acts, ch 83, §46; 95 Acts, ch 48, §18; 97 Acts, ch 104, §30, 31; 98 Acts, ch 1073, §9; 98 Acts, ch 1138, §21; 99 Acts, ch 13, §22, 29; 2000 Acts, ch 1133, §16; 2009 Acts, ch 130, §15, 18; 2015 Acts, ch 123, §72; 2018 Acts, ch 1110, §7, 9

Referred to in §321A.17

2018 amendment applies to all persons who apply for or are issued a temporary restricted license under chapter 321J on or after July 1, 2018; 2018 Acts, ch 1110, §9

#### 321J.14 Judicial review.

Judicial review of an action of the department may be sought in accordance with the terms of the Iowa administrative procedure Act, chapter 17A. Notwithstanding the terms of that chapter, a petition for judicial review may be filed in the district court in the county where the alleged events occurred or in the county in which the administrative hearing was held.

86 Acts, ch 1220, §14

Referred to in §321J.13

#### 321J.15 Evidence in any action.

Upon the trial of a civil or criminal action or proceeding arising out of acts alleged to have been committed by a person while operating a motor vehicle in violation of section 321J.2 or 321J.2A, evidence of the alcohol concentration or the presence of a controlled substance or other drugs in the person's body at the time of the act alleged as shown by a chemical

analysis of the person's blood, breath, or urine is admissible. If it is established at trial that an analysis of a breath specimen was performed by a certified operator using a device intended to determine alcohol concentration and methods approved by the commissioner of public safety, no further foundation is necessary for introduction of the evidence.

86 Acts, ch 1220, §15; 95 Acts, ch 48, §19; 98 Acts, ch 1138, §22; 2008 Acts, ch 1032, §49

**321J.16 Proof of refusal admissible.**

If a person refuses to submit to a chemical test, proof of refusal is admissible in any civil or criminal action or proceeding arising out of acts alleged to have been committed while the person was operating a motor vehicle in violation of section 321J.2 or 321J.2A.

86 Acts, ch 1220, §16; 95 Acts, ch 48, §20

Referred to in §321J.10

**321J.17 Civil penalty — disposition — conditions for license reinstatement.**

1. If the department revokes a person's driver's license or nonresident operating privilege under this chapter, the department shall assess the person a civil penalty of two hundred dollars. The money collected by the department under this section shall be transmitted to the treasurer of state who shall deposit one-half of the money in the separate fund established in section 915.94 and one-half of the money in the general fund of the state. A temporary restricted license shall not be issued unless an ignition interlock device has been installed pursuant to section 321J.4. Except as provided in section 321.210B, a temporary restricted license shall not be issued or a driver's license or nonresident operating privilege reinstated until the civil penalty has been paid. A person assessed a penalty under this section may remit the civil penalty along with a processing fee of five dollars to a county treasurer authorized to issue driver's licenses under chapter 321M, or the civil penalty may be paid directly to the department.

2. a. If the department or a court orders the revocation of a person's driver's license or nonresident operating privilege under this chapter, the department or court shall also order the person, at the person's own expense, to do the following:

(1) Enroll, attend, and satisfactorily complete a course for drinking drivers, as provided in section 321J.22.

(2) Submit to evaluation and treatment or rehabilitation services.

b. The court or department may request that the community college or substance abuse treatment providers licensed under chapter 125 or other approved provider conducting the course for drinking drivers that the person is ordered to attend immediately report to the court or department that the person has successfully completed the course for drinking drivers. The court or department may request that the treatment program which the person attends periodically report on the defendant's attendance and participation in the program, as well as the status of treatment or rehabilitation.

c. A driver's license or nonresident operating privilege shall not be reinstated until proof of completion of the requirements of this subsection is presented to the department.

3. The department shall also require certification of installation of an ignition interlock device of a type approved by the commissioner of public safety on all motor vehicles owned or operated by any person seeking reinstatement following a second or subsequent revocation under section 321J.4, 321J.9, or 321J.12. The requirement for the installation of an approved ignition interlock device shall be for one year from the date of reinstatement unless a longer time period is required by statute. The one-year period a person is required to maintain an ignition interlock device under this subsection shall be reduced by any period of time the person held a valid temporary restricted license during the period of the revocation for the occurrence from which the arrest arose. The person shall not operate any motor vehicle which is not equipped with an approved ignition interlock device during the period in which an ignition interlock device must be maintained, and the department shall not grant reinstatement unless the person certifies installation of an ignition interlock device as required in this subsection.

86 Acts, ch 1220, §17; 87 Acts, ch 232, §24; 87 Acts, ch 234, §113; 89 Acts, ch 317, §37; 91 Acts, ch 258, §50; 93 Acts, ch 110, §1; 95 Acts, ch 143, §6; 97 Acts, ch 177, §17; 98 Acts, ch

1073, §9; 98 Acts, ch 1075, §25; 98 Acts, ch 1090, §67, 84; 2000 Acts, ch 1118, §2; 2002 Acts, ch 1119, §155; 2008 Acts, ch 1018, §25, 31; 2010 Acts, ch 1097, §10; 2011 Acts, ch 20, §16; 2013 Acts, ch 103, §15; 2014 Acts, ch 1092, §85  
 Referred to in §321.210B, 321J.3, 321J.20, 321J.22, 321M.9, 331.657A

#### **321J.18 Other evidence.**

This chapter does not limit the introduction of any competent evidence bearing on the question of whether a person was under the influence of an alcoholic beverage or a controlled substance or other drug, including the results of chemical tests of specimens of blood, breath, or urine obtained more than two hours after the person was operating a motor vehicle.

86 Acts, ch 1220, §18; 98 Acts, ch 1138, §23

#### **321J.19 Information relayed to other states.**

When it has been finally determined under this chapter that a nonresident's privilege to operate a motor vehicle in this state has been revoked or denied, the department shall give information in writing of the action taken to the official in charge of traffic control or public safety of the state of the person's residence and of any state in which the person has a license.

86 Acts, ch 1220, §19

#### **321J.20 Temporary restricted license — ignition interlock devices.**

1. The department may, on application, issue a temporary restricted license to a person whose noncommercial driver's license is revoked under this chapter, or revoked or suspended under chapter 321 solely for violations of this chapter, or who has been determined to be a habitual offender under chapter 321 based solely on violations of this chapter or on violations listed in section 321.560, subsection 1, paragraph "b", allowing the person to operate a motor vehicle in any manner allowed for a person issued a valid class C driver's license, unless otherwise prohibited by this chapter. This subsection does not apply to a person whose license was revoked under section 321J.2A, to a person whose license was revoked under section 321J.4, subsection 6, for the period during which the person is ineligible for a temporary restricted license, or to a person whose license is suspended or revoked for another reason.

2. A temporary restricted license issued under this section shall not be issued until the applicant installs an approved ignition interlock device on all motor vehicles owned or operated by the applicant. Installation of an ignition interlock device under this section shall be required for the period of time for which the temporary restricted license is issued, and for such additional period of time following reinstatement as is required under section 321J.17, subsection 3. However, a person whose driver's license or nonresident operating privilege has been revoked under section 321J.21 may apply to the department for a temporary restricted license without the requirement of an ignition interlock device if at least twelve years have elapsed since the end of the underlying revocation period for a violation of section 321J.2.

3. In addition to other penalties provided by law, a person's temporary restricted license shall be revoked if the person is required to install an ignition interlock device or participate in a program established pursuant to chapter 901D and the person does any of the following:

- a. Operates a motor vehicle which does not have an approved ignition interlock device.
- b. Operates a motor vehicle while not in compliance with the program.
- c. Tampers with or circumvents an ignition interlock device.

4. A person holding a temporary restricted license issued by the department under this section shall not operate a commercial motor vehicle on a highway if a commercial driver's license or commercial learner's permit is required for the person's operation of the commercial motor vehicle.

5. A person holding a temporary license issued by the department under this chapter shall be prohibited from operating a school bus.

6. Notwithstanding any provision of this chapter to the contrary, the department may issue a temporary restricted license to a person otherwise eligible for a temporary restricted license under this section, whose period of revocation under this chapter has expired, but who has

not met all requirements for reinstatement of the person's driver's license or nonresident operating privileges.

7. A person who tampers with or circumvents an ignition interlock device installed as required in this chapter and while the requirement for the ignition interlock device is in effect commits a serious misdemeanor.

8. Notwithstanding any provision of this chapter to the contrary, the department may issue a temporary restricted license to a person eligible for a temporary restricted license under this section if the person is also eligible for a temporary restricted license under section 321.215, provided the requirements of this section and section 321.215 are satisfied.

9. Notwithstanding any other provision of law to the contrary, in any circumstance in which this chapter requires the installation of an ignition interlock device in all vehicles owned or operated by a person as a condition of the person's license or privilege to operate noncommercial motor vehicles, the department shall require the person to be a participant in and in compliance with a sobriety and drug monitoring program established pursuant to chapter 901D if the person's offense under this chapter qualifies as an eligible offense as defined in section 901D.2, and the person's offense occurred in a participating jurisdiction, as defined in section 901D.2. The requirement to participate in and comply with a sobriety and drug monitoring program shall continue for the time period required pursuant to section 901D.7. The participating law enforcement agency shall notify the department when the person has completed participation in the sobriety and drug monitoring program. This subsection shall not apply if the court enters an order finding the person is not required to participate in a sobriety and drug monitoring program. The department, in consultation with the department of public safety, may adopt rules for issuing and accepting a certification of participation in and compliance with a program established pursuant to chapter 901D. This subsection shall be construed and implemented to comply with 23 U.S.C. §164(a), as amended by the federal Fixing America's Surface Transportation Act, Pub. L. No. 114-94, §1414, and shall not apply if such application results in a finding of noncompliance with 23 U.S.C. §164 that results or will result in a reservation or transfer of funds pursuant to 23 U.S.C. §164(b). This subsection shall not authorize the operation of a motor vehicle for any purpose not otherwise authorized by this chapter.

86 Acts, ch 1220, §20; 90 Acts, ch 1230, §87, 88; 95 Acts, ch 48, §21; 95 Acts, ch 143, §7; 97 Acts, ch 177, §18 - 20; 98 Acts, ch 1073, §9, 12; 98 Acts, ch 1138, §5, 36, 37; 2000 Acts, ch 1133, §17; 2003 Acts, ch 60, §7; 2007 Acts, ch 196, §6; 2010 Acts, ch 1061, §180; 2010 Acts, ch 1097, §11; 2013 Acts, ch 103, §16, 17; 2015 Acts, ch 123, §36, 73; 2016 Acts, ch 1011, §54; 2017 Acts, ch 76, §13 - 16; 2018 Acts, ch 1026, §117; 2018 Acts, ch 1110, §8, 9; 2019 Acts, ch 66, §1

Referred to in §321.215, 321.560, 321J.2

For future repeal, effective July 1, 2024, of 2017 amendments to this section, see 2017 Acts, ch 76, §17; 2019 Acts, ch 66, §4  
2018 amendment by 2018 Acts, ch 1110, §8 applies to all persons who apply for or are issued a temporary restricted license under chapter 321J on or after July 1, 2018; the department of transportation shall allow a person issued a temporary restricted license prior to July 1, 2018, that is subject to the restrictions provided in former subsection 1, paragraph a, and former subsection 2, paragraph a, to apply for and be issued a temporary restricted license subject to the restrictions provided in 2018 Acts, ch 1110; 2018 Acts, ch 1110, §9

Subsection 9 amended

### 321J.21 Driving while license suspended, denied, revoked, or barred.

1. A person whose driver's license or nonresident operating privilege has been suspended, denied, revoked, or barred due to a violation of this chapter and who drives a motor vehicle while the license or privilege is suspended, denied, revoked, or barred commits a serious misdemeanor. In addition to any other penalties, the punishment imposed for a violation of this subsection shall include assessment of a fine of one thousand dollars.

