

Annual Grant Application

FFY 2025

August 1, 2024

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



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Updates to the Triennial Highway Safety Plan

NOTE: Where updates have been made to the Triennial Highway Safety Plan (3HSP), page numbers and links have been added allowing the reader to review the original [FFY 2024-2026 Triennial Highway Safety Plan](#) and other referenced documents. Countermeasures have been updated and only those areas updated are included in this document. There may be instances where an application for a project may not have been received for the upcoming federal fiscal year, but GTSB has not removed the countermeasure from the 3HSP and/or Annual Grant Application. Potential may exist for new projects throughout the 3HSP timeframe. There are instances where a project has been completed, for example hosting the NHTSA regional meeting and these countermeasures are marked as being removed.

Updated Staff List

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Vacant	Administrative Assistant	

1.1.2 State Surveys

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Public Awareness Survey

It has been determined that the public awareness survey will not be conducted in FFY 2024. Surveys and public participation and engagement requirements in the last two years have provided ample information and direction for programming. If determined to be needed in FFY 2025, it will be planned and executed at that time.

Child Passenger Restraint Usage Survey

The focus of the survey is children under the age of 18. In the past, an annual child restraint usage survey has been conducted annually including in FFY 2024. Results from the surveys indicate that most Iowans understand the importance of restraining their children in a vehicle. Therefore, GTSB will no longer conduct these surveys annually, but on a two-to-three-year schedule or as needed. This does not mean that efforts and programming surrounding child passenger safety is complete. Survey funds will be used in project funding until such time it is determined an updated survey is needed.

1.1.3 NHTSA Facilitated Assessments

3HSP, Page 3

Iowa participated in a [Driver Education Assessment](#) in late summer 2023. 13 priority recommendations resulted. The assessment was very beneficial and GTSB is looking forward to working with the Iowa DOT Motor Vehicle Division, Department of Education, and the Iowa State Patrol to enhance the driver education program.

1.1.5 Reference to Countermeasures That Work

3HSP, Page 3

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Offices released the 11th Edition in 2023. References have been updated throughout the plan.

1.1.7 Description of Outcomes from the Coordination of the Highway Safety Plan (HSP), Data Collection, and Information System with the State Strategic Highway Safety Plan (SHSP)

3HSP, Page 4

At the time of initial submission of the Triennial Highway Safety Plan in August 2023, traffic safety partners were in the process of developing the 2024-2028 Strategic Highway Safety Plan. The [plan](#) is now available for review.

2. Public Participation and Engagement

3HSP, Page 13

This section of the Triennial Highway Safety Plan was updated and submitted to NHTSA in spring 2024. Approval was received from the NHTSA Region 7 office on May 28, 2024.

3. Performance Report

3HSP, Page 25

Performance Measure Name	Progress/Alignment with Triennial HSP/How Countermeasure Strategies Contribute to Meeting Targets
C-1) Number of traffic fatalities (FARS)	Progress: In Progress A 3.79% increase in traffic fatalities was recorded between 2020 (343) and 2021 (356). Despite this annual increase, the 5-year moving averages are starting to level out. The 5-year moving average for 2018-2022 was 338.4. Preliminary Iowa Department of Transportation data indicates there were 338 fatalities in 2022. Extent to which the State's progress in achieving targets aligns with the Triennial HSP: The outcome of the projects identified within C-4 through C-11 directly impact the success of meeting the targets for C-1. Upward trends in several of the performance measure areas are negatively impacting meeting and improving overall traffic fatality numbers. For the Triennial HSP, the State of Iowa is making concerted efforts to analyze data from sources previously considered non-traditional to identify communities and populations to direct and target programming. The state is embracing the elements of the Safe System Approach in these efforts. Iowa's Fatality Reduction Task Force continues to meet and is currently focusing on lane departures as a main contributing factor in traffic crashes. Some of the main behavioral areas that have a correlation to lane departures include speed, impairment, and distracted driving. Describe how countermeasure strategies implemented during the triennial period contributed to meeting the State's targets: Programming for 2024 involved new partners and projects including engagement with Iowans at local county fairs on the topic of distracted driving, teen prevention, and education with the Alive @ 25 program in Dubuque County and MADD programming in the state. GTSB continues to develop a partnership with FCCLA (Family Career and Community Leaders of America). Motorcycle data in the state is concerning and GTSB is looking forward to receiving results from the motorcycle safety awareness campaign currently in progress. The Iowa Restaurant Association continues to promote and provide responsible beverage serving training across the state. A new partnership is in progress with the Iowa Department of Revenue Alcohol and Tax Operations to provide alcohol compliance checks throughout the state. Traffic fatalities in the state have been down 16.76% as of July 10, 2024, though there is no time to celebrate with the 100 deadliest days in full swing. The media campaign No One is a Good "Impaired" "Distracted" "Unsafe" "Drunk" Driver has been used heavily on billboards, radio, television, and media platforms.

	Projects also continue to improve data systems within the state. GTSB has recently hired a traffic records coordinator program administrator to focus on these projects and manage the Statewide Traffic Records Coordinating Committee (STRCC). HF 2568 for crosswalks was passed and made effective on July 1, 2024. The prior law said the drivers must yield the right of way to pedestrians. Pedestrians were defined as “any person afoot”. The new law says that drivers must yield right of way to pedestrians <u>and persons using a pedestrian conveyance</u>. Pedestrian conveyances are defined as any human-powered device by which a pedestrian may move other than by walking or by which a pedestrian may move another person. This includes but is not limited to wheelchairs, skateboards, strollers, scooters, bicycles, and electric personal assistive mobility devices. <i>Section 1. Section 321.1, subsection 51, Code 2024</i> Bills limiting cellphone use by mandating voice-activated or hands-free technology while driving have been introduced in the Iowa Legislature since 2019, but all attempts at passage have been unsuccessful. GTSB will continue to provide information to the legislature about the dangers of distracted driving and plans to obtain public survey results for the legislature in the upcoming year. As identified in the Annual Report, GTSB has obtained approval of the public participation and engagement section of the 3HSP and has also hired both a Traffic Records Program Administrator and Impaired Driving Program Administrator to further work on the reduction of the fatalities and serious injuries from traffic crashes in Iowa.
3HSP, Page 25 C-2) Number of serious injuries in traffic crashes (state crash data files)	Progress: In Progress A 9.71 increase in serious injuries was recorded between 2020 (1,308) and 2021 (1,435). However, the 5-year averages are showing a downward trend. The 2018-2022 average was 1,364.8. Extent to which the State’s progress in achieving targets aligns with the Triennial HSP: The outcome of the projects identified within C-4 through C-11 directly impact the success of meeting the targets for C-2. Upward trends in several of the performance measure areas are negatively impacting meeting and improving overall traffic fatality numbers. For the Triennial HSP, the State of Iowa is making concerted efforts to analyze data from sources previously considered non-traditional to identify communities and populations to direct and target programming. The state is embracing the elements of the Safe System Approach in these efforts. The State of Iowa has re-engaged the Fatality Reduction Task Force. Through an in-depth analysis of data, lane departures have been identified as a major contributing factor in traffic crashes. Describe how countermeasure strategies implemented during the triennial period contributed to meeting the State’s targets: Programming for 2024 involved new partners and projects including engagement with Iowans at local county fairs on the topic of distracted driving, teen prevention, and education with the Alive @ 25 program in Dubuque County and MADD programming in the state. GTSB continues to develop a partnership with FCCLA (Family Career and Community Leaders of America). Motorcycle data in the state is concerning and GTSB is looking forward to receiving results from the motorcycle safety awareness campaign currently in progress. The Iowa Restaurant Association continues to promote and provide

	responsible beverage serving training across the state. A new partnership is in progress with the Iowa Department of Revenue Alcohol and Tax Operations to provide alcohol compliance checks throughout the state. Traffic fatalities in the state have been down 16.76% as of July 10, 2024, though there is no time to celebrate with the 100 deadliest days in full swing. The media campaign No One is a Good “Impaired” “Distracted” “Unsafe” “Drunk” Driver has been used heavily on billboards, radio, television, and media platforms. Projects also continue to improve data systems within the state. GTSB has recently hired a traffic records coordinator program administrator to focus on these projects and manage the Statewide Traffic Records Coordinating Committee (STRCC). HF 2568 for crosswalks was passed and made effective on July 1, 2024. The prior law said the drivers must yield the right of way to pedestrians. Pedestrians were defined as “any person afoot”. The new law says that drivers must yield right of way to pedestrians and persons using a pedestrian conveyance. Pedestrian conveyances are defined as any human-powered device by which a pedestrian may move other than by walking or by which a pedestrian may move another person. This includes but is not limited to wheelchairs, skateboards, strollers, scooters, bicycles, and electric personal assistive mobility devices. <i>Section 1. Section 321.1, subsection 51, Code 2024</i> Bills limiting cellphone use by mandating voice-activated or hands-free technology while driving have been introduced in the Iowa Legislature since 2019, but all attempts at passage have been unsuccessful. GTSB will continue to provide information to the legislature about the dangers of distracted driving and plans to obtain public survey results for the legislature in the upcoming year. As identified in the Annual Report, GTSB has obtained approval of the public participation and engagement section of the 3HSP and has also hired both a Traffic Records Program Administrator and Impaired Driving Program Administrator to further work on the reduction of the fatalities and serious injuries from traffic crashes in Iowa.
3HSP, Page 26 C-3) Fatalities/100M VMT (FARS and FHWA)	Progress: In Progress Annually between 2020 and 2021 there was a 6.09% decrease in the fatality rate from 1.15 to 1.08. Over the 5-year period of 2017-2021, the fatality rate has averaged 1.04. Extent to which the State’s progress in achieving targets aligns with the Triennial HSP: The outcome of the projects identified within C-4 through C-11 directly impact the success of meeting the targets for C-3. Upward trends in several of the performance measure areas are negatively impacting meeting and improving overall traffic fatality numbers. For the Triennial HSP, the State of Iowa is making concerted efforts to analyze data from sources previously considered non-traditional to identify communities and populations to direct and target programming. The state is embracing the elements of the Safe System Approach in these efforts. The State of Iowa has re-engaged the Fatality Reduction Task Force. Through an in-depth analysis of data, lane departures were determined to be the focus of the task force for 2023.

	Describe how countermeasure strategies implemented during the triennial period contributed to meeting the State’s targets: Programming for 2024 involved new partners and projects including engagement with Iowans at local county fairs on the topic of distracted driving, teen prevention, and education with the Alive @ 25 program in Dubuque County and MADD programming in the state. GTSB continues to develop a partnership with FCCLA (Family Career and Community Leaders of America). Motorcycle data in the state is concerning and GTSB is looking forward to receiving results from the motorcycle safety awareness campaign currently in progress. The Iowa Restaurant Association continues to promote and provide responsible beverage serving training across the state. A new partnership is in progress with the Iowa Department of Revenue Alcohol and Tax Operations to provide alcohol compliance checks throughout the state. Traffic fatalities in the state have been down 16.76% as of July 10, 2024, though there is no time to celebrate with the 100 deadliest days in full swing. The media campaign No One is a Good “Impaired” “Distracted” “Unsafe” “Drunk” Driver has been used heavily on billboards, radio, television, and media platforms. Projects also continue to improve data systems within the state. GTSB has recently hired a traffic records coordinator program administrator to focus on these projects and manage the Statewide Traffic Records Coordinating Committee (STRCC). HF 2568 for crosswalks was passed and made effective on July 1, 2024. The prior law said the drivers must yield the right of way to pedestrians. Pedestrians were defined as “any person afoot”. The new law says that drivers must yield right of way to pedestrians and persons using a pedestrian conveyance. Pedestrian conveyances are defined as any human-powered device by which a pedestrian may move other than by walking or by which a pedestrian may move another person. This includes but is not limited to wheelchairs, skateboards, strollers, scooters, bicycles, and electric personal assistive mobility devices. <i>Section 1. Section 321.1, subsection 51, Code 2024</i> Bills limiting cellphone use by mandating voice-activated or hands-free technology while driving have been introduced in the Iowa Legislature since 2019, but all attempts at passage have been unsuccessful. GTSB will continue to provide information to the legislature about the dangers of distracted driving and plans to obtain public survey results for the legislature in the upcoming year. As identified in the Annual Report, GTSB has obtained approval of the public participation and engagement section of the 3HSP and has also hired both a Traffic Records Program Administrator and Impaired Driving Program Administrator to further work on the reduction of the fatalities and serious injuries from traffic crashes in Iowa.
3HSP, Page 26 C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Progress: In Progress The state is not seeing significant progress in the reduction of unrestrained passenger vehicle occupant fatalities; however, 5-year averages remain steady. Between 2020 and 2021, there was a 4.39% increase in the number of unrestrained passenger vehicle occupant fatalities. Extent to which the State’s progress in achieving targets aligns with the Triennial