2. In addition to the fine, the department, upon receiving the record of the conviction of a person under this section upon a charge of driving a motor vehicle while the license of the person was suspended, denied, revoked, or barred shall extend the period of suspension, denial, revocation, or bar for an additional like period, and the department shall not issue a new license during the additional period.

86 Acts, ch 1220, §21; 97 Acts, ch 177, §21; 98 Acts, ch 1073, §9; 99 Acts, ch 153, §6

Referred to in §321.211A, 321.241, 321J.4B, 321J.20, 321N.3, 501C.3  
See §321.555 - 321.562 for penalties applicable to habitual offenders

**321J.22 Drinking drivers course.**

1. As used in this section, unless the context otherwise requires:
  - a. "Approved provider" means a provider of a course for drinking drivers offered outside this state which has been approved by the department of education.
  - b. "Course for drinking drivers" means an approved course designed to inform the offender about drinking and driving and encourage the offender to assess the offender's own drinking and driving behavior in order to select practical alternatives.
  - c. "Satisfactory completion of a course" means receiving at the completion of a course a grade from the course instructor of "C" or "2.0" or better.
2.
  - a. The course provided according to this section shall be offered on a regular basis at each community college as defined in section 260C.2, or by substance abuse treatment programs licensed under chapter 125, or may be offered at a state correctional facility listed in section 904.102. However, a community college shall not be required to offer the course if a substance abuse treatment program licensed under chapter 125 offers the course within the merged area served by the community college.
  - b. Enrollment in the courses is not limited to persons ordered to enroll, attend, and successfully complete the course required under sections 321J.2 and 321J.17, subsection 2. However, any person under age eighteen who is required to attend the courses for violation of section 321J.2 or 321J.17 must attend a course offered by a substance abuse treatment program licensed under chapter 125.
  - c. The course required by this section shall be:
    - (1) Taught by a community college under the supervision of the department of education or by a substance abuse treatment program licensed under chapter 125, and may be offered at a state correctional facility.
    - (2) Approved by the department of education, in consultation with the community colleges, substance abuse treatment programs licensed under chapter 125, the department of public health, and the department of corrections.
  - d. The department of education may approve a provider of a course for drinking drivers offered outside this state upon proof to the department's satisfaction that the course is comparable to those offered by community colleges, substance abuse treatment programs licensed under chapter 125, and state correctional facilities as provided in this section. The department shall comply with the requirements of subsection 5 regarding such approved providers.
  - e. The department of education shall establish reasonable fees to defray the expense of obtaining classroom space, instructor salaries, and class materials for courses offered both by community colleges and by substance abuse treatment programs licensed under chapter 125, or for classes offered at a state correctional facility, and for administrative expenses incurred by the department of education in implementing subsection 5 on behalf of in-state and out-of-state offenders.
  - f. A person shall not be denied enrollment in a course by reason of the person's indigency.
3. An employer shall not discharge a person from employment solely for the reason of work absence to attend a course required by this section. Any employer who violates this section is liable for damages which include but are not limited to actual damages, court costs, and reasonable attorney fees. The person may also petition the court for imposition of a cease and desist order against the person's employer and for reinstatement to the person's previous position of employment.
4. The department of education, substance abuse treatment programs licensed under chapter 125, and state correctional facilities shall prepare for their respective courses a list of the locations of the courses taught under this section, the dates and times taught, the procedure for enrollment, and the schedule of course fees. The list shall be kept current and a copy of the list shall be sent to each court having jurisdiction over offenses provided in this chapter.
5. The department of education, substance abuse treatment programs licensed under chapter 125, and state correctional facilities shall maintain enrollment, attendance, successful and unsuccessful completion data for their respective courses on the persons ordered to enroll, attend, and successfully complete a course for drinking drivers. This data

shall be forwarded to the court by the department of education, substance abuse treatment programs licensed under chapter 125, and the department of corrections.

86 Acts, ch 1220, §22; 90 Acts, ch 1253, §120; 97 Acts, ch 177, §22; 2000 Acts, ch 1138, §5; 2002 Acts, ch 1140, §37; 2002 Acts, 2nd Ex, ch 1003, §240, 262; 2003 Acts, ch 180, §60; 2008 Acts, ch 1124, §16; 2011 Acts, ch 20, §17, 18

Referred to in §321J.17, 707.6A

### 321J.23 Legislative findings.

The general assembly finds and declares as follows:

1. Drivers often do not realize the consequences of drinking alcohol or using other drugs, and driving a motor vehicle.
  2. Prompt intervention is needed to protect society, including drivers, from death or serious long-term injury.
  3. The conviction of a driver for operating while intoxicated identifies that person as a risk to the health and safety of others, as well as to the intoxicated driver.
  4. Close observation of the effects on others of alcohol and drug use by an intoxicated driver convicted of operating while intoxicated may have a marked effect on recidivism and should therefore be encouraged by the courts.
  5. The reality education substance abuse prevention program provides guidelines for the operation of an intensive program to discourage recidivism.
- 92 Acts, ch 1231, §45

### 321J.24 Court-ordered visitation for offenders — immunity from liability.

1. As used in this section, unless the context otherwise requires:
  - a. "Appropriate victim" means a victim whose condition demonstrates the results of a motor vehicle accident involving intoxicated drivers without being excessively traumatic to the participant, as determined by the tour supervisor.
  - b. "Participant" means a person who is ordered by the court to participate in the reality education substance abuse prevention program.
  - c. "Program" means the reality education substance abuse prevention program.
  - d. "Program coordinator" means a person appointed by the court to coordinate the person's participation in the program.
  - e. "Tour supervisor" means a person selected by a participant's program coordinator to supervise a tour.
2. A reality education substance abuse prevention program is established in those judicial districts where the chief judge of the judicial district authorizes participation in the program. Upon a conviction or adjudication for a violation of section 321J.2, or the entry of a deferred judgment concerning a violation of section 321J.2, the court or juvenile court may order participation in the reality education substance abuse prevention program as a term and condition of probation or disposition in addition to any other term or condition of probation or disposition required or authorized by law. The court or juvenile court shall require the defendant or delinquent child to abstain from consuming any controlled substance, alcoholic liquor, wine, or beer while participating in the program.
3. The court or juvenile court shall consult with the defendant or delinquent child and the defendant's or delinquent child's attorney, if any, and may consult with any other person, including but not limited to the defendant's or delinquent child's parents or other family members, to determine if the defendant or delinquent child is suitable for participation in the program, if the program will be educational and meaningful to the defendant or delinquent child, and if any physical, emotional, mental, or other reasons exist which indicate that the program would be inappropriate or would cause any injury to the defendant or delinquent child.
4. The court or juvenile court may appoint a program coordinator, to coordinate all tours and select appropriate tour supervisors for each tour. The program coordinator shall monitor compliance by contacting each tour supervisor following the completion of a tour.
  - a. The court or juvenile court may include a requirement for a supervised educational tour by the defendant or delinquent child to any or all of the following:

(1) A hospital or other emergency medical care facility which regularly receives victims of motor vehicle accidents, to observe treatment of appropriate victims of motor vehicle accidents involving intoxicated drivers, under the supervision of a registered nurse, physician, paramedic, or emergency medical technician.

(2) A facility for the treatment of persons with substance-related disorders as defined in section 125.2, under the supervision of appropriately licensed medical personnel.

(3) If approved by the state or county medical examiner, a morgue or a similar facility to receive appropriate educational material and instruction concerning damage caused by the consumption of alcohol or other drugs, under the supervision of the county medical examiner or deputy medical examiner:

b. However, the court or juvenile court shall not order the defendant or delinquent child to participate in a supervised education tour of a hospital or other facility specified in this subsection, unless the hospital or facility agrees to participate in the program.

6. Prior to a tour, the program coordinator shall explain and discuss the experiences which may be encountered during the tour to the participant. If the program coordinator determines at any time before or during a tour that the tour may be traumatic or otherwise inappropriate for the participant, the program coordinator shall terminate the tour without prejudice to the participant.

7. The court or juvenile court may order a personal conference after the tours with the participant, the participant's attorney, if any, and any other persons if available and deemed necessary by the court or juvenile court, to discuss the experiences of the participant in the program and how those experiences may impact the participant's conduct. The court or juvenile court may order the participant to write a report or letter concerning the participant's experiences in the program.

8. Tour supervisors and facilities toured during the program are not liable for any civil damages resulting from injury to the participant, or civil damages caused by the participant during or from any activities related to a tour, except for willful or grossly negligent acts intended to, or reasonably expected to result in, such injury or damage.

9. The chief judge of the judicial district shall determine fees to be paid by participants in the program. The judicial branch shall use the fees to pay all costs associated with the program. The court shall either require the participant to pay the fee in order to participate in the program, or may waive the fee or collect a lesser amount upon a showing of cause.

92 Acts, ch 1231, §46; 97 Acts, ch 177, §23, 24; 98 Acts, ch 1047, §29; 2010 Acts, ch 1061, §180; 2013 Acts, ch 90, §86

Referred to in §321J.2, 707.8A

### **321J.25 Youthful offender substance abuse awareness program.**

1. As used in this section, unless the context otherwise requires:

a. "Participant" means a person whose driver's license or operating privilege has been revoked for a violation of section 321J.2A.

b. "Program" means a substance abuse awareness program provided under a contract entered into between the provider and the Iowa department of public health under chapter 125.

c. "Program coordinator" means a person assigned the duty to coordinate a participant's activities in a program by the program provider.

2. A substance abuse awareness program is established in each of the regions established by the director of public health pursuant to section 125.12. The program shall consist of an insight class and a substance abuse evaluation, which shall be attended by the participant, to discuss issues related to the potential consequences of substance abuse. The parent or parents of the participant shall also be encouraged to participate in the program. The program provider shall consult with the participant or the parents of the participant in the program to determine the timing and appropriate level of participation for the participant and any participation by the participant's parents. The program may also include a supervised educational tour by the participant to any or all of the following:

a. A hospital or other emergency medical care facility which regularly receives victims of motor vehicle accidents, to observe treatment of appropriate victims of motor vehicle

accidents involving intoxicated drivers, under the supervision of a registered nurse, physician, paramedic, or emergency medical technician.

b. A facility for the treatment of persons with substance-related disorders as defined in section 125.2, under the supervision of appropriately licensed medical personnel.

c. If approved by the state or county medical examiner, a morgue or a similar facility to receive appropriate educational material and instruction concerning damage caused by the consumption of alcohol or other drugs, under the supervision of the county medical examiner or deputy medical examiner.

3. If the program includes a tour, the program coordinator shall explain and discuss the experiences which may be encountered during the tour to the participant. If the program coordinator determines at any time before or during a tour that the tour may be traumatic or otherwise inappropriate for the participant, the program coordinator shall terminate the tour without prejudice to the participant.

4. Upon the revocation of the driver's license or operating privileges of a person who is fourteen years of age or older for a violation of section 321J.2A, if the person has had no previous revocations under either section 321J.2 or section 321J.2A, a person may participate in the substance abuse awareness program. The state department of transportation shall notify a potential program participant of the possibility and potential benefits of attending a program and shall notify a potential program participant of the availability of programs which exist in the area in which the person resides. The state department of transportation shall consult with the Iowa department of public health to determine what programs are available in various areas of the state.