	HSP: In addition to the Annual Observational Seat Belt Usage Survey, the GTSB will partner with Institute of Transportation at Iowa State University to further the collection and analysis of data. Additional occupant protection funding for projects in the areas of child restraint and seat belt use continue including the state child passenger safety programming, media communication, youth, Seatbelts Are For Everyone (SAFE), and the High Five counties mentioned below. Describe how countermeasure strategies implement during the triennial period contributed to meeting the State’s targets: GTSB continues to try to partner with the identified High Five counties of Appanoose, Fremont, Humboldt, Keokuk, and Mitchell for both enforcement and education. In FFY 24, an agreement with Fremont County Sheriff Office for enforcement was executed, but they declined to submit a FFY 25 request. The Iowa State Patrol continues to participate with both enforcement and education in each of the affected counties. Despite not having local law enforcement agreements, GTSB has worked with the State CPS Coordinator to concentrate CPS trainings, education events, and CPS services in these counties. As identified in the Annual Report, GTSB continues to seek ways to improve agency reporting for belt usage on crash reports, including seating positions.
3HSP, Page 27 C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above (FARS)	Progress: In Progress The state continues an upward trend in alcohol-impaired driving fatalities. In 2021, alcohol-impaired fatalities accounted for 33% of all traffic fatalities in the state. Extent to which the State’s progress in achieving targets aligns with the Triennial HSP: The State of Iowa has slid from a low-range to a mid-range classification for Section 405d funding qualification criteria. As the state continues an Impaired Driving Task Force and develops the state’s Impaired Driving Plan, new partnerships and projects will emerge which should have a positive impact in this program area. Describe how countermeasure strategies implemented during the triennial period contributed to meeting the State’s targets: The Impaired Driving Task Force recently met and approved the Impaired Driving Strategic Plan. Recommendations from the 2022 Impaired Driving Assessment continue to be accomplished. Relationship building and collaboration continues with NHTSA Regional Judicial Outreach Liaison Judge Blankenship, Iowa Specialty Courts Coordinator Richard Gordon, and the Iowa Judicial Branch. GTSB is working to send an additional team from Cerro Gordo County for OWI Foundational Training. This training provides a roadmap for treatment courts to successfully serve individuals with impaired-driving offenses. The Iowa Restaurant Association received a grant in FFY 2024 and has been awarded additional funding in FFY 2025 to provide responsible alcohol server training especially to those under age 21. The course includes four hours of in-person training from a professional educator and current bar owner, course book, proctored exam, and a certification upon passing the exam. Drug Recognition Expert schools continue to be held two times per year. Senate File 2261 was signed into law on 4/19/2024, updating Iowa’s Ignition Interlock Device law. Senate File 2261 requires the installation of an ignition interlock device (IID) on all vehicles operated by a person whose driver’s license is revoked for operating while intoxicated (OWI) prior to the issuance of a temporary restricted license (TRL). This requirement applies regardless of whether the person has had

	previous convictions or revocations under Iowa Code Chapter 321J. The Bill makes the following changes: • Prohibits an IID provider from imposing an early termination fee. • Establishes compliance-based removal provisions that extend the period a person is required to maintain an IID for multiple violations in a certain period, as well as tampering with or removing the device. • Amends an existing penalty for circumventing or tampering with an IID to include the removal of an IID. The penalty for this action is a serious misdemeanor. • Requires the Department of Transportation (DOT) to develop an electronic process for an approved IID provider to identify the start date of a driver's license revocation and to provide notice of any violations and a final compliance report. • Establishes reporting requirements for IID providers. • Requires the DOT to establish procedures by administrative rule to waive IID requirements under Iowa Code chapter 321J for individuals with a verifiable medical condition that makes a person incapable of properly operating an IID. The Bill takes effect January 1, 2025, and is applicable to license revocations that occur on or after the effective date. GTSB continues to work with the Iowa Department of Revenue Alcohol and Tax Compliance Division to establish a statewide alcohol compliance check program.
3HSP, Page 27 C-6) Number of speeding-related fatalities (FARS)	Progress: In Progress In 2020, speeding-related fatalities accounted for 18% of all traffic fatalities in the state. This was a 11.6 percent decrease from the previous year. Speeding-related fatalities, however increased by 21 between 2020 to 2021; a 33.33% increase and representing 23.6% of all traffic fatalities. Speeding remains a major concern in the state as speeding-related fatalities have averaged 19% of all fatalities over a 10-year period (2011-2020). Extent to which the State's progress in achieving targets aligns with the Triennial HSP: The GTSB will partner with the Iowa Department of Transportation on identified safety corridors through funding to support law enforcement activities to focus on speed. As the partnership develops, there may be public engagement opportunities. Iowa State University, Institute for Transportation will continue to further data analysis applications as new technologies emerge. Describe how countermeasure strategies implemented during the triennial period contributed to meeting the State's targets: The Iowa DOT identified safety corridors across the state as areas that ranked in the top one percent statewide for all crashes and severe crashes. These safety corridors also had a higher number of single-vehicle, road departure crashes and rear end crashes at intersections with speeding and distraction as major causes. A total of six locations were identified and marked with increased signage to notify drivers of the area. Law enforcement agencies with jurisdiction in the area were provided funding for enforcement and in some cases, equipment needed to manage enforcement in the area. Locations will likely stay the same in FFY 2025 with continued enforcement in those areas. In addition, in FFY 2024 GTSB increased funds for a speed prevention media campaign. A targeted media campaign will also be identified for FFY 2025.
3HSP, Page 27 C-7) Number of	Progress: In Progress In 2020, motorcyclist fatalities accounted for 19% of all traffic fatalities in the state.

motorcyclist fatalities	The trend continued upward between 2020 and 2021 as fatalities increased by 4. Preliminary Iowa Department of Transportation data indicates there were 49 motorcyclist fatalities in 2022, representing a decrease from the previous year of 19. Extent to which the State’s progress is achieving targets aligns with the Triennial HSP: The significant decrease in motorcyclist fatalities in 2022 is encouraging, however, predictive models continue to show upward trending for the triennial period. As the GTSB recognizes motorcyclist fatalities are overrepresented, there will be additional funding allocated to communications and outreach, including partnering with Alliance Highway Safety for specific motorcycle outreach. Describe how countermeasure strategies implemented during the triennial period contributed to meeting the State’s targets: Alliance Traffic Safety recently began attending motorcycle bike nights in select counties and towns across the state and presenting a motorcycle safety campaign and collecting surveys with questions regarding motorcycle licensing, training courses, issues for motorcycle riders, and what efforts could address those issues. GTSB will use these responses to drive future programming and messaging. Motorcycle campaigns and media efforts for safety messaging have also increased in FFY 2024. Once a media marketing firm is identified, messaging will also be put in place for FFY 2025.
3HSP, Page 28 C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Progress: In Progress Between 2020 and 2021, there was an 18.6% increase in the number of unhelmeted motorcyclist fatalities with 44 fatalities recorded in 2020 and 51 in 2021. Preliminary Iowa Department of Transportation data indicates there were 38 unhelmeted motorcyclist fatalities in 2022 representing seventy-eight percent (78%) of motorcyclist fatalities. Extent to which the State’s progress in achieving targets aligns with the Triennial HSP: Seventy-five percent (75%) of motorcyclist fatalities were unhelmeted in 2021. Triennial HSP programming will incorporate countermeasures to mitigate upward trends by expanding the number of motorcycle rider education instructors and adding additional outreach and engagement to motorcycle enthusiasts through the Alliance Highway Safety’s Motorcycle Safety Program. Describe how countermeasure strategies implemented during the triennial period contributed to meeting the State’s targets: Motorcycle campaigns and safety messaging have increased using GTSB’s new platform, “No One’s A Good “Unprepared” Rider. Alliance Highway Safety is conducting Bike Night events throughout the state, providing safety messaging, “Look Twice for Motorcycles” signage, and gaining valuable insight from attendees on surveys. The Iowa DOT continues to expand the Motorcycle Rider Education program and is conducting quality assurance visits at program sponsor sites. In FFY 2024, two RiderCoach Preparation Courses were held and there are ten newly licensed RiderCoaches in the state, in addition to five new coaches for the Three Wheel Basic Rider Course. This increased quality assurance, and training and education for both coaches and riders will continue across the state in FFY 2025.
3HSP, Page 28 C-9) Number of drivers aged 20 or younger involved in	Progress: In Progress Between 2020 and 2021, there was an 6% increase in the number of drivers aged 20 or younger involved in fatal crashes. There were 50 fatalities recorded in 2020 and 53 recorded in 2021. Despite the increase, the 5-year moving average is trending

fatal crashes (FARS)	downward. Extent to which the State’s progress in achieving targets aligns with the Triennial HSP: In FFY 2022 GTSB began a partnership with Seatbelts Are For Everyone (SAFE). The SAFE program has since been introduced into 28 schools throughout the state and continues to grow. The Alliance “Choices Matter” program will focus on traffic safety at ten schools throughout the state. Describe how countermeasure strategies implemented during the triennial period contributed to meeting the State’s targets: The Driver Education Assessment was completed, which provided 13 priority recommendations to improve programming. GTSB continues to support the Iowa DOT to begin reviewing and implementing some of the recommendations. In addition to SAFE, and the Choices Matter program, MADD has presented both the Power of You(th) and Power of Parents programming in 21 high population counties across the state. In FFY 2025, MADD will gain an additional program specialist, increasing their reach and the number of youth and parents who will receive the education. In accordance with last year’s public participation and engagement determination, GTSB will also continue to work with Adair, Pocahontas, and Fremont counties to engage with teen drivers to identify ways to reach these rural counties with traffic safety messaging and education. Our relationship with FCCLA continues to expand as we work specifically toward programming in these and other rural schools. The SAFE program will work to provide programming in Adair, Fremont, and Pocahontas. This program includes unannounced seat belt surveys to provide baseline data, programming in the school and community throughout the school year, a 2-week enforcement period in late February, early March, and a final seat belt survey completed in April. Choices Matter will provide a speaker with a personal story about a traffic crash, with interactive elements including a driving simulator, impaired goggles, surveys, and in some schools, ThinkFast programming, a fun, engaging format with “Did you know” informational slides, perception of norms activities, role playing activities, music, lights and more.
3HSP, Page 28 C-10) Number of pedestrian fatalities (FARS)	Progress: In Progress Thirty (30) pedestrian fatalities were recorded in FFY 2021. This is the highest number of pedestrian fatalities ever recorded in Iowa. Preliminary Iowa Department of Transportation data indicates there were 17 pedestrian fatalities in 2022, however, this is being considered a possible outlier as a 5-year average (2017-2021) is 25. When including the preliminary data, a 5-year linear trend plateaus around 24. Extent to which the State’s progress in achieving targets aligns with the Triennial HSP: Iowa recognizes the national trend for pedestrian fatalities is on the rise (except for the preliminary 2022 data), there has been a general annual increase in Iowa. Describe how countermeasure strategies implemented during the triennial period contributed to meeting the State’s targets: State legislature recently passed a new law regarding pedestrians in the state. As of July 1st, 2024, <u>all non-motorists</u> using crosswalks are protected by the updated State of Iowa traffic code. Prior to this change, the state traffic code read that only pedestrians (a person afoot) were protected, and now essentially all persons using crosswalks are protected. This means

	that penalties are applicable to any motor vehicle driver that does not yield to individuals using the crosswalk. With this amendment, all people using a crosswalk including wheelchair users, bicyclists, babies in strollers, etc. are protected by the law. There was one pedestrian project in FFY 2024, a school district concerned about the safety of their elementary age students in an area with a curve and little in the way of engineering to address the issue. Flashing pedestrian beacon signage was considered permanent infrastructure and disallowed, but the school was able to request speed signs to collect data and slow vehicle traffic. In addition, the high school's FCCLA Chapter worked with a radio station for some public service announcements made by the students, and they also were able to educate the students on the importance of pedestrian safety. The local police department also agreed to conduct increased enforcement in the area. In FFY 2025, flagger/road construction training will take place with pedestrian funding. While GTSB continues to look for opportunities to promote pedestrian safety, media campaigns continue.
3HSP, Page 29 C-11) Number of bicyclist fatalities (FARS)	Progress: In Progress Bicyclist fatalities increased 120% between 2017 and 2021. In 2021, there were 11 bicyclist fatalities. Iowa Department of Transportation preliminary data indicates there were three fatalities in 2022. The decrease in fatalities in 2022 has reversed the upward 5-year linear trend. Extent to which the State's progress in achieving targets aligns with the Triennial HSP: The GTSB became involved in Iowa's Bicycle and Pedestrian Advisory Committee during the spring of 2023. Conversations will continue to bring the topic of concern to this committee with the desired outcome of fostering new partners through this engagement. The Iowa Bicycle Coalition was a new subgrantee in FFY 2024. Describe how countermeasure strategies implemented during the triennial period contributed to meeting the State's targets: The Traffic Engineering Assistance Program is focused on vulnerable road users and is currently evaluating two sites in the cities of Corydon and Hartley. In FFY 2024, the Iowa Bike Coalition has been assembling bike rodeo kits to be housed in rural hospitals and libraries. These kits are available for check out for use by volunteers to operate bike rodeos in their communities. The City of Waterloo is producing a bicycle safety awareness video and will also provide enforcement to ensure local ordinances and state laws are followed by both vehicle drivers and bicyclists. GTSB looks forward to continuing the relationship with the Iowa Bicycle Coalition and the Iowa Bicycle and Pedestrian Advisory Board in FFY 2025.
3HSP, Page 29 Additional Performance Measure #1 – Rural Traffic Safety, Rural Traffic Fatalities	Progress: In Progress Over the past 5 years (2017-2021) Iowa is seeing a downward trend in rural fatalities. The downward trend continued into 2022 with preliminary Iowa DOT data indicating there were 234 rural fatalities which represented 69.23% of all traffic fatalities. Extent to which the State's progress in achieving targets aligns with the Triennial

	HSP: The High Five Rural Traffic Safety Program was resurrected in FFY 2023. The counties were selected based on low belt usage and high percentage of unbelted fatal and serious injury crashes. The current focus is on the counties of Appanoose, Fremont, Humboldt, Keokuk, and Mitchell. Describe how countermeasure strategies implemented during the triennial period contributed to meeting the State’s targets: GTSB continues to try to partner with the identified High Five counties of Appanoose, Fremont, Humboldt, Keokuk, and Mitchell for both enforcement and education. In FFY 2024, we had an agreement with Fremont County Sheriff Office for enforcement, but they declined to submit a FFY 2025 request. The Iowa State Patrol continues to participate with both enforcement and education in each of the affected counties. Despite not having local law enforcement agreements, GTSB continues to work with the State CPS Coordinator to concentrate CPS trainings, education events, and CPS services in these counties.
3HSP, Page 29 Additional Performance Measure #2 – Distracted Driving	Progress: In Progress Distraction continues to be a concern in Iowa. In 2020 there were four recorded fatalities due to a driver being distracted by use of phone or another electronic device. In 2021, that number sharply rose to 11 fatalities. During the 2023 Iowa Legislation session, Senate File 207 was proposed to amend Iowa’s current law allowing the use of an electronic device in a voice activated or hands-free mode only when driving. Despite efforts to bring forth legislation, proposals continue to fall short. Extent to which the State’s progress in achieving targets aligns with the Triennial HSP: FFY 2023 was the first year the state identified a specific performance measure for distracted driving. Although a 5-year analysis depicts a downward linear trend, there is still a concern around the area of distracted driving because it is believed to be underreported. Describe how countermeasure strategies implemented during the triennial period contributed to meeting the State’s targets: In FFY 2024, GTSB partnered with Alliance Highway Safety to have presence at select county fairs. These events included an interactive display with a branded tent, tablecloth, backdrop, survey, and use of an Oculus VR driving simulator to provide a real-life perspective on driving distracted. Results are just beginning to arrive, but if the first event is an indication, the project will be very successful. Parental appreciation of the booth and information provided has been overwhelmingly positive. This project will continue into FFY 2025. Media campaigns on the topic of distracted driving will persist in FFY 2025.
HSP, Page 30 B-1) Observed seat belt use for passenger vehicles, front seat outboard occupant (Annual Survey)	Progress: In Progress Iowa continues to maintain a strong observational seat belt usage rate. The official state survey for 2022 was 95.88%. Extent to which the State’s progress in achieving targets aligns with the Triennial HSP: Despite a high observational rate, the state is concerned as to the high number of unrestrained passenger vehicle occupant fatalities that continue to occur. In addition to the analysis of crash data and observational usage surveys conducted by law enforcement partners, the state will be supporting the collection and use of connected vehicle data to help identify areas of low belt usage around the state where programming efforts can be initiated or strengthened.

	Describe how countermeasure strategies implemented during the triennial period contributed to meeting the State's targets: Belt use rate was determined to be 96.99% in 2023. FFY 2024 survey is currently in progress. Seat Belt Convincers continue to be put into use across the state by local law enforcement agencies, the Iowa State Patrol and GTSB staff. They are utilized at local community events, National Night Out events, county fairs, and at the Iowa State Fair, which boasts over 1 million visitors annually. SAFE, the teen peer to peer seat belt and distracted driving program is in approximately 30 schools in FFY 2024, with plans for expansion in FFY 2025. Media programming also continues, including NASCAR driver Ross Chastain who reminds drivers to "protect their melon" and buckle up.
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6. Program Areas and Countermeasure Strategies

6.1 Awareness Survey

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Link to Strategy/Project Impact: The GTSB recognizes public perception is invaluable in shaping programs and how they are administered. The information fosters new ideas and programs and can strengthen existing programs and countermeasures toward improving overall traffic safety efforts. BIL provided the requirement for public participation and engagement to further community input on programming.

Countermeasures/Justification: State Identified Strategy

A survey is a public engagement opportunity to obtain information from a group of people representing the population of interest. Surveys are a way to obtain information from a small sample of the population. Traffic safety surveys seek to obtain information on the public's knowledge, opinions, or self-reported driving behavior. Results of the survey will be used to guide programs and efforts to improve safe driving among Iowa drivers.

Target: Survey results are used to help assess current programs and to help guide modifications to existing programs with the overall goal to increase safe driving. Survey findings are valuable for programming, to identify trends, and to incorporate in educational publications and outreach efforts.

Strategy to project considerations: Public Engagement

For FFY 2025, GTSB will assess the need for a survey. If needed, a project will be planned, submitted for approval, and executed.

6.2 Communication and Outreach

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Mass Media and Communication Campaign

Link to Strategy/Project Impact: In the spring of 2023, the GTSB partnered with ZLR Ignition and Compendium Research Group for in person and online focus groups to better understand the current awareness and perceptions of safe driving messages. Themes included in the group that resonated across many demographics; emotional appeal (being there for those you love), arriving safely is taken for granted and overwhelming resistance to authoritarian messaging, especially with men.

Using the findings of our focus groups, ZLR and GTSB determined the messaging theme, "No One's a Good "Impaired, Distracted" Driver." The GTSB's initial traffic safety focus was impaired driving

and distracted driving messaging. Campaigns were placed where key demographics are consuming media including traditional outlets like billboards, radio, and television, alongside social ad production and banner ad development. These assets were used to target audiences on YouTube, connected television, programmatic advertising, and gas station television. Moving forward in FFY 2025 and 2026, we will develop micro campaigns for excessive speed, seat belts, vulnerable road users, and motorcycle safety. Because of our public participation, we will also hyper-target in-game advertising and relevant youth social media platforms to reach teens aged 15-19, especially in rural areas. Education and messaging strategies will occur throughout each FFY in the areas of impaired driving, occupant protection, speed, distracted, motorcycle, pedestrian, and bicycle. Information regarding these areas is listed directly within the program area.

Countermeasures/Justification:

- Countermeasures that Work (CTW), 11th Edition, 2023
 - Alcohol-Impaired Driving-Mass-Media Campaigns, 2-star citation
 - Distracted Driving, Communications and Outreach (Approach that is Unproven or Needs Further Evaluation)
 - Seat Belts and Child Restraint, Communication Strategies for Low-Belt Use Groups as Part of HVE, 4-star citation
 - Motorcycle Safety – Strategies to Increase Rider Conspicuity and Use of Protection Clothing, 1-star citation
 - Communication Campaigns Aimed at Alcohol-Impaired Motorcyclists (Approach that is Unproven or Needs Further Evaluation)
 - Communication Campaigns to Increase Motorist Awareness of Cyclists (Approach that is Unproven or Needs Further Evaluation)
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 3, Motorcycle Safety, Communication Program
- Uniform Guidelines for State Highway Safety Program, Highway Safety Program Guideline No. 8, Impaired Driving Communication Program
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 14, Pedestrian and Bicycle Safety
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 19, Speed Management
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection
- A 2021 Iowa Management Review Consideration included a comment to adjust resource allocation in motorcycle programming.

Target(s): Media targets are included in the individual program area.

Develop and carry out a program to educate the public regarding the risks of leaving a child or

unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

Strategies to project considerations:

- Utilization of previously developed materials to continue messaging efforts.
- Continue to utilize the findings of focus groups.
- Purchase media for national mobilization periods.
- Engage the public to focus on relevant beliefs, values, and culture.
- Implement countermeasures and seek partners to assist in the development and educational strategies to educate the public on the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

6.3 Community Traffic Safety Programs

New Program, Amendment 11

Unattended Passengers

Link to Strategy/Project Impact: Pursuant to Section 1300.13(d), the State will develop and carry out a program to educate the public regarding the risk of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator. This may be a combination of paid media through ZLR Ignition, earned media, and/or internal social media.

Countermeasures/Justification:

- Code of Federal Regulations, 23 CFR 1300.31(d)

Target(s): Develop and carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

Strategies to project considerations:

- Implement countermeasures and seek partners to assist in the development and educational strategies to educate the public on the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

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Driver License Education for Refugees

Lutheran Services of Iowa (LSI) planned to address the needs of refugees' understanding of driving laws in Iowa by offering transportation trainings with a project in FY 2024. However, upon initiation the agency found some unexpected factors impacting programming. While LSI believes the project is very important and much needed in the Des Moines metropolitan area, the agency opted to stop the FFY 2024 project and complete further planning before requesting further grant dollars.

Upon implementation, LSI learned:

- The program, in its infancy requires some additional planning and implementation.
- Needed expansion of recruitment for clients who require services.
- The curriculum developed does not fit with the needs of the clients. Those who registered for the class expected to have actual driving lessons.

LSI did not request funding for FFY 2025.

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Multi-jurisdictional Law Enforcement Task Force

Link to Strategy/Project Impact: Iowa has seen an increase in traffic related fatalities since 2018. The Central Iowa Traffic Safety Task Force (CITSTF) is comprised of approximately 20 law enforcement agencies in the Des Moines metropolitan area and surrounding counties. Their mission is to reduce traffic fatalities, injuries and the economic cost related to unsafe motoring habits through multi-disciplinary collaboration with state, county, and municipal organizations and to enhance traffic safety awareness through education and enforcement.

Countermeasures/Justification: Law enforcement officers must receive ongoing training to hone their skills. Funding allocated to the Central Iowa Traffic Safety Task Force will support a 1-day traffic safety conference to task force member agencies. In addition, the task force plans and executes approximately 10 projects per year focusing on speed, impairment, distracted driving, and other trends as identified throughout the year.

Target: One 1-day traffic safety conference planned and held yearly. Plan, promote and conduct traffic safety enforcement efforts by hosting traffic projects.

Strategy to project considerations:

- Law Enforcement Education
- Partnerships/Multi-Agency High Visibility Enforcement
- Media Relations

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Community Traffic Safety Health Consultant

Link to Strategy/Project Impact: GTSB is in the process of developing a stronger partnership with the Iowa Department of Health and Human Services (IDHHS) to develop a project over the triennial period for an epidemiologist who will analyze EMS and public health data to help improve traffic safety in the state. This has been delayed due to state government re-alignment but will be revived in FFY25.

Countermeasures/Justification: Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 11, Emergency Medical Services

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- Public Information and Education

Target: The Iowa Department of Health and Human Services will dedicate a public health consultant/epidemiologist to analyze public health data for traffic safety purposes and coordinate public education to be delivered to communities accordingly.