5. Program providers and facilities toured during the program are not liable for any civil damages resulting from injury to the participant, or civil damages caused by the participant during or from any activities related to a tour, except for willful or grossly negligent acts intended to, or reasonably expected to result in, such injury or damage.

6. The program provider shall determine fees to be paid by participants in the program. The program fees shall be paid on a sliding scale, based upon the ability of a participant and a participant's family to pay the fees, and shall not exceed one hundred dollars per participant. The program provider shall use the fees to pay all costs associated with the program.

95 Acts, ch 143, §8; 97 Acts, ch 177, §25; 98 Acts, ch 1073, §9; 2005 Acts, ch 175, §121, 122; 2013 Acts, ch 90, §87

661—159.1(901D) Program created. The statewide sobriety and drug monitoring program, also referred to as the "24/7 program," is established in the department of public safety for use by participating jurisdictions. The program shall be available at least twice per day during hours designated by the law enforcement agency, seven days per week in the participating jurisdictions. Participation in or use of the 24/7 program is a voluntary decision of a participating jurisdiction. A participating jurisdiction cannot be required to participate in or to continue to participate in the 24/7 program.  
[ARC 4010C, IAB 9/26/18, effective 10/8/18]

House File 2411 - Enrolled

House File 2411

AN ACT

RELATING TO PARTICIPATION IN THE SOBRIETY AND DRUG MONITORING PROGRAM.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF IOWA:

Section 1. Section 321J.20, subsection 3, unnumbered paragraph 1, Code 2020, is amended to read as follows:

In addition to other penalties provided by law, a person's temporary restricted license shall be revoked if the person is required to install an ignition interlock device ~~or participate in a program established pursuant to chapter 901D~~ and the person does any of the following:

Sec. 2. Section 321J.20, subsection 3, paragraph b, Code 2020, is amended by striking the paragraph.

Sec. 3. Section 321J.20, subsection 9, Code 2020, is amended by striking the subsection.

Sec. 4. Section 901D.3, subsection 1, unnumbered paragraph 1, Code 2020, is amended to read as follows:

The department of public safety shall establish a statewide sobriety and drug monitoring program to be used by participating jurisdictions, which shall be available twenty-four hours per day, seven days per week. Pursuant to the provisions of this chapter, a court or governmental entity, or an authorized officer thereof, within a participating jurisdiction may, as a condition of bond, pretrial release, sentence, probation, or parole, ~~or a temporary restricted license,~~ do all of the following:

Sec. 5. Section 901D.3, subsection 2, Code 2020, is amended to read as follows:

2. ~~a. A person who has been required to participate in the program by a court or governmental entity and whose driver's license is suspended or revoked shall not begin participation in the program or be subject to the testing required by the program until the person is eligible for a temporary restricted license under applicable law.~~

~~b. In order to participate in the program, a person shall be required to install an approved ignition interlock device on all motor vehicles owned or operated by the person.~~

~~c. A person wishing to participate in the program who has been charged with, pled guilty to, or been convicted of an eligible offense, but has not been required by a court or governmental entity to participate in the program, may apply to the court or governmental entity of the participating jurisdiction on a form created by the participating jurisdiction, and the court or governmental entity may order the person to participate in the program as a condition of bond, pretrial release, sentence, probation, or parole, ~~or a temporary restricted license.~~ The application form shall include an itemization of all costs associated with participation in the program.~~

Sec. 6. Section 901D.5, subsection 3, Code 2020, is amended to read as follows:

3. Unless otherwise required by federal law, all alcohol or controlled substance testing performed as a condition of bond, pretrial release, sentence, probation, or parole, ~~or a temporary restricted license~~ shall utilize and input results to the data management system.

Sec. 7. Section 901D.7, subsections 1 and 2, Code 2020, are amended to read as follows:

1. Subject to sections 901D.3 and 901D.6, a participant may be placed in the program as a condition of bond, pretrial release, sentence, probation, or parole, ~~or a temporary restricted license.~~ However, ~~a person who has been required to participate in the program by a court or governmental entity and whose driver's license is suspended or revoked shall not begin participation in the program or be subject to the testing~~

~~required by the program until the person is eligible for a temporary restricted license under applicable law.~~

2. a. An order or directive placing a participant in the program shall include the all of the following:

(1) The type of testing required to be administered in the program and the in accordance with section 901D.3, subsection 1, paragraph "b".

(2) The length of time that the participant is required to remain in the program, which shall be for no less than ninety days. The order or directive shall additionally require

(3) A requirement that the participant not have failed a test result or have missed a required testing during the thirty-day period immediately preceding the end of participation in the program.

(4) A requirement that the participant submit to the law enforcement agency of the participating jurisdiction proof that the participant has installed an approved ignition interlock device on all motor vehicles owned or operated by the participant prior to the end of participation in the program, unless the court enters an order pursuant to paragraph "c" finding the participant is not required to provide proof of installation of an approved ignition interlock device as a condition of the participant's completion of the program.

b. The person issuing the order or directive shall send a copy of the order or directive to the law enforcement agency of the participating jurisdiction.

c. (1) A court shall only enter an order finding the participant is not required to provide proof of installation of an approved ignition interlock device on all motor vehicles owned or operated by the participant if any of the following apply:

(a) The participant will be ineligible for a temporary restricted license at the time the participant completes the program.

(b) The participant will not own a motor vehicle or have a motor vehicle registered in the participant's name at the time the participant completes the program, and the participant has submitted an affidavit stating such.

(2) If the court enters an order finding the participant is

not required to install an approved ignition interlock device under this paragraph, the court shall specifically state in the order the reasons for not imposing the requirement.

Sec. 8. Section 901D.9, subsection 2, Code 2020, is amended by striking the subsection.

Sec. 9. Section 901D.10, subsection 1, Code 2020, is amended to read as follows:

1. The department, in consultation with the judicial branch ~~and the department of transportation,~~ shall by December 1, 2023, submit a report to the general assembly detailing the effectiveness of the program established pursuant to this chapter and shall make recommendations concerning the continued implementation of the program or the elimination of the program.

Sec. 10. REPEAL. 2017 Iowa Acts, chapter 76, section 17, as amended by 2019 Iowa Acts, chapter 66, section 4, is repealed.

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PAT GRASSLEY  
Speaker of the House

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CHARLES SCHNEIDER  
President of the Senate

I hereby certify that this bill originated in the House and is known as House File 2411, Eighty-eighth General Assembly.

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MEGHAN NELSON  
Chief Clerk of the House

Approved \_\_\_\_\_, 2020

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KIM REYNOLDS  
Governor

## **Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants**

*[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]*

State: Iowa

Fiscal Year: 2024

**By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:**

### **GENERAL REQUIREMENTS**

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

### **INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

### **FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, ([https://www.fsr.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSR.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
  - Unique entity identifier (generated by [SAM.gov](http://SAM.gov));
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

## **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act (42 U.S.C. 12131-12189)* (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#);
- [Executive Order 12898](#), *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- [Executive Order 13166](#), *Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- [Executive Order 13985](#), *Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- [Executive Order 13988](#), *Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

## **GENERAL ASSURANCES**

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

## SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:  
*“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”*
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) <sup>[1]</sup> in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

**THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace;
  2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
  1. Abide by the terms of the statement;
  2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
  1. Taking appropriate personnel action against such an employee, up to and including termination;
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**POLITICAL ACTIVITY (HATCH ACT)**  
**(applies to subrecipients as well as States)**

The State will comply with provisions of the Hatch Act ([5 U.S.C. 1501-1508](#)), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

**CERTIFICATION REGARDING FEDERAL LOBBYING**  
**(applies to subrecipients as well as States)**

**CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS**

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

#### **RESTRICTION ON STATE LOBBYING**

**(applies to subrecipients as well as States)**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (*e.g.*, "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

#### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

**(applies to subrecipients as well as States)**

#### **INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)**

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS**

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
  - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

**INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION**

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180 and 1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

## **BUY AMERICA**

**(applies to subrecipients as well as States)**

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

## **CERTIFICATION ON CONFLICT OF INTEREST**

**(applies to subrecipients as well as States)**

### **GENERAL REQUIREMENTS**

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
  - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
  - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

### **DISCLOSURE REQUIREMENTS**

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

**PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**  
**(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

**POLICY ON SEAT BELT USE**

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ( [www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.

## **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

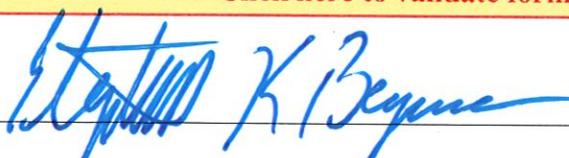
### **SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
  - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
  - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
  - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under [18 U.S.C. 1001](#). I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**

[Click here to validate form fields and permit signature](#)

  
 \_\_\_\_\_  
 Signature Governor's Representative for Highway Safety

7/25/23  
 \_\_\_\_\_  
 Date

Stephan K. Bayens  
 \_\_\_\_\_

Printed name of Governor's Representative for Highway Safety

# Motorcycle Safety

National Priority Safety Program

Section 405f



## Mission Statement of the Governor's Traffic Safety Bureau

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To identify traffic safety problems and thereon develop and implement traffic safety programs designed to reduce death and serious injury on Iowa's streets and highways through partnerships with local, county, state, and private sector agencies.

# Table of Contents

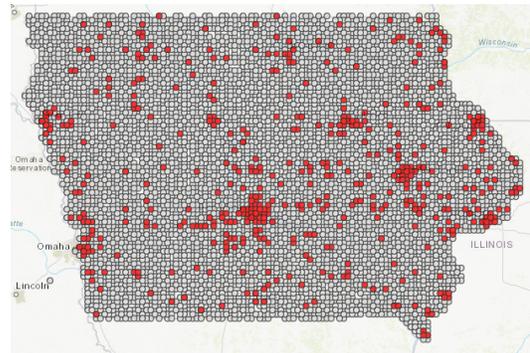
<b>1 Overview</b>	<b>Page 1</b>
<b>2 Designated State Authority</b>	<b>Page 1</b>
<b>3 Qualification Criteria</b>	<b>Page 1</b>
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# 1

## Overview

2022 Iowa Department of Transportation data indicates there were 951 motorcycle-involved crashes, resulting in 50 fatalities, 264 serious injuries and 436 minor injuries. The location of these crashes is depicted on the map to the right. Motorcyclist fatalities represented 14.5% of all traffic fatalities in the state in 2022.

Motorcycle safety is two-fold. It is important for drivers and motorcyclists to share the road and be alert. Motorcyclists also need to take extra precautions to make themselves visible and wear appropriate safety gear.



Source: Iowa Department of Transportation/ICAT

# 2

## Designated State Authority

Name and organization of the head of the designated state authority over motorcyclist safety issues:

### State Authority Agency

Iowa Department of Transportation  
6310 SE Convenience Blvd  
Ankeny, IA 50021

### State Authority Name and Title

Vania Boyd  
Driver Education Manager  
Iowa Department of Transportation

# 3

## Qualification Criteria

Pursuant to federal legislation, states can qualify for motorcycle grant funding (Section 405f) by meeting two of seven criteria. The State of Iowa qualifies for Section 405f funding through *Motorcyclist Awareness Programs* and the *Use of Fees Collected from Motorcyclists for Motorcycle Programs*.

### **3.1 Motorcyclist Awareness Program**

The GTSB has developed and coordinated with the Iowa Department of Transportation, the state authority over motorcyclist safety issues.

The GTSB has established the following performance measures as identified in the Triennial Highway Safety Plan.