Strategies to project considerations:

- Problem Identification
- Leverage Statewide National EMS Information System (NEMSIS) data.
- Partnerships
- Continue to strengthen partnership with the Iowa Department of Health and Human Services

6.4 Impaired Driving (Drug and Alcohol)

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Drug Impaired Driving/Drug Recognition Expert Training (DRE)

Link to Strategy/Project Impact: With the ever-changing drug culture, opportunities for trainings specific to drug use are critical, and training law enforcement officers to recognize impairment in drivers under the influence of drugs other than, and in addition to alcohol is vital.

- According to the Iowa Crash Analysis Tool, there were 59 fatal drug or drug/alcohol related crashes in 2022.
- Of the 59 drug-related crashes, 61 fatalities resulted, which represented 18.15% of all fatalities in 2022.
- As of July 9, 2024, Iowa has 130 DREs.

GTSB continues to hold two DRE certification trainings each year. In addition, 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. To maintain a strong DRE program, it is crucial other criminal justice partners, including but not limited to judicial/prosecution, laboratory personnel, etc. also receive new and updated information.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Drug-Impaired Driving; Enforcement of Drug-Impaired Driving, 3-star citation
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving
- Criminal Justice System – Enforcement

Target: Plan and execute two DRE Certification Courses annually with the goal to certify 28

officers. Increase and maintain the number of DREs at 150 statewide.

Strategies to project considerations:

- Program Assessment
 - The DRE program was a component of Iowa's Impaired Driving Program Assessment (conducted April 2022). DRE programming regarding the number of schools and the number of DREs in the state will continue to be addressed through the Impaired Driving Task Force and the State's Impaired Driving Strategic Plan.
- Enforcement
 - The DRE program supports enforcement efforts as officers are encouraged to call a DRE when an individual is suspected of impairment.
- Partnerships
 - The DRE training and certification is nationally recognized and supported through the International Association of Chiefs of Police (IACP) and NHTSA.
 - Specialized trainings, such as DRE, are included in the 2024-2028 State Strategic Highway Safety Plan (SHSP).

High Visibility Enforcement (HVE)

Link to Strategy/Project Impact: 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. HVE efforts are most effective when they combine enforcement, visibility elements and a publicity strategy.

Per 2022 FARS data,

- 116 fatalities in Iowa were classified as alcohol impaired. This represented 34.31% of all fatalities for the year.
- Alcohol-impaired driving fatalities per 100M VMT was 0.35.
- For FFY 2025 impaired driving countermeasure grant classifications (23 CFR 1300.23), Iowa remains a mid-range state due to a 3-year (2019-2021) average rate of 0.35.
- Focus groups conducted in the spring of 2023 resulted in impaired driving being the least socially acceptable and considered the most dangerous.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Alcohol-Impaired Driving –Enforcement
 - High Visibility Saturation Patrols, 4-star citation
 - Alcohol Measurement Devices, 4-star citation

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- Drug-Impaired Driving-Enforcement
 - Enforcement of Drug-Impaired Driving, 3-star citation
 - Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving
 - Criminal Justice System
 - Laws
 - Enforcement
 - Publicizing High Visibility Enforcement

Target: 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.

Strategies to project considerations:

- Utilization of Crash Data
- Program Assessment
 - Enforcement was a component of Iowa's Impaired Driving Program Assessment (conducted April 2022). Enforcement efforts will continue to be supported through the Impaired Driving Task Force and the state's Impaired Driving Strategic Plan.
- Partnerships
 - Enforcement strategies are included in the 2024-2028 State Strategic Highway Safety Plan (SHSP).
 - Iowa will continue utilizing a Law Enforcement Liaison (LEL) to foster new partnerships with law enforcement agencies.

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Education and Development of Traffic Court Information for Judicial Officers

Link to Strategy/Project Impact: To promote consistent administration of judicial proceedings for judges and magistrates.

Countermeasures/Justification: A partnership to provide for the expansion, continuous development, and maintenance of the Judges Traffic Law Bench Book to ensure consistent administration of municipal infractions and criminal infractions related to traffic safety. The digital bench book is routinely updated to include relevant content.

Target: 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 resources. Monitor the contents of the Benchbook to ensure the traffic law prosecution and adjudication information contained therein is pertinent, accurate, and useful. At least four meetings will be set throughout the grant cycle with the committee meetings once every three months, other meetings as needed. Annually

host at least one traffic law presentation to provide continuing legal education on the safe administration of traffic-related infractions.

Strategy to project considerations:

- Partnerships
- Opportunity for further utilization and collaboration with the NHTSA Regional Judicial Outreach Liaison

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Laboratory Drug Testing Equipment

Link to Strategy/Project Impact: Iowa Division of Criminal Investigation (DCI) Criminalistics Laboratory serves the residents of the State of Iowa as the only public funded toxicology lab available to law enforcement. The laboratory is an ISO 17025 accredited laboratory for testing of biological samples for the presence of alcohol and drugs, as well as providing certification of the DataMaster DMT evidential breath instrument. Members of the toxicology and breath alcohol sections also train law enforcement officers on the collection of biological samples and certify them on the use of the DataMaster. The toxicology section actively participates with the State's DRE program by proving the program with scientific knowledge. The Toxicology section is an ever-evolving section, needing to add new drugs of abuse to current methodologies as well as keeping up with newer instrumentation. The DCI Laboratory plays an essential role in Iowa's overall impaired driving effort and support enforcement, judicial proceedings, and legislative interests.

Countermeasures/Justification: The DCI Laboratory is entrusted by statute to provide technical assistance to the criminal justice system in the investigation of criminal matters.

Target:

- At least 2000 blood and urine samples analyzed annually for alcohol and drug with a goal of turnaround time at four weeks or less.
- 160 DataMaster DMTs certified and maintained, and 150 officers recertified on DMT operation annually.
- Expert testimony provided at OWI court cases and testimony totals reported.

Strategy to project considerations:

- Opportunity for further utilization and collaboration with the NHTSA Regional Toxicology Liaison.
- Professional development opportunities.

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Law Enforcement Training/Advanced Roadside Impaired Driving Enforcement (A.R.I.D.E)

Link to Strategy/Project Impact: 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. Four drugs were most frequently identified in fatal crashes in 2023. They are Cannabis, CNS Stimulants, CNS Depressants, and Narcotic Analgesics.

- According to the Iowa Crash Analysis Tool, there were 59 fatal drug related crashes in 2022.
- Of the 59 drug-related crashes, 61 fatalities resulted, which represented 18.15% of all fatalities in 2022.
- As of July 9, 2024, Iowa has 130 DREs.

It is critical that law enforcement officers continue to receive training through their career. Beyond basic training while in certification academies, specialized trainings and programs offered in the state to focus 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. A significant piece of ARIDE is 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 provides officers the skills to observe, identify and articulate the signs of impairment related to drugs, alcohol, or a combination of both to reduce the number of impaired driving incidents which result in serious injuries and fatalities.

Countermeasures/Justification:

- Countermeasures that Work (CTW), 11th Edition, 2023
 - Alcohol-Impaired Driving-High Visibility Saturation Patrols, 4-star citation
 - Drug Impaired Driving, Enforcement of Drug Impaired Driving, 3-star citation
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving

Target: 225 officers to be trained in ARIDE annually.

Strategy to project considerations: Partnerships

- ARIDE training is nationally recognized and supported through the International Association of Chiefs of Police (IACP) and NHTSA.
- Specialized trainings, such as ARIDE and DRE, are included in the 2024-2028 State Strategic Highway Safety Plan.

Link to Strategy/Project Impact: 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.

Countermeasures/Justification:

Target: Annually conduct the following courses:

- Provide two (2) Standardized Field Sobriety Horizontal Gaze Nystagmus (SFST-HGN) courses.
- Provide for two (2), four-day Standardized Field Sobriety Testing (SFST) instructor courses.
- Coordinate with the DEC/DRE program to offer SFST/Drug update schools (ARIDE) for the basic academy training cycle.
- Provide courses on traffic safety for the basic academy training cycle.
- Provide an Occupant Protection Usage and Enforcement course.
- Provide Drug-Impaired Recognition course.
- Provide training in accurate use of TraCS throughout 16-week basic academy with scenario-based learning.

Strategy to project considerations:

Program Assessment

- 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.

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Prosecutor Training/Traffic Safety Resource Prosecutor (TSRP)

Link to Strategy/Project Impact: The GTSB partners with the Prosecuting Attorney's Training Coordinator 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/Justification:

Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 12, Prosecutor Training

- Program Management
- Resource Management
- Training and Technical Assistance

Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving

- Prosecution

Target: The sub recipient will provide essential services to 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 TSRP will be 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 TSRP 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.

Strategy to project considerations: Partnerships throughout the criminal justice system.

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New project added in FFY 2024, Amendment 18-Trailer Wraps

Communication Campaign-Impaired

Link to Strategy/Project Impact: The 2022 Awareness Survey conducted by Iowa State University, Center for Survey Statistics and Methodology revealed the following information.

- 60.49% of respondents indicated chances were very likely for getting arrested if they drive after drinking.
- Only 51.87% of respondents had read, seen, or heard about drunk driving enforcement by any law enforcement agency (within 30 days of taking the survey).

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).

Countermeasures/Justification:

- Countermeasures that Work (CTW), 11th Edition, 2023
 - Alcohol-Impaired Driving-Mass Media, 2-star citation
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving
- Communication Program

Target: To be determined when RFP is complete.

Strategy to project considerations: Utilization of a mix of mediums to include but not limited to geo-fence banners, social listening venues, spot radio, and/or billboards.

Semi-Trailer Wraps not requested in FFY 2025.

Highway Safety Office Program Management

Link to Strategy/Project 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/Justification:

Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving

- Program Management and Strategic Planning

Target: 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.

Strategy to project considerations:

- Networking
- Monitoring
- Public Participation and Engagement Opportunities
- Training/Professional Development

Impaired Driving Prevention-Story County

Link to Strategy/Project Impact: From 2013-2022, operating while intoxicated (OWI) convictions averaged 10,753 per year statewide. In that same timeframe, Iowa averaged 123 impairment related fatalities and 1,534 impairment related injuries according to [ICAT](#) which represented 36% of all fatalities and 9% of injuries overall. Story County specifically averaged 1.2 impaired-related fatalities, 27.3 impaired-related injuries, and 287 OWI convictions in an average year. In FFY 2024, the Iowa State University (ISU) Public Science Collaborative (PSC) began tackling the connection between addiction and traffic safety through the Story County Early Treatment Partnership. The alliance seeks to identify high-risk individuals encountered at traffic stops, emergency department visits, and encounters with criminal justice and community service agencies. Materials developed for the project encourage completion of an SBIRT self-assessment and promote starting substance use disorder (SUD) treatment as early as possible when treatment is less complicated and more likely to result in full recovery. The traffic safety effects of chronic substance use do not end at Story County's borders. In March 2024, the Marshall County Department of Public Health approached the ISU Public Science Collaborative (PSC) about joining the Early Treatment Partnership. Existing partners and PSC are enthusiastic about adding neighboring Marshall County to the partnership, which will expand the early treatment effort both geographically and in terms of the demographic groups it reaches.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Alcohol-Impaired Driving –Other Strategies for Change
 - Alcohol Screening and Brief Intervention, 5-star citation
 - Alcohol Measurement Devices, 4-star citation
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving
- Alcohol and other drug misuse; screening, assessment, treatment, and rehabilitation

Target:

- Partnership formation and support
- Develop and produce early treatment outreach/marketing materials.
- Develop interactive early treatment website customized for Story County

Strategy to project considerations:

- Partnerships
- Through collaboration, development of program materials for public outreach/marketing.

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Mobile Breath Alcohol Testing Unit (MBAT)**Link to Strategy/Project Impact:**

In calendar year 2023, ICAT shows 121 crashes classified as alcohol/drug related and 147 fatalities from these crashes. This represented 32% of all fatalities for the year. This is an increase from 2022, which is concerning. The MBAT unit will be a state of the art, purpose-built vehicle that will serve as an OWI processing center and allow for proper processing, recording, documenting, charging of impaired drivers. It will provide space for processing multiple impaired drivers during special enforcement projects and will allow officers to process impaired drivers on site, rather than having to transport impaired individuals to the nearest facility. The vehicle's availability will be promoted to all law enforcement agencies across the State of Iowa with Iowa State Patrol as an assisting agency. This vehicle will also be used for educational purposes across the state, including; driver education classes with driving simulator and impaired driving goggles to simulate impairment, pre-prom awareness events; media, MADD, SFST, and DRE events.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Alcohol-Impaired Driving –Enforcement
 - High Visibility Saturation Patrols, 4-star citation
 - Alcohol Measurement Devices, 4-star citation
 - Integrated Enforcement, 3-star citation

- Drug-Impaired Driving-Enforcement
 - Enforcement of Drug-Impaired Driving, 3-star citation
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving
- Criminal Justice System
- Laws
- Enforcement
- Publicizing High Visibility Enforcement

Target: The vehicle will support a minimum 12 impaired driving high visibility enforcement projects annually. Projects will be at least two hours in length. At least four officers will participate in each project. The presence of the MBAT at law enforcement projects improves efficiency and acts as a high-profile deterrent to impaired driving.

Strategy to project considerations: Partnerships through multi-agency/multi-jurisdictional enforcement projects.

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Youth Program-MADD

Link to Strategy/Project Impact: 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 aged 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.

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%. Teens who start drinking at an early age are seven times more likely to be in an alcohol-related crash.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Alcohol-Impaired Driving –Enforcement
 - High Visibility Saturation Patrols, 4-star citation
 - Alcohol Measurement Devices, 4-star citation
 - Integrated Enforcement, 3-star citation
 - Drug-Impaired Driving-Enforcement
 - Enforcement of Drug-Impaired Driving, 3-star citation
 - Programs to Assist Parents/Guardians of Young Drivers, 2-star citation

- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving
- Criminal Justice System

Target: An additional Program Specialist hired (total of two), dividing territory of approximately 50 counties each. Provide prevention presentations to youth and parents across the state.

Strategy to project considerations:

- Partnerships through community and school events
- Community sponsor events and conferences
- Collaboration opportunities with local community and state coalitions, community-based youth service departments, PTAs, and sport groups

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Prevention, Intervention, Communication and Outreach/Canton County Substance Abuse

Link to Strategy/Project Impact:

- 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.
- U.S. drug-impaired fatal crashes outnumber alcohol-impaired fatalities (44% vs. 38%).
- Marijuana/cannabis was the most frequently identified drug in fatal crashes in 2022 according to Iowa DOT preliminary data.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Alcohol-Impaired Driving –Enforcement
 - High Visibility Saturation Patrols, 4-star citation
 - Alcohol Measurement Devices, 4-star citation
 - Drug-Impaired Driving-Enforcement
 - Enforcement of Drug-Impaired Driving, 3-star citation
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving
- Criminal Justice System

Target: 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 others who are out very late. Geofencing will create a virtual geographical boundary that triggers a marketing action to a mobile device when a user enters or exits that boundary. Canton County, Iowa will be the target area.

- 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).

- 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 lowans who drive under the influence of alcohol (annually).
- Reduce the number of establishments that sell alcohol to minors by 10%. Baseline will be determined from the previous year’s checks.
- Annually, offer at least four (4) “Responsible Alcohol Beverage Server Training” classes for individuals who serve/sell alcohol to reduce underage sales and overconsumption.

Strategy to project considerations:

- Communication and Outreach
 - Geotargeting age groups
 - Geofencing locations

No application in FFY 2025.

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State Judicial Outreach Liaison

Link to Strategy/Project Impact: A priority recommendation of the 2022 Impaired Driving Assessment was to develop and create more problem-solving OWI courts. GTSB received award funding for a state judicial outreach liaison (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. SJOLs function as educators, writers, consultants, and liaisons, to share the latest information and research on impaired driving with judges. Judge McKenrick has been attending trainings, meetings, and educational events to become more familiar with current impaired driving trends and SJOL opportunities in the past year.

Countermeasures/Justification: Priority Recommendation – Impaired Driving Program Assessment

Target: Develop OWI Courts in Iowa to provide a systematic and coordinated approach to prosecuting, sentencing, monitoring, and treating OWI offenders.

Strategy to project considerations:

- Partnerships
- New partnerships with the judicial branch and judges
- Opportunity for further utilization and collaboration with the NHTSA Regional Judicial Outreach Liaison.

Responsible Beverage Service

Link to Strategy/Project Impact: 2023 legislation in Iowa lowered the age of persons allowed to sell or serve alcoholic beverages for consumption on the premises to 16 years old. 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.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Responsible Beverage Service
- Education and Training

Target: Provide training to 375+ servers per year with a focus on servers aged 16-21. Focused marketing efforts on rural Iowa and taverns, and increased marketing for Spanish speaking servers.

Strategy to project considerations:

- Face-to-face training/High quality server training
- Opportunities to collaborate with local law enforcement

6.5 Speed

High Visibility Enforcement-Safety Corridor

Link to Strategy/Project Impact:

- FARS data shows speeding-related fatalities accounted for 21.89% of all traffic fatalities in the state in 2022.
- Focus groups conducted in the spring of 2023 resulted in driving at excessive speeds being the most rationalized of unsafe driving practices.

The methodology for this project identifies intersections and corridors that have a safety performance “worse than expected” with respect to similar corridors. The corridors will combine additional signage, increased enforcement, and local awareness/education with the goal to reduce driver behaviors that lead to vehicle crashes. Iowa DOT will review data to determine effectiveness and will lead the project forward if determined to be successful.

Countermeasures/Justification:

Countermeasures That Work (CTW), 11th Edition, 2023

Speeding and Speed Management

- High Visibility Enforcement, 4-star citation

Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 19,

Speed Management

- Program Management
- Problem Identification
- Enforcement Countermeasures

Target: Conduct at least one monthly high visibility enforcement project along the identified safety corridor.

Strategy to project considerations:

- Safe System Approach – Safe Speeds
- Partnering with the Iowa Department of Transportation to work collaboratively in areas identified and targeted as Safety Corridors.
- Data Analysis/Problem Identification
- Identify areas where speed is a concern through data analysis
- Analysis of connected vehicle data to help direct law enforcement efforts.
- Enforcement
- Speeding will be a violation addressed by all law enforcement grantees.
- Support HVE with equipment which supports activities (radars, LiDAR, and speed feedback equipment).
- Participate in NHTSA regional projects specific to speed.

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Communication Campaign - Speed

Link to Strategy/Project Impact: Speed remains one of the leading causations for fatal and serious injuries in Iowa. In 2022, there were 74 speeding-related fatalities in the state of Iowa. This accounted for 21.89% of all traffic fatalities.

2022 Public Awareness Survey results:

- 13.30 % of respondents stated they drive faster than 35 mph in a 25-mph zone either most of the time or half of the time.
- 16.29% stated they drive faster than 75 mph in a 65-mph zone most of the time or half of the time.
- Just over half of those responding said they had not read, seen, or heard about speed enforcement in the past 30 days.

Countermeasures/Justification: Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 19, Speed Management

- Communication Program

Target: To be determined when media vendor identified.

Strategy to project considerations:

- Paid media

- Social media
- Utilization of the Dubuque speed media project developed in FFY 2023

6.6 Motorcycle Safety

3HSP, Page 100

Motorcycle Rider Education

Link to Strategy/Project Impact:

- Over the past 10 years (2013-2022), 88% of motorcyclist fatalities have been male. For the period of 2013-2022, 91% of the fatalities were riders and 9% were passengers.
- Because of Iowa's climate, the motorcycle riding season is not year-around.
- Riders lose skills during the winter months.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Motorcycle Safety – Motorcycle Rider Training, 2-star citation
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 3, Motorcycle Safety
 - Program Management
 - Motorcycle Rider Education and Training
- 2021 Iowa Management Review Consideration

Target:

- Conduct quality assurance (QA) site visits for 15-20 new RiderCoach observations at program sponsor sites.
- Identify a minimum of two areas of improvement from QA site visits to MRE sponsor reporting.
- Conduct a RiderCoach update on at least two separate dates that incorporate the quality assurance findings as part of the professional development activities.
- Increase the total number of riders taking the Basic Riding Course before licensing by 1%. (2,485 riders completed the Basic Rider Course prior to licensing in 2023)
- Maintain or increase from the number of individuals who complete Returning Rider or Advanced Rider Courses. (36 riders completed the Returning Rider Course in 2023 and 9 riders completed the Advanced rider course).

Strategy to project considerations:

- Partnerships with MRE site locations
- Opportunity to promote overall motorcycle safety

Communication Campaign-Motorcycle

Link to Strategy/Project Impact:

- Motorcyclist fatalities represented 14.8% of all traffic fatalities in the state in 2022.
- In 2022, 78% of all motorcyclist fatalities were unhelmeted.
- From 2013-2022, motorcyclists aged 50 years of age and older represented 48% of the motorcyclist fatalities.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Motorcycle Safety – Communication Campaigns to Increase Motorist Awareness of Motorcyclists (Approach That is Unproven or Need Further Evaluation)
 - Strategies to Increase Rider Conspicuity and Use of Protective Clothing, 1-star citation
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 3, Motorcycle Safety
 - Communication Program
- 2021 Iowa Management Review Consideration
 - Adjust Resource Allocation in Motorcycle Program

Target: To be determined when media partner is identified.

Strategy to project considerations: Utilization of a mix of mediums to include but not limited to geo-fence banners, social listening venues, spot radio, and/or billboards.

Motorcycle Safety Awareness

Link to Strategy/Project Impact:

- Motorcyclist fatalities accounted for 15% of all traffic fatalities in 2022.
- Motorcyclist fatalities are on an upward trend in Iowa.

Motorcycle awareness and safety is a responsibility of both riders and drivers on the roadway. It is key to get the message to drivers to be aware of motorcycles, but it is equally important to connect with riders on safety issues.

Countermeasures/Justification:

Uniform Guidelines for State Highway Safety Program, Highway Safety Program Guideline No. 3, Motorcycle Safety

- Motorcycle Rider Conspicuity and Motorist Awareness Programs, 1-star citation
- 2021 Iowa Management Review Consideration

Target: Annually provide ten motorcycle awareness outreach programs throughout the state

within counties with high motorcycle fatality rates. Attendance at non-traditional events will provide the opportunity to leverage individuals who demonstrate a common interest in motorcycles and engage in conversation to obtain public perception regarding motorcycle safety and awareness.

Strategy to project considerations:

- Non-traditional events
- 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.
- Ability to survey the attendees and have one-on-one conversations.

6.7 Non-Motorized (Pedestrian)

New Project, Amendment 8

Ottumwa Community School District-Horace Mann Elementary

Link to Strategy/Project Impact: From 2013 to 2023 there were 27 crashes between vehicles and non-motorists involving minors that led to 17 minor injuries and three serious injuries in the city of Ottumwa. The Ottumwa Community School District identified traffic safety issues around their schools and partnered with Iowa Safe Routes to School to conduct assessments at six elementary schools and one middle school within the district. Horace Mann Elementary was the school with the greatest need. At Horace Mann Elementary, the street in front of the school (N. Court Street) is located on a natural curve in the road. Drivers do not see students (pedestrians) crossing the street until the vehicle is very near the crosswalk. Reducing the speed of traffic along N. Court Street is a priority to alter driver behavior and to increase pedestrian safety. The Ottumwa Community School District, in collaboration with their Family, Career, and Community Leaders of America (FCCLA) chapter, will provide traffic safety education to the Horace Mann Elementary student body. This activity entails five FCCLA high school students engaging 240 elementary students in pedestrian safety and other traffic safety topics. The school administration and FCCLA chapter have implemented student-led radio advertising and social media campaigns on the dangers of speeding and distracted driving. In addition, the school district has partnered with the Ottumwa Police Department to conduct traffic safety education and enforcement in the Horace Mann Elementary School area.

Countermeasures/Justification:

Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 14, Pedestrian and Bicycle Safety, Law Enforcement, Communication, Highway and Traffic Engineering

Target:

- Educate students and public on pedestrian safety and speed. Place two speed signs for data gathering and awareness of speed in the area.

- Conduct enforcement.