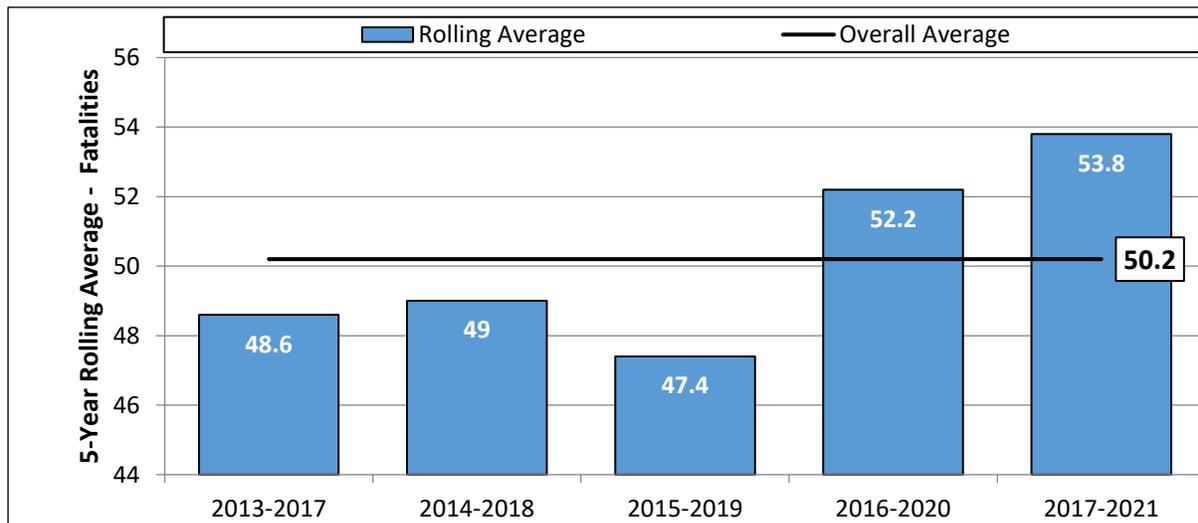
### C-7 Number of Motorcyclist Fatalities

<b>3HSP Performance Measure</b>	<b>Reduce the number of motorcyclist fatalities 5.20% from the 2017-2021 average of 53.8 to a 2022-2026 average of 51 by December 31, 2026.</b>
Target Metric Type	%

#### Target Justification

To help track progress toward meeting the triennial target, the state has established targets for FFY 2024 and FFY 2025 taking in account the average percent change from the most recent three years in relation to a 5-year baseline that precedes each of the three years.

Baseline	Recent Year	% Change	Change	FFY 24 and FFY 25 Targets
2012-2016 Avg = 51	2019 = 44	-13.73	19.23	FFY 2024 - Maintain the number of motorcyclist fatalities to be no more than the 2017-2021 5-year average of 54 by December 31, 2024.
2013-2017 Avg = 49	2020 = 65	32.65		
2014-2018 Avg = 49	2021 = 68	38.78		
2015-2019 Avg = 47				FFY 2025 – Reduce the number of motorcyclist fatalities 3.70% from the 2017-2021 average of 53.8 to 52 (2021-2025 average) by December 31, 2025.
2016-2020 Avg = 52				
2017-2021 Avg = 54				



Source: NHTSA/FARS

#### Target Justification

The average percent change from the most recent three year (2019-2021) in relation to a 5-year baseline period has been an increase of 19.23%. If an increase of this magnitude is realized through 2024 compared to a baseline of the average annual fatality count for 2017-2021 (54), the fatality count expected in 2024 would be approximately 64.

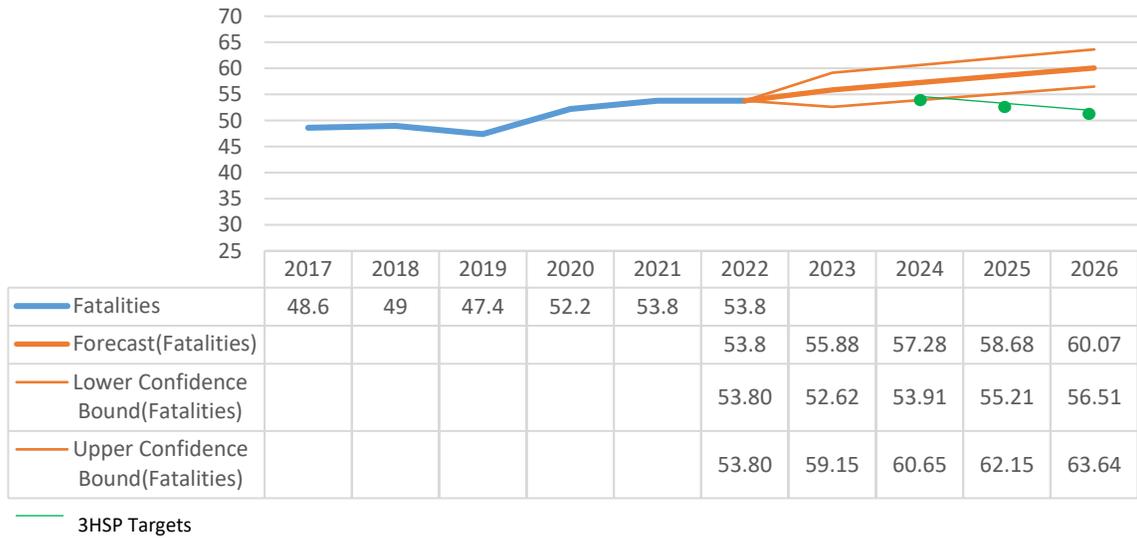
Prior to significant increases in fatalities in 2020 and 2021, the 5-year average (2015-2019) was 47.4. When including the preliminary data into projections, forecast models show an upward trend. When setting the triennial HSP target, however, consideration was given to 2020 and 2021 fatalities being possible outliers resulting from the COVID-19 pandemic, therefore causing a steeper upward forecast. Preliminary Iowa DOT data indicates there were 49 motorcyclist fatalities in 2022.

The Iowa Department of Transportation is planning to increase the total number of riders taking the beginning riding course before licensing by 1% (2,390 riders completed the basic rider course prior to licensing in 2022), increase the number of individuals who complete the Returning Rider or Advance Rider Courses, and conduct quality assurance site visits at training sites.

The GTSB will be increasing funding allocated toward motorcycle safety messaging and outreach as a strategy to mitigate the forecasted trends.

New in FFY 2024, the GTSB will be partnering with the Alliance Highway Safety to provide 10 motorcycle awareness outreach programs throughout the state in counties with high motorcycle fatality rates. These events will target individuals attending motorcycle-related events and will provide the opportunity to levitate individuals who demonstrate a common interest in motorcycles. Alliance will also survey attendees and conduct one-on-one conversations providing the GTSB with feedback.

### 5-Year Average Forecast for Motorcyclist Fatalities



Source: NHTSA/FARS (Actual Values)

### C-8 Number of Unhelmeted Motorcyclist Fatalities

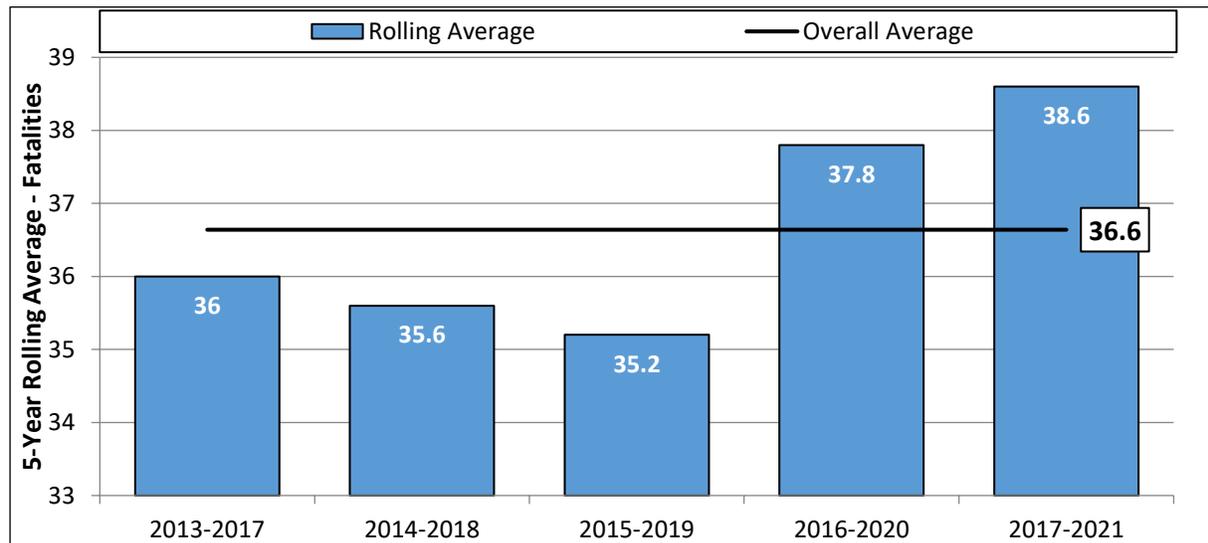
<b>3HSP Performance Measure</b>	<b>Reduce the number of unhelmeted motorcyclist fatalities 6.74% from the 2017-2021 average of 38.6 to a 2022-2026 average of 36 by December 31, 2026.</b>
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Target Metric Type	%
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#### Target Justification

To help track progress toward meeting the triennial target, the state has established targets for FFY 2024 and FFY 2025 taking in account the average percent change from the most recent three years in relation to a 5-year baseline that precedes each of the three years.

Baseline	Recent Year	% Change	Change	FFY 24 and FFY 25 Targets
2012-2016 Avg = 39	2019 = 35	-10.26	17.88	FFY 2024 – Maintain unhelmeted motorcyclist fatalities to be no more than the 2017-2021 5-year average of 38.6 by December 31, 2024.
2013-2017 Avg = 36	2020 = 44	22.22		
2014-2018 Avg = 36	2021 = 51	41.67		
2015-2019 Avg = 35				FFY 2025 – Reduce unhelmeted motorcyclist fatalities 1.55% from the 2017-2021 average of 38.6 to 38 (2021-2025 average) by December 31, 2025.
2016-2020 Avg = 38				
2017-2021 Avg = 39				



Source: NHTSA/FARS

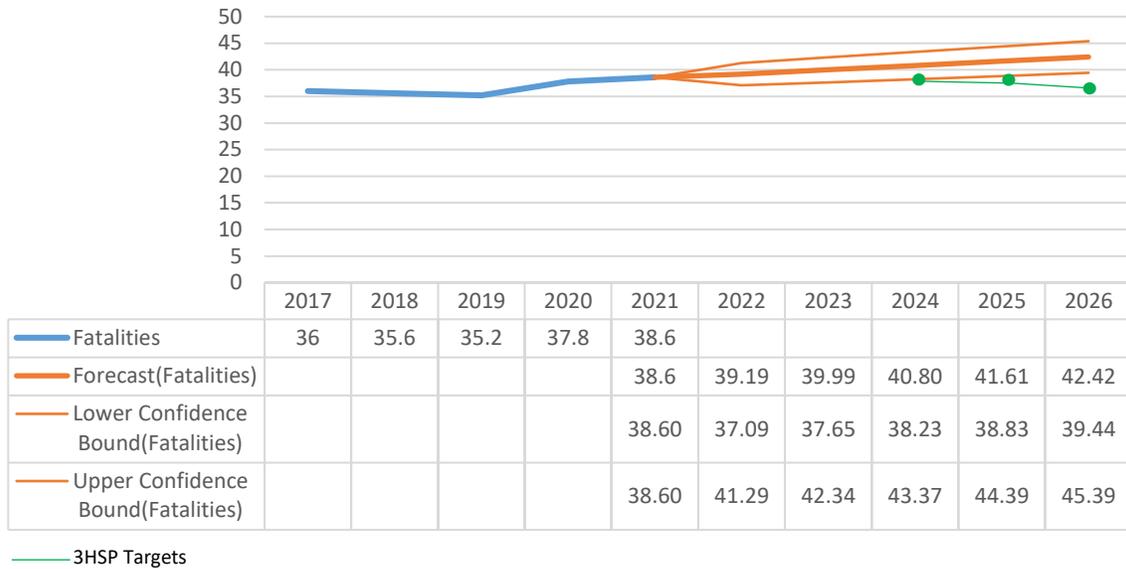
#### Target Justification

The average percent change from the most recent three years (2019-2021) in relation to a 5-year baseline period has been an increase of 17.88%. If an increase of this magnitude is realized through 2024 compared to a baseline average annual fatality count for 2017-2021 (38.6), the fatality count expected in 2024 would be approximately 45.