Strategy to project considerations:

- Communication and Education
- Pedestrian Safety
- Enforcement

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Roadway Safety/Traffic Engineering Assistance Program Studies-

Link to Strategy/Project Impact: Over the past 5 years (2018-2022), there have been 124 pedestrian fatalities. Pedestrian fatalities are on a rise nationally. Iowa is also seeing an upward trend. The Traffic Engineering Assistance Program (TEAP) provides traffic and safety expertise to counties and smaller cities in Iowa that do not have resources to justify a full-time traffic engineering staff. Through TEAP, traffic engineering analyses are conducted on high crash locations and corrective measures are developed to reduce the number and severity of traffic crashes. The analyses of roadway-related crash information apply engineering principals in identifying highway design and/or safety operation improvements that will address the crash problem. Studies foster an on-going dialogue among all disciplines of traffic safety including engineers, enforcement, and traffic data professionals, promoting a multidisciplinary approach.

Countermeasures/Justification:

Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 21, Roadway Safety

- Program Management
- Identification and Surveillance of Crash Locations
- Highway Design, Construction and Maintenance
- Traffic Engineering Services
- Outreach Program
- Evaluation

Target:

- Analyze road systems at approximately six locations. Prioritize requests that include concerns for vulnerable road users.
- Provide the DPS/GTSB with a report detailing each completed study that includes the location, pre-study crash data (if applicable), problem(s) addressed, and recommendation(s) made.
- Conduct study follow ups at locations analyzed five years prior and provide the DPS/GTSB with a report detailing location, post-study crash data (if applicable) and outcomes and countermeasures implemented based off original study recommendations.

Strategy to project considerations: Safe System Approach – Safer Roads

No application in FFY 2025.

Communication Campaign-Pedestrian

Link to Strategy/Project Impact: Pedestrians represented 5% of all traffic fatalities in 2022.

Countermeasures/Justification:

Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 14, Pedestrian and Bicycle Safety

- Communication Program
- Outreach Program

Target: To be determined when media partner is identified.

Strategy to project considerations: Utilization of a mix of mediums to include but not limited to geo-fence banners, social listening venues, spot radio, and/or billboards.

6.8 Non-Motorized (Bicycle)

New Project, Amendment 9

Bicycle Education-City of Waterloo

Link to Strategy/Project Impact: The City of Waterloo proposes a bicycle safety and enforcement awareness video to ensure local ordinances and state law are followed by both drivers and bicyclists. The City of Waterloo would like to encourage bicyclists to use designated lanes safely and responsibly to reduce instances of illegal sidewalk use and mixing with vehicular traffic. Other goals are to enhance driver awareness and compliance with rules related to bicycle lanes, parking, and safe interaction with bicyclists. Educational initiatives will include the development and implementation of education awareness campaigns and the production of an educational video, targeting children, adults, and the community at large to enhance knowledge of bicycle safety.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Bicycle Safety
 - Promote Bicycle Helmet Use with Education, 3-star citation
 - Bicycle Safety Education for Children, 2-star citation
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 14, Pedestrian and Bicycle Safety

Target:

- Community-based bicycle safety programs that include education targeting children, adults, and the community at large.
- Enforcement of both driver and bicycle local ordinance and state law.

Strategy to project considerations:

- Safe System Approach – Safer People
- Partnerships and Engagement Opportunities
- Participation in community events to bike safety education.

No application in FFY 2025.

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Bicycle Helmet Distribution

Link to Strategy/Project Impact: According to Safe Kids Worldwide, proper fitting helmets can reduce the risk of head injuries by at least 45%, yet less than half the children 14 and under usually wear a helmet. There is increased demand for no-cost/low-cost helmets, fittings, and educational programming for bicycle/wheeled sports.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Bicycle Safety
 - Promote Bicycle Helmet Use with Education, 3-star citation
 - Bicycle Safety Education for Children, 2-star citation
 - Cycling Skills Clinics, Bike Fairs, Bike Rodeos
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 14, Pedestrian and Bicycle Safety

Target:

- Expand school-based and community-based bicycle safety programs that include increasing access to affordable helmets for both children and adults.
- Continue to provide helmets to underserved populations.

Strategy to project considerations:

- Safe System Approach – Safer People
- Partnerships and Engagement Opportunities
- Participation in community events to provide helmets, bike safety education and demonstration of proper helmet fittings.
- Develop and distribute bilingual educational materials and resources to meet the needs of diverse and underserved populations across Iowa.
- Geographic locations

- Increase the communities served by 3-4 new areas.
- Outcome
- Increase the number of no-cost helmets distributed per year.

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Bicycle Safety Education for Children/Bike Rodeos

Link to Strategy/Project Impact:

From 2012-2022 there were 1,040 bicycle crashes involving persons under 16 years of age, and 12 bicycle fatalities involving persons under 16 years of age.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Bicycle Safety
 - Promote Bicycle Helmet Use with Education, 3-star citation
 - Bicycle Safety Education for Children, 2-star citation
 - Cycling Skills Clinics, Bike Fairs, Bike Rodeos
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 14, Pedestrian and Bicycle Safety

Target: Procure and distribute ten bike rodeo kits to distribute across the state for communities to check out and use to help implement their own rodeos. By increasing the amount of bike rodeo kits available to lowans with easy-to-follow instructions, the expected outcome of this project will be an increase in the number of bike rodeos and education trainings across the state. The number of times a kit is utilized within a community or area of the state will be recorded.

Strategy to project considerations:

- Community Involvement
- Face to Face interactions
- Opportunity to foster new relationships

No applications submitted for FFY 2025.

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Communication Campaign-Bicycle

Link to Strategy/Project Impact: There were five bicycle fatalities in 2023, and four the prior year.

Countermeasures/Justification: Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 14, Pedestrian and Bicycle Safety

Target: To be determined when media partner is identified.

Strategy to project considerations: Utilization of a mix of mediums to include but not limited to geo-fence banners, social listening venues, spot radio, and/or billboards.

6.9 Occupant Protection (Adult and Child Passenger Safety)

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Public Education Through Seat Belt Convincers

Link to Strategy/Project Impact: Despite Iowa's high seat belt usage rate (95.88%), in FFY 2022, 45.78% of passenger vehicle fatalities were unbelted with an additional 8.84% recorded as unknown by the recording officer. Although in early stages of collection and analysis, connected vehicle information shows rural areas of the state have significantly lower seat belt usage rates. Observational seat belt usage surveys conducted by law enforcement partners in 2022 recorded usage rates as low as 51.61% in smaller, rural communities.

Countermeasures/Justification:

- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection

Target:

- Utilize the seat belt convincer at community events throughout Scott County.
- Record the number of individuals who participated/experienced the seat belt convincer at each event.

Strategy to project considerations:

- Public Outreach/Community Events
- Utilize previously purchased seat belt convincer at public events in the Scott County, Iowa area.
- Leverage the Iowa State Patrol's Public Resource Officer program to utilize existing seat belt convincers in support of other GTSB projects, such as the High Five Rural Traffic Safety Project counties.
- Surveys and Public Engagement
- Continue to build programs to incorporate surveys into the public events.
- Continue to build programs to include the seat belt convincer at CPS events.

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Highway Safety Office Program Management

Link to Strategy/Project Impact: Adequate staff, resources and training are necessary to effectively manage the state highway safety office and programs that support NHTSA initiatives and the mission of the Governor's Traffic Safety Bureau.

Countermeasures/Justification:

- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection
 - Program Management
 - Data and Program Evaluation

Target: Adequate staff, resources and training are necessary to effectively manage the state highway safety office and programs that support NHTSA initiatives and the mission of the Governor's Traffic Safety Bureau.

Strategy to project considerations:

- Networking
- Monitoring
- Public Participation and Engagement Opportunities
- Training/Professional Development

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Nighttime Seat Belt Enforcement

Link to Strategy/Project Impact: NHTSA data shows from 2013-2022, 40.8% of passenger vehicle fatalities in Iowa were unrestrained. Additionally, fatality data shows 49% of those fatalities were nighttime from 6 pm to 6 am.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Seat Belts and Child Restraints-Nighttime
 - High Visibility Seat Belt Law Enforcement, 4-star citation
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving
- Criminal Justice System

Target: Continue to identify ways to incorporate nighttime seat belt enforcement into occupant protection programming.

Strategy to project considerations: Enforcement

No applications for projects in FFY 2025.

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Communication Campaign-Occupant Protection

Link to Strategy/Project Impact: Although Iowa is considered a "high belt use state", it is imperative that efforts continue to promote the use of seat belts and appropriate child restraints. The use of restraints can dramatically reduce risk of death and serious injury.

Countermeasures/Justification:

Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection

- Communication Program

Target: To be determined when media partner is identified.

Strategy to project considerations: Utilization of a mix of mediums to include but not limited to geo-fence banners, social listening venues, spot radio, and/or billboards.

Annual Seat Belt Survey

Link to Strategy/Project Impact: NHTSA requires an annual report of seat belt use from each state following specifically prescribed statistical and operational protocols. Results from a statewide observational usage survey will identify the state's official usage rate, which is used as qualification criteria for Section 405b funding.

The state will be able to analyze the results of the survey to identify problematic areas and adjust programming accordingly.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Seat Belts and Child Restraints, Legislation and Licensing
 - Primary Enforcement Seat Belt Use Laws, 5-star citation

Target: Conduct an annual observational seat belt usage survey with methodology approved by NHTSA.

Strategy to project considerations:

- Problem Identification
- Analyze survey results to help identify low belt use areas.
- Survey results will become Iowa's official seat belt usage rate.

3HSP, Page 122

Annual Child Restraint Survey

Link to Strategy/Project Impact: The Annual Child Restraint Usage Survey conducted in 2023 revealed among 3034 children ages 17 and under, 15.5% were not properly restrained according to law. The FFY 2024 child restraint survey is currently in process. The purpose of the survey is to monitor compliance with Iowa's child restraint laws to be used to assess educational and policy-related efforts. Results of the survey can help the state analyze usage trends to help identify and implement projects to improve restraint usage.

Countermeasures/Justification:

Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection

-
- Occupant Protection for Children Program (collect and analyze key data element to evaluate the program progress)

Target: Conduct an annual child restraint usage survey and report results to the GTSB.

Strategy to project considerations:

- Educational/Outreach Opportunities
- Enhance the ways survey results can be utilized to further develop child restraint programming.

For FFY 2025, GTSB will assess the need for a survey. If needed, a project will be planned, submitted for approval, and executed.

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Inspection Stations

Link to Strategy/Project Impact: With the number of inspection stations and other educational events held throughout the state, there is vast opportunity to utilize the expertise of the 500+ certified Child Passenger Safety Technicians across the state. These events provide valuable resources and education to parents and caregivers on the proper use and installation of child restraint systems. When appropriate, a new child restraint may be provided to a parent/caregiver when safety issues have been identified as a concern and/or if the restraint system is expired.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Seat Belts and Child Restraints
 - Child Restraint Inspection Stations, 3-star citation
 - Programs for Older Children, 3-star citation
 - Programs for Increasing Child Restraining and Booster Seat Use, 2-star citation
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection
 - Communication Program
 - Occupant Protection for Children Program
 - Outreach Program

Target: Continue to offer a multi-faceted approach in child passenger safety to include consultation, education, distribution, and installation of child restraints ensuring events are staffed by at least one Child Passenger Safety Technician.

Strategy to project considerations:

- Partnerships
- Public and engagement opportunities

- Training/professional development
- Inspection stations

New Project in 2024, Amendment 5

Child Passenger Safety Education-Marshall County

Link to Strategy/Project Impact: The Marshall County Sheriff's Office has requested funding to support CPS education. Utilize funding for deputies to conduct educational presentations at events held within the county.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Seat Belts and Child Restraints
 - Child Restraint Inspection Stations, 3-star citation
 - Programs for Older Children, 3-star citation
 - Programs for Increasing Child Restraining and Booster Seat Use, 2-star citation
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection
 - Communication Program
 - Occupant Protection for Children Program
 - Outreach Program

Target: Offer child passenger safety presentations and one on one appointments when requested to include consultation, education, distribution, and installation of child restraints.

Presentations/appointments completed by least one Child Passenger Safety Technician.

Strategy to project considerations:

- Partnerships
- Public and engagement opportunities
- Training/professional development
- Inspection stations

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Public Outreach and Education-Iowa State Fair

Link to Strategy/Project Impact: According to the 2023 Child Passenger Safety Survey:

- Among the 3,034 children observed in the survey ages 17 and under, only 84.5% were properly restrained in accordance with Iowa law.
- Children between the ages of 2 to 5 had the highest rate of being improperly restrained (booster or seatbelt only instead of a child safety seat).