Iowa is one of three states that do not have a motorcycle helmet law. As such, it will be a challenge to mitigate the upward trend without specific outreach and communication efforts. The GTSB will be increasing funding allocated toward motorcycle safety messaging and outreach.

New in FFY 2024, the GTSB will be partnering with Alliance Highway Safety to provide 10 motorcycle awareness outreach programs throughout the state in counties with high motorcycle fatality rates. These events will target individuals attending motorcycle-related events and will provide the opportunity to levitate individuals who demonstrate a common interest in motorcycles. Alliance will also survey attendees and conduct one-on-one conversations and providing the GTSB with feedback.

### 5-Year Average Forecast for Unhelmeted Motorcyclist Fatalities



Source: NHTSA/FARS (Actual Values)

Of the 951 motorcycle-involved crashes that occurred in 2022, 487 of them involved a motorcycle vs. motor vehicle. See ATTACHMENT A.

ATTACHMENT A identifies a list of the 99 counties in the state of Iowa ranked in the order of the highest to lowest number of crashes involving a motorcycle and another vehicle per county. 2022 data was used. The State will implement data driven programs in a majority of counties where the incidence of crashes involving motorcycle and other motor vehicle is the highest. Projects for FFY 2024 are identified below:

STRATEGY	MOTORCYCLE SAFETY AWARENESS
Problem (Link to Strategy)/Project Safety Impact	<ul style="list-style-type: none"> <li>• Motorcyclist fatalities accounted for over 19% of all traffic fatalities in 2021.</li> <li>• Motorcyclist fatalities are on an upward trend in Iowa.</li> <li>• More than 50% of motorcycle vs. motor vehicle crashes occur within 5 of Iowa’s 99 counties (2022); Polk, Scott, Linn, Pottawattamie, and Woodbury</li> </ul> <p>Motorcycle awareness and safety is a responsibility of both riders and drivers on the roadway. It is important to get the message to drivers to be aware of motorcycles. Through motorcycle awareness programming it has been identified it is equally important to connect with riders on safety issues.</p>
Countermeasures and Justification	Countermeasures That Work (CTW) Motorcycle Safety, Communications and Outreach <ul style="list-style-type: none"> <li>• Motorcyclist Awareness of Motorcyclist – CTW 1 star citation*                             <ul style="list-style-type: none"> <li>* The above-mentioned countermeasure is identified in CTW but is limited or does not have high-quality evaluation evidence for effectiveness.</li> </ul> </li> </ul>

	Uniform Guidelines for State Highway Safety Program, Highway Safety Program Guideline No. 3, Motorcycle Safety <ul style="list-style-type: none"> <li>Motorcycle Rider Conspicuity and Motorist Awareness Programs</li> </ul> 2021 Iowa Management Review Consideration <ul style="list-style-type: none"> <li>Program Management – Adjust Resource Allocation in Motorcyclist Program</li> </ul>		
Target(s)	Annually provide 10 motorcycle awareness outreach programs throughout the state within counties with high motorcycle fatality rates.		
Estimated 3-year funding allocation	FFY 2024	\$40,000	Total 3HSP = \$120,000 (BIL NHTSA 402)
	FFY 2025	\$40,000	
	FFY 2026	\$40,000	
Strategy(ies) to project considerations	<ul style="list-style-type: none"> <li>Non-traditional events <ul style="list-style-type: none"> <li>Through attendance at numerous events throughout or consistently attending recurring events during the multi-year project, an on-going presence in the community will be achieved.</li> <li>Attendance at non-traditional events will provide the opportunity to leverage individuals who demonstrate a common interest in motorcycles.</li> </ul> </li> <li>Public Engagement <ul style="list-style-type: none"> <li>Ability to survey the attendees and have one-on-one conversations.</li> </ul> </li> </ul>		

**Planned Activities in Countermeasure Strategy**

<b>Planned Activity Name: Alliance Motorcycle Safety Awareness</b>					
Unique Identifier/Planned Activity Number: 24-402-MOPM, Task 09-00-51					
Intended Subrecipient: Alliance Highway Safety					
Type of Organization: Marketing					
Affected Communities: Polk, Scott, Linn, Pottawattamie, and Woodbury Counties					
Primary Countermeasure Strategy ID: Motorcycle Safety Awareness					
Planned Description: Alliance will set up an interactive tent display at identified motorcycle events throughout the state which correlate with 2022 data identifying counties where the number of crashes involving a motorcycle and another motor vehicle are the highest. Attendees will be engaged with interactive elements. Alliance will collect surveys from the attendees to measure demographic information as well as attitudes and awareness regarding motorcycle safety. At these events, Alliance will distribute yard signs which contain a motorcycle awareness message.  Alliance will provide a recap report after each event documenting the engagement which occurred.					
Planning & Administration Cost: No			1300.41(b) "Promised Project": No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Motorcycle Safety	\$40,000	\$0.00	\$0.00

STRATEGY	COMMUNICATION CAMPAIGN - MOTORCYCLE
Problem (Link to Strategy)/Project Safety Impact	<ul style="list-style-type: none"> <li>Motorcyclist fatalities represented 14.5% of all traffic fatalities in the state in 2022.</li> <li>In 2021, 75% of all motorcyclist fatalities were unhelmeted.</li> <li>Over the 5-year period of 2016-2020, motorcyclists age 50 years of age and older represented 47.31% of the motorcyclist fatalities.</li> </ul>
Countermeasures and Justification	Countermeasures That Work (CTW) Motorcycle Safety – Motorcycle Rider Communication and Outreach

	<ul style="list-style-type: none"> <li>• Conspicuity and Protective Clothing – CTW 1-star citation*</li> <li>• Motorist Awareness of Motorcyclists – CTW 1-star citation*</li> </ul> <p>* The above-mentioned countermeasure is identified in CTW but is limited or does not have high-quality evaluation evidence for effectiveness.</p> <p>Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 3, Motorcycle Safety</p> <ul style="list-style-type: none"> <li>• Communication Program</li> </ul> <p>2021 Iowa Management Review Consideration</p> <ul style="list-style-type: none"> <li>• Adjust Resource Allocation in Motorcycle Program</li> </ul>							
Target(s)	To be determined.							
Estimated 3-year funding allocation	<table border="1"> <tr> <td>FFY 2024</td> <td>\$165,000</td> <td rowspan="3">Total 3HSP = \$495,000 (BIL NHTSA 402)</td> </tr> <tr> <td>FFY 2025</td> <td>\$165,000</td> </tr> <tr> <td>FFY 2026</td> <td>\$165,000</td> </tr> </table>	FFY 2024	\$165,000	Total 3HSP = \$495,000 (BIL NHTSA 402)	FFY 2025	\$165,000	FFY 2026	\$165,000
FFY 2024	\$165,000	Total 3HSP = \$495,000 (BIL NHTSA 402)						
FFY 2025	\$165,000							
FFY 2026	\$165,000							
Strategy(ies) to project considerations	<ul style="list-style-type: none"> <li>• Utilization of a mix of mediums to include but not limited to geo-fence banners, social listening venues, spot radio, and/or billboards</li> </ul>							

**Planned Activities in Countermeasure Strategy**

Planned Activity Name: ZLR Ignition / Motorcycle Campaigns					
Unique Identifier/Planned Activity Number: ZLR - Motorcycle					
Intended Subrecipient: ZLR Ignition					
Type of Organization: Media/Marketing					
Affected Communities: Polk, Scott, Linn, Pottawattamie, and Woodbury Counties					
Primary Countermeasure Strategy ID: Communication Campaign					
Planned Description: ZLR Ignition’s motorcycle campaign objectives will be developed through the analysis of state specific data. Current and emerging trends will be considered including the counties where the number of motorcycle vs. motor vehicle crashes is the highest . ZLR’s strategies for delivery may include the development of new materials for digital placement in addition to a mix of proven mediums, such as geo-fence banners, social listening venues, spot radio, and/or billboard.					
Planning & Administration Cost: No			1300.41(b) “Promised Project”: No		
Funding Sources:					
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Paid Advertising	\$165,000	\$0.00	\$0.00

**3.2 Use of Fees Collected from Motorcyclists for Motorcycle Programs**

*Iowa Administrative Code*, Chapter 635.5(321) is the official law requiring all fees collected by the state from motorcyclists to be used for motorcycle training and safety programs. This code section can be found within ATTACHMENT B. Iowa respectfully submits, in addition to the *Iowa Administrative Code* 635.5, three specific Code of Iowa citations 321.145(2)(b)(2), 321.179, and 321.180B(6), which explain in further detail how motorcycle rider education funds are utilized in the State of Iowa.

**Citations** - The law or regulation requiring that all fees collected by the state from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcyclist training and safety programs (ATTACHMENT C).

Legal Citation: *Iowa Administrative Code*, Chapter 635(321)  
Amended Date: 11/11/2020

Legal Citation: *Iowa Code* 321.145(2)(b)(2)  
Amended Date: 12/31/2016

Legal Citation: *Iowa Code* 321.179  
Amended Date: 07/01/2010

## 405 National Priority Safety Program – Section 405f

### Attachments

ATTACHMENT A	Motorcycle vs. Motor Vehicle Crashes (2022)
ATTACHMENT B	<i>Iowa Administrative Code</i> , Chapter 635, Motorcycle Rider Education
ATTACHMENT C	<i>Code of Iowa</i> , 321.145(2)(b)(2), 321-179, and 321.180B(6)



**Governor's Traffic Safety Bureau  
Iowa Department of Public Safety**

215 E 7<sup>th</sup> Street

Des Moines, IA 50319

Telephone: 515/725-6123

Fax: 515/725-6133

[gtsb@dps.state.ia.us](mailto:gtsb@dps.state.ia.us)

# Motorcycle vs. Motor Vehicle Crashes (2022)

Source: Iowa Department of Transportation

COUNTY	MC v Motor Vehicle 22 were MC v MC	Removed MC v MC crashes
Adair	2	2
Adams	0	0
Allamakee	4	2
Appanoose	0	0
Audubon	0	0
Benton	2	2
Black Hawk	20	20
Boone	3	2
Bremer	0	0
Buchanan	0	0
Buena Vista	1	1
Butler	0	0
Calhoun	0	0
Carroll	1	1
Cass	2	2
Cedar	2	1
Cerro Gordo	11	11
Cherokee	2	1
Chickasaw	0	0
Clarke	1	1
Clay	2	2
Clayton	3	2
Clinton	6	5
Crawford	2	2
Dallas	5	3
Davis	0	0
Decatur	0	0
Delaware	0	0
Des Moines	9	8
Dickinson	3	3
Dubuque^	24	24
Emmet	1	1
Fayette	1	1
Floyd	1	0
Franklin	1	1
Fremont	2	2
Greene	0	0
Grundy	1	1
Guthrie	1	1
Hamilton	3	2
Hancock	1	1

COUNTY	MC v Motor Vehicle 22 were MC v MC
Polk*	125
Scott^	41
Linn	34
Pottawattamie	30
Woodbury	30
Dubuque^	24
Black Hawk	20
Webster	13
Cerro Gordo	11
Johnson	11
Des Moines	9
Story	8
Marshall	7
Clinton	6
Jasper	6
Dallas	5
Marion	5
Muscatine	5
Warren	5
Allamakee	4
Jackson	4
Wapello	4
Boone	3
Clayton	3
Dickinson	3
Hamilton	3
Harrison	3
Madison	3
Mahaska	3
Tama	3
Adair	2
Benton	2
Cass	2
Cedar	2
Cherokee	2
Clay	2
Crawford	2
Fremont	2
Hardin	2
Iowa	2
Lee	2

COUNTY	Removed MC v MC crashes
Polk*	122
Scott^	40
Linn	33
Pottawattamie	30
Woodbury	30
Dubuque^	24
Black Hawk	20
Webster	12
Cerro Gordo	11
Johnson	11
Des Moines	8
Story	8
Marshall	7
Jasper	6
Clinton	5
Marion	5
Muscatine	5
Warren	5
Jackson	4
Wapello	4
Dallas	3
Dickinson	3
Harrison	3
Adair	2
Allamakee	2
Benton	2
Boone	2
Cass	2
Clay	2
Clayton	2
Crawford	2
Fremont	2
Hamilton	2
Hardin	2
Iowa	2
Lee	2
Madison	2
Mahaska	2
Mills	2
O'Brien	2
Plymouth	2

Hardin	2	2
Harrison	3	3
Henry	0	0
Howard	0	0
Humboldt	0	0
Ida	0	0
Iowa	2	2
Jackson	4	4
Jasper	6	6
Jefferson	0	0
Johnson	11	11
Jones	0	0
Keokuk	0	0
Kossuth	0	0
Lee	2	2
Linn	34	33
Louisa	1	1
Lucas	1	1
Lyon	0	0
Madison	3	2
Mahaska	3	2
Marion	5	5
Marshall	7	7
Mills	2	2
Mitchell	1	1
Monona	0	0
Monroe	1	1
Montgomery	1	1
Muscatine	5	5
O'Brien	0	0
O'Brien	2	2
Osceola	1	0
Page	0	0
Palo Alto	1	1
Plymouth	2	2
Pocahontas	1	1
Polk*	125	122
Pottawattamie	30	30
Poweshiek	1	1
Ringgold	0	0
Sac	0	0
Scott^	41	40
Shelby	1	1
Sioux	1	1
Story	8	8
Tama	3	2
Taylor	0	0

Mills	2	
O'Brien	2	
Plymouth	2	
Union	2	
Winneshiek	2	
Worth	2	
Buena Vista	1	
Carroll	1	
Clarke	1	
Emmet	1	
Fayette	1	
Floyd	1	
Franklin	1	
Grundy	1	
Guthrie	1	
Hancock	1	
Louisa	1	
Lucas	1	
Mitchell	1	
Monroe	1	
Montgomery	1	
Osceola	1	
Palo Alto	1	
Pocahontas	1	
Poweshiek	1	
Shelby	1	
Sioux	1	
Van Buren	1	
Adams	0	
Appanoose	0	
Audubon	0	
Bremer	0	
Buchanan	0	
Butler	0	
Calhoun	0	
Chickasaw	0	
Davis	0	
Decatur	0	
Delaware	0	
Greene	0	
Henry	0	
Howard	0	
Humboldt	0	
Ida	0	
Jefferson	0	
Jones	0	
Keokuk	0	

Tama	2
Union	2
Winneshiek	2
Worth	2
Buena Vista	1
Carroll	1
Cedar	1
Cherokee	1
Clarke	1
Emmet	1
Fayette	1
Franklin	1
Grundy	1
Guthrie	1
Hancock	1
Louisa	1
Lucas	1
Mitchell	1
Monroe	1
Montgomery	1
Palo Alto	1
Pocahontas	1
Poweshiek	1
Shelby	1
Sioux	1
Van Buren	1
Adams	0
Appanoose	0
Audubon	0
Bremer	0
Buchanan	0
Butler	0
Calhoun	0
Chickasaw	0
Davis	0
Decatur	0
Delaware	0
Floyd	0
Greene	0
Henry	0
Howard	0
Humboldt	0
Ida	0
Jefferson	0
Jones	0
Keokuk	0
Kossuth	0

Union	2	2
Van Buren	1	1
Wapello	4	4
Warren	5	5
Washington	0	0
Wayne	0	0
Webster	13	12
Winnebago	0	0
Winneshiek	2	2
Woodbury	30	30
Worth	2	2
Wright	0	0
<b>TOTAL</b>	<b>487</b>	<b>465</b>

Kossuth	0
Lyon	0
Monona	0
O'Brien	0
Page	0
Ringgold	0
Sac	0
Taylor	0
Washington	0
Wayne	0
Winnebago	0
Wright	0
<b>TOTAL</b>	<b>487</b>

Lyon	0
Monona	0
O'Brien	0
Osceola	0
Page	0
Ringgold	0
Sac	0
Taylor	0
Washington	0
Wayne	0
Winnebago	0
Wright	0
<b>TOTAL</b>	<b>465</b>

\* Motorcycle hit parked car

^ Vehicle hit parked motorcycle(s)

ARC 5204C

TRANSPORTATION DEPARTMENT[761]

Adopted and Filed

Rule making related to motorcycle rider education

The Department of Transportation hereby amends Chapter 602, "Classes of Driver's Licenses," and Chapter 635, "Motorcycle Rider Education (MRE)," Iowa Administrative Code.

Legal Authority for Rule Making

This rule making is adopted under the authority provided in Iowa Code sections 307.12 and 321.179.

State or Federal Law Implemented

This rule making implements, in whole or in part, Iowa Code sections 321.179 and 321.180B(5).

Purpose and Summary

This rule making relates to motorcycle rider education; aligns with existing legal authority and Department practice; eliminates outdated or irrelevant requirements or options; and accommodates modern, electronic procedures and terminology. The following paragraphs explain the amendments in more detail:

These amendments make a conforming change to subrule 602.2(1) to provide that a certificate of completion of an approved motorcycle rider education course may be submitted electronically through the Department's online reporting system by a participating Iowa-approved motorcycle rider education provider. This rule making aligns rule 761—635.2(321), which relates to an approved course in motorcycle rider education, with current Department practice and terminology, including specifying the length of validity of the course approval and renewal procedures, as well as identifying the criteria that a motorcycle must meet to be eligible for use during the on-cycle instruction portion of an approved course.

These amendments update rule 761—635.3(321), which governs motorcycle rider education instructors, to specify the length of validity of the instructor's license and renewal procedures and to allow an instructor an additional way to qualify for an instructor's license if the instructor teaches at least one course in another state, as long as the other state's course is the same nationally recognized course that Iowa uses.

These amendments also incorporate the clear driving record standards used by the Department for behind-the-wheel driver education instructors and revise subrule 635.3(3) on license suspensions to reflect the Department's current practice of either canceling or denying the instructor's license if the instructor does not have a clear driving record or meet other qualifications specified in the rules. Finally, these amendments revise subrule 635.4(1), encompassing motorcycle rider education sponsors; rule 761—635.5(321), regarding the motorcycle rider education fund; and rule 761—635.7(321), regarding license issuance for sponsors, to align with current Department practice and terminology.

Public Comment and Changes to Rule Making

Notice of Intended Action for this rule making was published in the Iowa Administrative Bulletin on July 29, 2020, as ARC 5102C. No public comments were received. No changes from the Notice have been made.

Adoption of Rule Making

This rule making was adopted by the Department on September 8, 2020.

~~635.2(4)~~ 635.2(5) Prior to the beginning of on-cycle instruction, a student enrolled in the approved course must be at least 14 years of age, possess a valid driver's license as defined in Iowa Code section 321.1, be able to touch the ground with the balls of both feet while sitting astride the training motorcycle, and complete the motorcycle safety course waiver form, including the signature of a parent or legal guardian if the student is under the age of 18.

~~635.2(5)~~ 635.2(6) The scheduled time for instruction—classroom, on-cycle, or a combination of both—shall not exceed eight hours in any one calendar day. During on-cycle instruction, a student shall wear a U.S. DOT-approved helmet, an eye-protective device, and protective clothing, including gloves, a long-sleeved shirt or jacket, long pants, and shoes or boots that cover the feet and ankles.

~~635.2(6)~~ 635.2(7) The student-instructor ratio for classroom instruction shall not exceed 36 to 1. No more than 12 students may receive on-cycle instruction at one time on a single full-size range. The student-instructor ratio for on-cycle instruction shall not exceed 6 to 1.

~~635.2(7)~~ 635.2(8) A driving range used for on-cycle instruction must be paved, free of hazards to motorcycle travel, and have an unobstructed, paved runoff of at least 20 feet in all directions.

~~a. and b. Rescinded IAB 9/4/02, effective 10/9/02.~~

~~635.2(8)~~ 635.2(9) The sponsor shall provide for each student engaged in on-cycle instruction one fully operational motorcycle manufactured for highway use.

~~a.~~ Each motorcycle must meet two of the following three criteria:

~~a. (1)~~ Have an engine displacement that does not exceed of 500 cubic centimeters or less, or an electric motor of 30 kW or less.

~~b. (2)~~ Have an unladen weight that does not exceed 400 pounds a curb (wet) weight of 440 pounds or less.

~~c. (3)~~ Have a seat height that does not exceed of 30 inches or less.

~~b.~~ A motorcycle that has been modified or contains aftermarket equipment for the purposes of meeting the criteria under paragraph 635.2(9) "a" shall not be used for instruction under this subrule.

~~635.2(9)~~ 635.2(10) The driving test for a Class M driver's license or a motorcycle endorsement may be waived under 761—subrule 604.31(2) provided the applicant has successfully completed the approved course.

ITEM 3. Amend rule 761—635.3(321) as follows:

761—635.3(321) Instructors.

635.3(1) License. An instructor of the approved course must be licensed by the department. However, an individual who meets the qualifications for a license except for paragraph 635.3(2) "d" or who is suspended whose license is denied under paragraph 635.3(3) "c" may teach the approved course as provided in those paragraphs.

~~a. and b. Rescinded IAB 9/4/02, effective 10/9/02.~~

635.3(2) Licensing provisions. A motorcycle rider education instructor's license shall be issued for a calendar year or remainder of a calendar year. The license expires on December 31 but remains valid for an additional 30 days after the expiration date of the year it is issued. The application for renewal shall be submitted to the department within 60 days of the expiration date, unless otherwise approved by the department. To obtain and retain an MRE instructor's license, an individual must:

~~a. to d.~~ No change.

~~e.~~ After the year in which a license is granted, teach at least one class nationally recognized, research-based motorcycle rider preparation course approved by the department in Iowa or another state each calendar year.

~~f.~~ No change.