The Iowa State Fair is the largest outreach project conducted by the GTSB. Attendance at the fair

is over one million visitors annually.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Seat Belts and Child Restraints
 - Child Restraint Inspection Stations, 3-star citation
 - Programs for Older Children, 3-star citation
 - Programs for Increasing Child Restraining and Booster Seat Use, 2-star citation
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection
 - Communication Program
 - Occupant Protection for Children Program
 - Outreach Program

Target: Plan and organize a child passenger safety themed interactive display booth for the 11-day Iowa State Fair with staffing by Child Passenger Safety Technicians.

Strategy to project considerations:

- Partnerships
- Face-to-face interactions

6.12 Planning and Administration

3HSP, Page 126

GTSB Planning and Administration

Link to Strategy/Project Impact: Funding will support staff and resources to effectively implement and manage the highway safety office.

Countermeasures/Justification: Uniform Guidelines for State Highway Safety Programs

Target: Support staff and provide resources to effectively manage the highway safety office to reduce crashes, injuries, and fatalities on Iowa roadways.

Strategy to project considerations:

- Program Management
- Problem Identification
- Public Participation and Engagement Opportunities
- Partnerships
- Leadership

Policy and Procedure Review-REMOVED

3HSP, Page 127
Completed in FFY 2024.

Region 7 Meeting-REMOVED

3HSP, Page 128
Completed in FFY 2024.

6.13 Program Management

3HSP, Page 129

Iowa Grants Management Dashboard

Link to Strategy/Project Impact: Much of the GTSB subrecipient reporting and monitoring has been completed via hard copy reporting and regular interaction. Since evolving to an on-line grants management system, new opportunities have become available via agency electronic reporting and records management.

Countermeasures/Justification: Traditionally, much of the reporting and monitoring consisted of hard copy reporting and regular interaction with each agency. Unfortunately, given the number of agencies and reporting mechanisms, challenges exist in contract management, such as identification of possible disproportionate use of funds compared to goal progress. With the implementation of Iowa Grants, new opportunities have become available through agency electronic reporting and records management. A Tableau-based Highway Safety Grants dashboard was developed to better facilitate agency engagement, contract monitoring, and management. On-going maintenance of the Highway Safety Grants dashboard is necessary to continue effective management and identification of potential issues and/or inconsistencies in reporting of activities.

Target: Support minor enhancement to the previously developed Iowa Grants dashboard.

Strategy to project considerations: Enhanced program management and monitoring.

6.14 Police Traffic Services

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Short-Term High Visibility Enforcement (HVE)

Link to Strategy/Project Impact: Law enforcement plays an essential role in traffic safety. Overtime enforcement efforts need to be directed during times and at locations identified as high risk.

- The 5-year (2018-2022) linear trend for fatalities continues upward.

- 48.75% of passenger vehicle fatalities were unbelted in Iowa in 2022.
- Alcohol-impaired fatalities represented 33% of all fatalities in the state in 2021.
- Speeding-related fatalities accounted for 23.6% of all traffic fatalities in the state in 2021.

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. HVE combines enforcement, visibility elements, and a publicity strategy.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Alcohol-Impaired Driving –Enforcement
 - High Visibility Saturation Patrols, 4-star citation
 - Alcohol Measurement Devices, 4-star citation
 - Integrated Enforcement, 3-star citation
 - Drug-Impaired Driving-Enforcement
 - Enforcement of Drug-Impaired Driving, 3-star citation
 - Seat Belts and Child Restraints-Enforcement
 - Short-Term, High Visibility Seat Belt Law Enforcement, 5-star citation
 - Short-Term, High Visibility Child Passenger Safety Law Enforcement, 5-star citation
 - Nighttime, High Visibility Seat Belt Law Enforcement, 4-star citation
 - Sustained Seat Belt Enforcement, 3-star citation
 - Speeding and Speed Management-Enforcement
 - High Visibility Enforcement, 4-star citation
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 19, Speed Management
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection

Target:

- Conduct overtime hours of planned general high visibility traffic enforcement with an effort directed at occupant restraint, impaired driving, and excessive speed violations during times and at locations identified as high risk.
- Conduct at least two targeted traffic enforcement projects, one conducted at night and one a multi-jurisdictional project.
- Conduct a minimum of 12 public information /education activities aimed at improving driver safety behaviors.

- Conduct two observational occupant protection surveys: one in May and one in September and report results.

Strategy to project considerations:

- Partnerships
- Enforcement strategies are included in the 2024-2028 State Strategic Highway Safety Plan (SHSP).
- Law Enforcement Liaison
- Iowa will continue to utilize a Law Enforcement Liaison (LEL) to foster new partnerships with law enforcement agencies.

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sTEP Traffic Enforcement Program

Link to Strategy/Project Impact:

- The 5-year (2018-2022) linear trend for fatalities continues upward.
- 48.75% of passenger vehicle fatalities were unbelted in Iowa in 2022.
- Alcohol-impaired fatalities represented 33% of all fatalities in the state in 2021.
- Speeding-related fatalities accounted for 23.6% of all traffic fatalities in the state in 2021.

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. HVE combines enforcement, visibility elements, and a publicity strategy.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Alcohol-Impaired Driving –Enforcement
 - High Visibility Saturation Patrols, 4-star citation
 - Alcohol Measurement Devices, 4-star citation
 - Integrated Enforcement, 3-star citation
 - Drug-Impaired Driving-Enforcement
 - Enforcement of Drug-Impaired Driving, 3-star citation
 - Seat Belts and Child Restraints-Enforcement
 - Short-Term, High Visibility Seat Belt Law Enforcement, 5-star citation
 - Short-Term, High Visibility Child Passenger Safety Law Enforcement, 5-star citation
 - Nighttime, High Visibility Seat Belt Law Enforcement, 4-star citation
 - Sustained Seat Belt Enforcement, 3-star citation
 - Speeding and Speed Management-Enforcement

- High Visibility Enforcement, 4-star citation
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 19, Speed Management
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection

Target: Planned and directed overtime enforcement during the 10 identified sTEP waves.

Strategy to project considerations:

- Partnerships
- Enforcement strategies are included in the 2024-2028 State Strategic Highway Safety Plan (SHSP).
- Law Enforcement Liaison
- Iowa will continue to utilize a Law Enforcement Liaison (LEL) to foster new partnerships with law enforcement agencies.

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Traffic Safety Training

Link to Strategy/Project Impact: Traffic safety partners need the opportunity to engage in up-to-date trainings. The annual Governor’s Highway Traffic Safety Conference provides a venue for traffic safety partners to come together for training and networking. There are a variety of traffic safety-related subjects on the annual agenda to assist attendees in planning their traffic safety strategies.

Countermeasures/Justification: Various areas identified in NHTSA’s “Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices”, Uniform Guidelines for State Highway Safety Programs, and elements of the Safe Systems Approach will be considered in the planning of conferences during the 3HSP period.

Target: Annually plan, host, and evaluate a conference for traffic safety stakeholders and partners. GTSB is working to grow the conference beyond law enforcement and attract other disciplines/stakeholders to attend.

Strategy to project considerations:

- Partnerships
- Training/professional development

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Law Enforcement Liaison

Link to Strategy/Project Impact: Law enforcement liaisons help promote and enhance state

and national highway safety programs, initiatives, and campaigns, and perform a myriad of functions including planning, organizing, networking, promoting, recruiting, implementing, reporting, and evaluating law enforcement's role in traffic safety projects, activities, and achievements. One of the most important tasks of an LEL is to recruit and encourage state and local law enforcement participation in national and state traffic safety mobilizations, but they continually work toward a culture of sustained and effective traffic enforcement programs. Iowa hired its first part-time LEL in 2022.

Countermeasures/Justification: 2021 Iowa Management Review Consideration-Program Management: Implement a dedicated LEL program to enhance law enforcement engagement and programming.

Target:

- Continue to build relationships with the Iowa Police Chiefs Association and Iowa Sheriff's Association; Secure an information booth or be a speaker at their annual conferences.
- Many activities will be on-demand or as needed throughout the law enforcement community.

Strategy to project considerations:

- Partnerships
- Outreach
 - In-person meetings
 - Electronic communication
- Geographic Data

6.15 Roadway Safety/Traffic Engineering

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Safety Circuit Rider

Link to Strategy/Project Impact: The Safety Circuit Rider program was created over 30 years ago as a strategy to bring safety training to local government agency personnel. Often local governments are short on funds for training and find it difficult to send personnel to safety training. This is especially true for work zone and flagger trainings. The Safety Circuit Rider program was established as part of the Iowa Local Transportation Assistance Program (LTAP) to address these training needs.

- Over the past five years (2018-2022) there have been 3,258 work zone-related crashes.
- In 2022 alone, there were 670 work zone-related crashes resulting in six fatalities and 23 serious injuries.

Countermeasures/Justification:

Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 21, Roadway Safety

Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 14, Pedestrian Safety

Target:

- Train approximately 500 local staff in work zone safety.
- Conduct up to ten safety-related training workshops annually, including multidisciplinary roadway safety series workshops.
- Perform up to ten road safety assessments for GTSB and local agencies annually, document outcomes.
- Provide multidisciplinary technical assistance.
- Provide training materials as necessary.

Strategy to project considerations: Safe System Approach – Safer Roads

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Multi-Disciplinary Safety Teams

Link to Strategy/Project Impact: The statewide MDST program assists with technical services to develop existing safety groups, establish new relationships, and foster growth of innovative and effective safety practices within the transportation community. One of the project's main goals is interagency collaboration and information exchange. This approach improves communication on technical issues among professionals from local governments, cities, counties, metropolitan planning organizations and the Iowa Department of Transportation.

Countermeasures/Justification: Due to the variety of disciplines represented and involved in MDSTs, there is a great opportunity for networking. By coordinating and collaborating with other stakeholders, MDST participants gain broader perspective on safety issues and gather best practices from professionals outside their respective area of expertise. This ultimately leads to the development of solutions otherwise not considered. MDSTs should be a proactive roadway safety outreach program that establishes strong communication channels among participants.

Target: MDST facilitator to support existing MDSTs and support the evolution of new groups. Continuation and expansion of interagency collaboration and information exchange.

Strategy to project considerations:

- Collaboration with other traffic safety stakeholders
- Promotion of data and data analysis tools

6.16 Rural Roadways

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Short Term High Visibility Enforcement-High Five

Link to Strategy/Project Impact:

- 69.4% of Iowa's fatalities were rural in 2021; Iowa remains well above the national average for the percent of rural fatalities.
- Rural fatalities per 100M VMT was 1.24 in 2021.
- Seat belt usage rates are lower in rural areas. (Law enforcement observational usage surveys and early connected vehicle data analysis)
- Results of focus groups conducted in the spring of 2023 resulted in participants indicating that seat belt usage in the front is a must for most, but some view seat belts on rural roads or in the backseat as unnecessary.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Seat Belts and Child Restraints-Legislation and Licensing
 - Primary Enforcement Seat Belt Use Laws, 5-star citation
 - Seat Belts and Child Restraints –Enforcement
 - Short Term, High Visibility Seat Belt Law Enforcement, 5-star citation
 - Short Term, High Visibility child Passenger Safety Law Enforcement, 5-star citation
 - Nighttime, High Visibility Seat Belt Law Enforcement, 4-star citation
 - Sustained Seat Belt Enforcement, 3-star citation
 - Seat Belt and Child Restraints-Other Strategies for Behavior Change
 - Programs for Increasing Child Restraint and Booster Seat Use, 2-star citation
 - Child Restraint Inspection Stations. 3-star citation
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection
 - Enforcement Program
 - Communication Program
 - Occupant Protection for Children Program
 - Outreach Program
 - Data and Program Evaluation

Target:

- Identify up to five counties annually for enforcement and educational efforts targeted on occupant protection.
- Expand and promote CPS programs in identified counties. Consideration to expand program materials into different languages to provide information to underserved communities and various ethnicities.

Strategy to project considerations:

- SHSP Partnership
- Roadway Safety/Traffic Engineering
 - Low-cost recommendations through road assessments
- CPS Program
 - Expansion of CPS programming into the identified counties through inspection stations and recruitment for CPS Technicians
- Youth Programs
 - Expansion of S.A.F.E. program in the identified counties
- Public Participation and Engagement Opportunities
 - Town hall meetings in identified counties/communities.