~~g.~~ Possess a high school diploma or equivalent. This is not required for a licensed instructor who trained as an MRE instructor before July 1, 1998, and who has taught for an Iowa sponsor after January 1, 1996. Have a clear driving record for the previous two years. A clear driving record means the individual has:

(1) Not been identified as a candidate for driver's license suspension under the habitual violator provisions of rule 761—615.13(321) or the serious violation provisions of rule 761—615.17(321).

- ~~(2) No driver's license suspensions, revocations, denials, cancellations, disqualifications or bars.~~
  - ~~(3) Not committed an offense that would result in driver's license suspension, revocation, denial, cancellation, disqualification or bar.~~
  - ~~(4) No record of a law enforcement investigative report indicating a contributive motor vehicle accident that caused the death or serious injury of another person.~~
  - ~~(5) No record of two or more contributive motor vehicle accidents in a two-year period.~~
- ~~635.3(3) License suspension cancellations and denials.~~

~~a. The department shall suspend cancel or deny the MRE license of an MRE instructor whose driving privilege is suspended, revoked, canceled, denied or barred, who does not have a clear driving record under paragraph 635.3(2) "g." The suspension cancellation or denial shall remain in effect until the individual's driving privilege is restored; individual has a clear driving record, as defined in paragraph 635.3(2) "g."~~

~~b. The department shall suspend cancel or deny the MRE license of an MRE instructor who fails to maintain a current instructor certification from a nationally recognized motorcycle safety organization approved by the department. The suspension cancellation or denial shall remain in effect until the certification is current.~~

~~c. Each January, the department shall review each MRE instructor's teaching activity and update completion. The department shall suspend deny renewal of the MRE license of an MRE instructor who fails to meet these licensing provisions. The suspension denial shall remain in effect until the individual has done one of the following:~~

~~(1) Taught two classes of the approved course under the guidance of an experienced, licensed instructor approved by the department.~~

~~(2) Attended the first instruction component of an instructor preparation weekend.~~

~~(3) Completed an Iowa technical assistance review with an instructor trainer.~~

~~(1) Obtained instructor certification from a nationally recognized motorcycle safety organization approved by the department.~~

~~(2) Taught one class of the approved course under the guidance of an experienced, licensed instructor approved by the department.~~

ITEM 4. Amend subrule 635.4(1) as follows:

635.4(1) Sponsors shall:

a. No change.

b. Use only instructors licensed by the department to teach the approved course. However, an individual who meets the qualifications for a license except for paragraph 635.3(2) "d" or ~~who is suspended whose license is denied~~ under paragraph 635.3(3) "c" may teach the approved course as provided in those paragraphs.

c. Maintain liability insurance in an amount of not less than \$1 million, combined single limit, with an aggregate limit of not less than \$2 million, and file a certificate of this insurance with the department. The certificate shall verify coverage for scheduled courses of instruction. The certificate shall name the department and its officers, agents, representatives and employees as additional insureds with respect to all work, deliveries or services performed for them by the named insured, and shall specify that the department of transportation, ~~office of driver and identification services bureau~~, shall be given at least 30 days' prior notice of any material change in or cancellation of the insurance.

A sponsor who is a state agency or public educational institution shall provide written verification of self-insurance to the department.

d. Maintain complete instructional accident report files and furnish this information to the department ~~on forms provided~~ in a manner determined by the department.

e. No change.

f. Allow the department or the department's designee to audit any class of the approved course, either announced or unannounced.

g. No change.

~~h. Participate in the department's centralized motorcycle rider education master schedule.~~

~~h.~~ Provide and maintain adequate instructional facilities and equipment to accommodate all components—lecture, audio-visual, and on-cycle—of the approved course.

ITEM 5. Amend rule 761—635.5(321) as follows:

~~761—635.5(321)~~ Use of motorcycle rider education fund. The motorcycle rider education fund may be used for the following purposes:

635.5(1) *Course development.* New or current sponsors may apply to the department for funds to establish delivery of the approved course at an unserved site. Current sponsors may apply for funds to expand delivery at an existing site.

a. No change.

b. Application for funds shall be ~~on forms provided~~ made in a manner determined by the department. Departmental approval shall be based on the geographical area, the number of students to be served and the availability of moneys in the motorcycle rider education fund. The number of students to be served is determined by range size, the number of courses to be offered, and the number of sponsors providing the course.

c. No change.

635.5(2) *Instructor preparation.* The department shall sponsor ~~beginning~~ initial instructor preparation courses.

a. and b. No change.

c. Applications for enrollment shall be made ~~on forms provided~~ in a manner determined by the department.

635.5(3) and 635.5(4) No change.

635.5(5) *Reimbursement of per pupil costs.* The department shall reimburse a sponsor for each student who completes the approved course contingent upon the availability of moneys in the motorcycle rider education fund.

a. and b. No change.

c. Claims for reimbursement shall include a summary of courses taught with site, date, and instructor information, and a report for each class taught that provides the name, age, and driver's license number ~~and gender of each student, and any other information required by the department.~~ Claims for reimbursement shall be submitted ~~on forms provided~~ in a manner determined by the department.

d. No change.

ITEM 6. Amend rule 761—635.6(321) as follows:

~~761—635.6(321)~~ Information and location. Applications, forms and information regarding this chapter are available by mail from the ~~Office of Driver and Identification Services Bureau,~~ Iowa Department of Transportation, P.O. Box 9204, Des Moines, Iowa 50306-9204; in person at 6310 SE Convenience Blvd., Ankeny, Iowa; by telephone at ~~(515)237-3153~~ (515)244-8725; ~~or~~ by facsimile at ~~(515)237-3074~~ (515)239-1837; or by email at mre.dot@iowadot.us.

ITEM 7. Amend rule 761—635.7(321) as follows:

~~761—635.7(321)~~ License issuance. To be licensed to ~~teach~~ provide MRE, the sponsor's course and instructors must be approved by the department in accordance with this chapter.

635.7(1) *Issuance and renewal.* A license to ~~teach~~ provide MRE shall be issued for a calendar year or remainder of a calendar year. The license expires on December 31 and must be renewed annually.

635.7(2) *Cancellation.* A license to ~~teach~~ provide MRE shall be canceled if the course or instructors are no longer approved. Also, a license to ~~teach~~ provide MRE shall be canceled if the sponsor does not comply with this chapter.

[Filed 9/9/20, effective 11/11/20]

[Published 10/7/20]

EDITOR'S NOTE: For replacement pages for IAC, see IAC Supplement 10/7/20.

## §321.178A, MOTOR VEHICLES AND LAW OF THE ROAD

physical classroom requirements, and extra vehicle safety equipment required for instruction under section 321.178 shall not be required for the course of instruction provided under this section.

4. *Course completion and certification.* Upon application by a student for an intermediate license, the teaching parent shall provide evidence showing the student's completion of an approved course and substantial compliance with the requirements of subsection 3 by affidavit signed by the teaching parent on a form to be provided by the department. The evidence shall include all of the following:

- a. Documentation that the instructor is a teaching parent as defined in subsection 2.
- b. Documentation that the student is receiving competent private instruction under section 299A.2 or the name of the school district within which the student is receiving instruction under section 299A.3.
- c. The name of the approved course completed by the student.
- d. An affidavit attesting to satisfactory completion of course work and street or highway driving instruction.
- e. Copies of written tests completed by the student.
- f. A statement of the number of classroom hours of instruction.
- g. A log of completed street or highway driving instruction including the dates when the lessons were conducted, the student's and the teaching parent's name and initials noted next to each entry, notes on driving activities including a list of driving deficiencies and improvements, and the duration of the driving time for each session.

5. *Intermediate license.* Any student who successfully completes an approved course as provided in this section, passes a driving test to be administered by the department, and is otherwise qualified under section 321.180B, subsection 2, shall be eligible for an intermediate license pursuant to section 321.180B. Twenty of the forty hours of street or highway driving instruction required under subsection 3, paragraph "a", subparagraph (2), may be used to satisfy the requirement of section 321.180B, subsection 2.

6. *Full license.* A student must comply with section 321.180B, subsection 4, to be eligible for a full driver's license pursuant to section 321.180B.

2013 Acts, ch 121, §100.

### 321.179 Motorcycle rider education fund.

The motorcycle rider education fund is established in the office of the treasurer of state. The moneys credited to the fund are appropriated to the state department of transportation to be used to establish new motorcycle rider education courses and reimburse sponsors of motorcycle rider education courses for the costs of providing motorcycle rider education courses approved and established by the department. The department shall adopt rules under chapter 17A providing for the distribution of moneys to sponsors of motorcycle rider education courses based upon the cost of providing the education courses.

2010 Acts, ch 1069, §43

Referred to in §§321.34, §321.145, §321.180B

### 321.180 Instruction permits, commercial learner's permits, and chauffeur's instruction permits.

1. a. (1) A person who is at least eighteen years of age and who, except for the person's lack of instruction in operating a motor vehicle, would be qualified to obtain a driver's license, shall, upon meeting the requirements of section 321.186 other than a driving demonstration, and upon paying the required fee, be issued an instruction permit by the department. Subject to the limitations in this subsection, an instruction permit entitles the permittee, while having the permit in the permittee's immediate possession, to operate a motor vehicle, other than a commercial motor vehicle or as a chauffeur or a motor vehicle with a gross vehicle weight rating of sixteen thousand one or more pounds, upon the highways for a period not to exceed four years from the licensee's birthday anniversary in the year of issuance. If the applicant for an instruction permit holds a driver's license issued in this state valid for the operation of a motorized bicycle or a motorcycle, the instruction permit shall be valid for such operation without the need of an accompanying person.

**321.180B GRADUATED DRIVER'S LICENSES FOR PERSONS AGED  
FOURTEEN THROUGH SEVENTEEN.**

Persons under age eighteen shall not be issued a license or permit to operate a motor vehicle except under the provisions of this section. However, the department may issue restricted and special driver's licenses to certain minors as provided in sections 321.178 and 321.194, and driver's licenses restricted to motorized bicycles as provided in section 321.189. A license or permit shall not be issued under this section or section 321.178 or 321.194 without the consent of a parent or guardian or a person having custody of the applicant under chapter 232 or 600A. An additional consent is required each time a license or permit is issued under this section or section 321.178 or 321.194. The consent must be signed by at least one parent, guardian, or custodian on an affidavit form provided by the department.

1. *Instruction permit.* The department may issue an instruction permit to an applicant between the ages of fourteen and eighteen years if the applicant meets the requirements of sections 321.184 and 321.186, other than a driving demonstration, and pays the required fee. An instruction permit issued under this section shall be valid for a period not to exceed four years from the licensee's birthday anniversary in the year of issuance. A motorcycle instruction permit issued under this section is not renewable.

Subject to the limitations in this subsection, an instruction permit entitles the permittee, while having the permit in the permittee's immediate possession, to operate a motor vehicle other than a commercial motor vehicle or as a chauffeur or a motor vehicle with a gross vehicle weight rating of sixteen thousand one or more pounds upon the highways.

Except as otherwise provided, a permittee who is less than eighteen years of age and who is operating a motor vehicle must be accompanied by a person issued a driver's license valid for the vehicle operated who is the parent, guardian, or custodian of the permittee; member of the permittee's immediate family if the family member is at least twenty-one years of age, an approved driver education instructor, a prospective driver education instructor who is enrolled in a practitioner preparation program with a safety education program approved by the state board of education, or a person at least twenty-five years of age if written permission is granted by the parent, guardian, or custodian, and who is actually occupying a seat beside the driver. A permittee shall not operate a motor vehicle if the number of passengers in the motor vehicle exceeds the number of passenger safety belts in the motor vehicle. If the applicant for an instruction permit holds a driver's license issued in this state valid for the operation of a motorized bicycle or a motorcycle, the instruction permit shall be valid for such operation without the requirement of an accompanying person.

However, if the permittee is operating a motorcycle in accordance with this section, the accompanying person must be within audible and visual communications distance from the permittee and be accompanying the permittee on or in a different motor vehicle. Only one permittee shall be under the immediate supervision of an accompanying qualified person.

A permittee shall not be penalized for failing to have the instruction permit in the permittee's immediate possession if the permittee produces in court, within a reasonable time, an instruction permit issued to the permittee and valid at the time of the permittee's arrest or at the time the permittee was charged with failure to have the permit in the permittee's immediate possession.

issued to a person seventeen years of age who possesses an intermediate license issued under subsection 2 or a comparable intermediate license issued by another state for a minimum of twelve months immediately preceding application, and who presents an affidavit signed by a parent, guardian, or custodian on a form to be provided by the department that the intermediate licensee has accumulated a total of ten hours of street or highway driving of which two hours were conducted after sunset and before sunrise and the street or highway driving was with the licensee's parent, guardian, custodian, instructor, a person certified by the department, or a person at least twenty-five years of age who had written permission from a parent, guardian, or custodian to accompany the licensee, whose driving privileges have not been suspended, revoked, or barred under this chapter or chapter 321J during, and who has been accident and violation free continuously for the twelve-month period immediately preceding the application for a full driver's license, and who has paid the required fee.

5. *Class M license education requirements.* A person under the age of eighteen applying for an intermediate or full driver's license valid for the operation of a motorcycle shall be required to successfully complete a motorcycle education course either approved and established by the department of transportation or from a private or commercial driver education school licensed by the department of transportation before the class M license will be issued. A public school district shall charge a student a fee which shall not exceed the actual cost of instruction minus moneys received by the school district under subsection 6.

6. *Motorcycle rider education fund.* The motorcycle rider education fund is established in the office of the treasurer of state. The moneys credited to the fund are appropriated to the state department of transportation to be used to establish new motorcycle rider education courses and reimburse sponsors of motorcycle rider education courses for the costs of providing motorcycle rider education courses approved and established by the department. The department shall adopt rules under chapter 17A providing for the distribution of moneys to sponsors of motorcycle rider education courses based upon the cost of providing the education courses.

7. *Rules.* The department may adopt rules pursuant to chapter 17A to administer this section.

### Section History: Recent Form

98 Acts, ch 1112, §5, 14, 16; 99 Acts, ch 13, §12, 13; 99 Acts, ch 128, §1--3; 2006 Acts, ch 1068, §22--24; 2009 Acts, ch 130, §2--5

Referred to in § 321.34, 321.145, 321.177, 321.178, 321.180, 321.189, 321.194, 321.196, 321.218A, 321A.17, 805.8A(4a)

For applicable scheduled fine, see §805.8A, subsection 4, paragraph a

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Previous Section: 321.180A    Next Section: 321.181

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### 321.145 DISPOSITION OF MONEYS AND FEES.

1. Except for fines, forfeitures, court costs; and the collection fees retained by the county treasurer pursuant to section 321.152, and except as provided in subsection 2, moneys and motor vehicle registration fees collected under this chapter shall be credited by the treasurer of state to the road use tax fund.

2. Revenues derived from trailer registration fees collected pursuant to sections 321.105 and 321.105A, fees charged for driver's licenses and nonoperator's identification cards, fees charged for the issuance of a certificate of title, the certificate of title surcharge collected pursuant to section 321.52A, and revenues credited pursuant to section 423.43, subsection 2, and section 423C.5 shall be deposited in a fund to be known as the statutory allocations fund under the control of the department and credited as follows:

a. Four million two hundred fifty thousand dollars per quarter shall be deposited into and credited to the Iowa comprehensive petroleum underground storage tank fund created in section 455G.3, and the moneys so deposited are a continuing appropriation for expenditure under chapter 455G, and moneys so appropriated shall not be used for other purposes.

b. Moneys remaining after the operation of paragraph "a" shall be credited in order of priority as follows:

(1) An amount equal to four percent of the revenue from the operation of section 321.105A, subsection 2, shall be credited to the department, to be used for purposes of public transit assistance under chapter 324A.

(2) An amount equal to two dollars per year of license validity for each issued or renewed driver's license which is valid for the operation of a motorcycle shall be credited to the motorcycle rider education fund established under section 321.180B.

(3) The amounts required to be transferred pursuant to section 321.34 from revenues available under this subsection shall be transferred and credited as provided in section 321.34, subsections 7, 10, 10A, 11, 11A, 11B, 13, 16, 17, 18, 19, 20, 20A, 20B, 21, 22, 23, and 24 for the various purposes specified in those subsections.

c. Any such revenues remaining shall be credited to the road use tax fund.

#### Section History: Early Form

[SS15, § 1571-m32; C24, 27, 31, 35, § 4999; C39, § 5010.01; C46, 50, 54, 58, 62, 66, 71, 73, 75, 77, 79, 81, § 321.145]

#### Section History: Recent Form

90 Acts, ch 1230, § 19; 2008 Acts, ch 1113, §30, 36; 2009 Acts, ch 97, §9; 2009 Acts, ch 130, §1

Referred to in § 312.1, 321.34, 321.52A, 321.211, 331.557, 423.43, 423C.5, 455G.3, 455G.6, 455G.8

Road use tax fund, § 312.1



**Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants**

*[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: Iowa

Fiscal Year: 2024

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***Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.***

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**PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))**

*[Check the box above **only** if applying for this grant.]*

**ALL STATES**

*[Fill in all blanks below.]*

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at page 2 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at page 4 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at pages 4-6 (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at pages 4-6 (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

**LOWER SEAT BELT USE STATES ONLY**

*[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date) and is in effect and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

- Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;
- Coverage of all passenger motor vehicles;
- Minimum fine of at least \$25;
- Exemptions from restraint requirements.

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at \_\_\_\_\_ (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at \_\_\_\_\_ (location).

The State's comprehensive occupant protection program is provided as follows:

- o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: \_\_\_\_\_ (date);
- o Multi-year strategic plan: annual grant application or triennial HSP at \_\_\_\_\_ (location);
- o The name and title of the State's designated occupant protection coordinator is \_\_\_\_\_.
- o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at \_\_\_\_\_ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on \_\_\_\_\_ (date) (within 5 years of the application due date);

**PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [ *Fill in the blank below.* ] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at \_\_\_\_\_ (location).

page 3 and Appendix D

**PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

**MID-RANGE STATES ONLY**

*[ Check one box below and fill in all blanks under that checked box.]*

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date). Specifically:

- Annual grant application at \_\_\_\_\_ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at \_\_\_\_\_ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at \_\_\_\_\_ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and continues to use this plan.

[ For fiscal year 2024 grant applications only.]

The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

**HIGH-RANGE STATE ONLY**

[ Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_ (date). Specifically:
- Annual grant application at \_\_\_\_\_ (location) describes the authority and basis for operation of the statewide impaired driving task force;
  - Annual grant application at \_\_\_\_\_ (location) contains the list of names, titles, and organizations of all task force members;
  - Annual grant application at \_\_\_\_\_ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
  - Annual grant application at \_\_\_\_\_ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
  - Annual grant application at \_\_\_\_\_ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at \_\_\_\_\_ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the annual grant application at \_\_\_\_\_ (location).

[ For fiscal year 2024 grant applications only.]

The State's NHTSA-facilitated assessment was conducted on \_\_\_\_\_ (date) (within 3 years of the application due date); OR

The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

**PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))**

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

\_\_\_\_\_

- Identify all alcohol-ignition interlock use exceptions.

\_\_\_\_\_

The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- 
- Identify all alcohol-ignition interlock use exceptions.
- 

The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

- 
- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- 
- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;
-

- Identify list of alcohol-ignition interlock program use violations;

- 
- Identify all alcohol-ignition interlock use exceptions.
- 

**PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

*[ Check the box above only if applying for this grant.]*

*[ Fill in all blanks.]*

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on \_\_\_\_\_ (date) and last amended on 7/1/20 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

Iowa Code, Chapter 321JU

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*[ Check at least one of the boxes below and fill in all blanks under that checked box.]*

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on \_\_\_\_\_ (date) and last amended on 3/6/20 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

Iowa Administrative Code, Chapter 159

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- Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]*

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s) within 30 days after notification of award.

**DISTRACTED DRIVING AWARENESS GRANT**

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at \_\_\_\_\_ (location).

**DISTRACTED DRIVING LAW GRANTS**

- Prohibition on Texting While Driving**  
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on texting while driving;  
\_\_\_\_\_
- Definition of covered wireless communication devices;  
\_\_\_\_\_
- Fine for an offense;  
\_\_\_\_\_
- Exemptions from texting ban.  
\_\_\_\_\_

- Prohibition on Handheld Phone Use While Driving**  
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on handheld phone use;  
\_\_\_\_\_
- Definition of covered wireless communication devices;  
\_\_\_\_\_
- Fine for an offense;  
\_\_\_\_\_
- Exemptions from handheld phone use ban.  
\_\_\_\_\_

- Prohibition on Youth Cell Phone Use While Driving**  
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on youth cell phone use while driving;
  - \_\_\_\_\_
  - Definition of covered wireless communication devices;
  - \_\_\_\_\_
  - Fine for an offense;
  - \_\_\_\_\_
  - Exemptions from youth cell phone use ban
  - \_\_\_\_\_

- Prohibition on Viewing Devices While Driving**  
 The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant
  - *Legal citations:*
    - Prohibition on viewing devices while driving;
    - \_\_\_\_\_
    - Definition of covered wireless communication devices;
    - \_\_\_\_\_

**PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

*[ Check the box above only if applying for this grant.]*

*[ Check at least 2 boxes below and fill in all blanks under those checked boxes only.]*

- Motorcycle Rider Training Course**
  - The name and organization of the head of the designated State authority over motorcyclist safety issues is \_\_\_\_\_
  - The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:  
*[Check at least one of the following boxes below and fill in any blanks.]*
    - Motorcycle Safety Foundation Basic Rider Course;
    - TEAM OREGON Basic Rider Training;
    - Idaho STAR Basic I;
    - California Motorcyclist Safety Program Motorcyclist Training Course;
    - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
  - In the annual grant application at \_\_\_\_\_ (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

**Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Vania Boyd, Iowa Department of Transportation.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at pages 2-5 (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at pages 2-7 (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

**Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*

**Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

**Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at \_\_\_\_\_ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

**Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

**Use of Fees Collected From Motorcyclists for Motorcycle Programs**

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

*Legal citation(s):*

Iowa Administrative Code, Chapter 655(321)

AND

The State's law appropriating funds for FY \_\_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

*Legal citation(s):*

Iowa Administrative Code Chapter 655(321)

Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at \_\_\_\_\_ (location(s)).

**PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

*[Check the box above only if applying for this grant, then fill in the blank below.]*

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at \_\_\_\_\_ (location(s)).

**PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in required blanks under the checked box only.]*

**Driver Education and Driving Safety Courses**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*  
\_\_\_\_\_.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

**Peace Officer Training Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

- Applying as a documentation State—
- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
  - Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

- Applying as a qualifying State—
- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at \_\_\_\_\_ (location).
  - A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in all blanks under the checked box only.]*

- The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).
- The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).

*In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —*

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

[Click here to validate form fields and permit signature](#)



Signature Governor's Representative for Highway Safety

7/25/23

Date

Stephan K. Bayens

Printed name of Governor's Representative for Highway Safety