6.17 Teen Traffic Safety

New Project in 2024, Amendment 3

Dubuque Driving Academy-Alive@25

Link to Strategy/Project Impact: Iowa continues to see a rise in the number of licensed teen drivers. According to the National Safety Council, teen drivers are nearly twice as likely as drivers aged 20 and older to be in a fatal crash. This lack of experience, combined with distractions, peer pressure and a tendency to underestimate danger, all create heightened risks for teens, which raises the risks for everyone on our roads. Alive at 25® is a highly interactive program that can help states and courts teach younger drivers to make safe, respectful, and legal driving decisions. Currently in Iowa, first time offenders have the option of taking an online defensive driving class, or if there is a financial burden, community service is allowed. Due to local funding, there is no formal community service checkpoint. The on-line defensive driving program is for all ages. The Alive @ 25 First Offenders Program is specifically for the 14–25-year-old age bracket. Dubuque County, Iowa, has developed an in-person first time offenders' program has been developed in collaboration with local, county and state law enforcement, the Dubuque County Attorney's Office, and the Dubuque City Attorney.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Young Drivers
 - GDL Intermediate License Violation Penalties, (Approach that is Unproven or Needs Further Evaluation)
 - Post Licensure or Second Tier Driver Education, (Approach that is Unproven or Needs Further Evaluation)
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program

Guideline No. 8, Impaired Driving, Prevention

- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 19, Speed Management, Communication Program
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection, Communication Program

Target:

- Conduct monthly (12) Alive @ 25 classes, up to 20 students per class.
- Communicate and coordinate with Dubuque City/County Attorneys and ensure local and county law enforcement are aware of the program.
- Monitor the community service deemed required by the court for first time offenders.
- Evaluate programming and gather data to improve and expand program.

Strategy to project considerations:

- Community Partnerships
- Youth Programs
- Reduction in teen crash fatalities in Dubuque County

New Project in 2024, Amendment 4

Dubuque Police Department-Youth Programs-REMOVED

Link to Strategy/Project Impact: The Dubuque Police Department has requested funding to support their DARE program and participation in driver education classes. Both programs will target youth and educate them on the dangers of drug/alcohol use and driving while impaired. Requested funding will be utilized to purchase “roadsters”, impaired simulation goggles, and safety helmets to utilize for impaired driving educational presentations.

- Countermeasures/Justification:
 - Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving, Prevention

Target:

- Conduct ten traffic related education presentations for youth.
- Purchase two pedal karts, 24 impaired simulation goggles, and four safety helmets.

Strategy to project considerations:

- Community Partnerships
- Youth Programs
- Reduction in teen crash fatalities in Dubuque County

No application in FFY 2025

School and Community Programs Focusing on Teen Driving (SAFE)

Link to Strategy/Project Impact: According to the 2023 Iowa Child Passenger Safety Survey, only 80.1% of teens 14-17 years old are properly restrained, a significant decrease from the 2022 Study (98.8%). The survey also shows a lower usage rate in proper restraints in rural areas. In 2023, there were 20 crashes resulting in 22 fatalities for teen drivers aged 14-17.

Countermeasures/Justification: Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection

- Enforcement Program
- Communication Program
- Occupant Protection for Children Program
- Outreach Program
- Data and Program Evaluation

Target: Continue outreach to schools and communities to evolve youth programs throughout the state, with targeted efforts in rural counties in the state due to the public participation and engagement events in 2024.

Strategy to project considerations:

- Peer-to-Peer programs
- Educational opportunities and positive reward programs
- Outreach through real world stories
- Public Participation and Engagement

Youth Programs- “Choices Matter”

Link to Strategy/Project Impact: The number of drivers aged 20 and younger involved in fatal crashes has increased 8.16% between 2017 and 2021. Young drivers are at a higher risk of crashes on the road compared to more experienced drivers. This is due to several factors, including inexperience, risk-taking behavior, and overconfidence.

Countermeasures/Justification:

- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 8, Impaired Driving
 - Prevention
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 19, Speed Management
 - Communication Program
- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection

-
- Communication Program

Target:

- Support a peer-to-peer outreach and education program with interactive elements with the students geared toward a traffic safety topic, such as impaired driving, distracted driving, aggressive driving, and/or occupant protection.
- Coordinate the appearance of a guest speaker with ten high schools.
- Provide interactive displays, including fatal vision goggles and driving simulator to help engage students.
- Coordinate social media exposure in each of the ten school district areas; provide campaign materials to provide all year exposure after the guest speaker presentation has concluded.

Strategy to project considerations:

- Peer-to-peer programming
- Interactive Displays
- Engagement with school districts throughout the state
- Public Participation and Engagement

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Driver Education Assessment-REMOVED

Completed in FFY 2024.

6.18 Distracted Driving

HSP, Page 64 (Moved from Communication and Outreach)

Outreach Through County Fairs

Link to Strategy/Project Impact: County fairs attract attendees from rural, underserved areas where traditional advertising is sometimes ineffective. Attendees to county fairs are often comprised of families and individuals that are deeply rooted within the small community in which they live. This provides an opportunity to demonstrate the commitment to the local community, reinforce messaging, engage specific issues, and solicit feedback. County fair locations will identify key counties based on traffic fatality records, census data, and social vulnerability index information.

Countermeasures/Justification: Countermeasures that Work (CTW), 11th Edition, 2023

- Distracted Driving, Communications and Outreach (Approach that is Unproven or Needs Further Evaluation)
- A public survey in 2023 showed that cell phone use behind the wheel is prevalent with

51% of drivers admitting to always or sometimes having a mobile device in their hand. In that same survey, 85% support hands-free legislation.

Target(s): Outreach conducted at select county fairs in Iowa will include interactive games and contests designed to engage and educate attendees on roadway safety issues. While delivering a traffic safety message, conduct surveys with distracted driving questions with booth visitors and participants. Survey information will be used to provide additional data to the legislature to promote the passage of a hands-free driving bill.

Strategy to project considerations: Deliver traffic safety message through non-traditional events while surveying the public on traffic safety topics.

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Communication Campaign-Distracted Driving

Link to Strategy/Project Impact: There were 11 distracted driving fatalities in 2021. Distracted driving-related fatalities and serious injuries are under-reported.

Countermeasures/Justification:

- Countermeasures That Work (CTW), 11th Edition, 2023
 - Distracted Driving-Approaches That Are Unproven or Need Further Evaluation
 - Communications on Outreach and Distracted Driving
- Strategic Highway Safety Plan
 - Conduct Public Awareness Campaigns targeted to high-risk populations.

Target: To be determined when media partner is identified.

Strategy to project considerations: Utilization of a mix of mediums to include but not limited to geo-fence banners, social listening venues, spot radio, and/or billboards.

6.19 Traffic Records

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State Traffic Safety Information System Improvement Grants

Link to Strategy/Project Impact: A successful Traffic Records System includes the collection, management, and analysis of data within the six core datasets of Crash, Roadway, Driver, Citation/Adjudication, Vehicle, and EMS/Injury Surveillance. The integration of these systems allows for comprehensive datasets. Iowa's traffic safety professionals understand the importance of data and coordinated efforts through the Statewide Traffic Records Coordinating Committee (STRCC). The individuals and agencies making traffic safety related decisions represent a diverse and evolving group, ranging from private citizens to public agencies. Even with access to the data and tools, opportunities exist to improve the quality of the data and support traffic safety in the State. The state continues to learn of additional data sources that could be useful in addressing

traffic safety issues, including EMS data. GTSB recently hired a Traffic Records Program Administrator (Dave Gross) who will oversee traffic data agreements and chair the STRCC.

Countermeasures/Justification:

- Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 10, Traffic Records
 - Traffic Records System Information Components
 - Traffic Records System Information Quality
 - Uses of a Traffic Records System
 - Traffic Records System Management
- 2021 Iowa Management Review Consideration
 - Improve evidence-based traffic records project goals and objectives.

Utilize comprehensive data for highway safety decisions in Iowa. The GTSB manages Section 405c funding for projects that have a specific focus to improve Iowa's Traffic Records System that includes crash, roadway, driver, citation/adjudication, vehicle, and EMS/injury surveillance.

Target:

- Re-engage the STRCC Guidance Team
- Obtain access to statewide NEMSIS data; continue conversations with the Iowa Department of Health and Human Services on ways to utilize EMS data.
- Continue to develop data analysis tools and dashboards.
- Promote the use of data analysis tools.

Goals and performance measures for data projects will address a minimum of one attribute, and be quantifiable:

- Accuracy
- Completeness
- Integration
- Timeliness
- Uniformity
- Accessibility

Section 405c funded projects will continue work on recommendations and considerations from the 2020 Traffic Records Assessment, as well as other identified projects.

Strategy to project considerations:

- Program Assessment
 - Considerations and recommendations from the 2020 Traffic Records Assessment
- Partnerships
 - Statewide Traffic Records Coordinating Committee (STRCC)
- New Data Linkage Opportunities

- Technological Advances in Data Collection and Analysis

Project and Subrecipient Information

Media Projects

Project Name: Paid Media

Project Description: GTSB is currently accepting a request for proposals for a multi-media State of Iowa master agreement. Once the multi-media vendor is identified, the subrecipient will continue to develop traffic safety messages/campaigns that resonates with Iowans.

Campaign objectives include supporting national NHTSA media initiatives across Iowa and responding to GTSB's requests to address current and emerging traffic safety issues. The targeted campaigns include impaired driving, occupant protection, speed, distracted driving, motorcycle, pedestrian, bicycle, and unattended passengers. Strategies for delivery include developing new materials to be used for digital placement, thus making them easier and more cost effective to update or change. A proven mix of mediums will be used which are relevant and have the capability to target the audience of a more niche level, such as geo-fence banners. Media will be planned to align with NHTSA's campaign calendar. The sub-recipient will incorporate the use of digital media through social media platforms (i.e., Facebook, YouTube, Pandora, connected television, geo-fence banners, social listening videos, spot radio, digital billboards, and outdoor billboards).

Federal Funding Source: 405d, 405b, 402

Eligible Use of Funds: 402- Paid Advertising

405b-To support high-visibility enforcement mobilizations, including paid media that emphasizes publicity for the program, and law enforcement.

405b-To educate the public concerning the proper use and installation of child restraints, including related equipment and information systems.

405d- Paid and earned media in support of high-visibility enforcement efforts, conducting initial and continuing standardized field sobriety training, advanced roadside impaired driving evaluation training, law enforcement phlebotomy training, and drug recognition expert training for law enforcement, and equipment and related expenditures used in connection with impaired driving enforcement.

405f- Public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists, including "Share-the-Road" safety messages.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
TBD	TBD	Media Agency	Statewide	To be

				determined.
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Community Traffic Safety Projects

Project Name: Outreach Through County Fairs

Project Description: County fairs are events held every year with a focus on the local county, region, or statewide, providing live, interactive entertainment. County fairs often include special events, including concerts, rodeos, motorsports, and other competitive events geared to attract a wide range of the community and they provide a yearly, anticipated event with a fun, lively atmosphere. County fairs attract attendees from rural, underserved areas where traditional advertising is ineffective. In FFY 2025, the message is Distracted Driving. Alliance will engage attendees at these events, utilizing an interactive display, including branded tent, tablecloth, and backdrop. Alliance will also engage attendees on survey questions to gain insight on road safety issues within the community, as well as collecting demographic information.

Federal Funding Source: 402

Eligible Use of Funds: Distracted Driving

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Alliance Sport Marketing	402-DD-2025 15-00-50	Marketing Agency	Four Counties, as identified by data	\$60,000

Project Name: Vehicular Heatstroke

Project Description: Blank Children's Hospital (BCH) will provide vehicular heatstroke information to multiple communities in the state. One hot vehicle display will travel with the existing Fire Safety House program statewide April through October. The other display will be available for partners to exhibit at community events, such as county/state fairs and EMS open houses. By utilizing additional educational handouts, posters, and developing a pull up banner in FY2025, BCH staff will increase their reach and project visibility. A safety topic of importance to spotlight with this education is preventing heatstroke fatalities after a child has gained access to the vehicle. Currently, it is often thought that hot car deaths only happen when an infant is unknowingly left in a vehicle. Parents and caregivers will be taught prevention strategies on how to teach their children to not play in vehicles, and how to get out of a vehicle should they become entrapped. BCH materials will teach children and adults on how to respond during an incident, such as honking the horn. Parents will be reminded to lock their vehicles, even if they're parking in their own driveway or garage. In addition, 20,000 preventative window clings have been provided to BCH for distribution to parents and caregivers of

young children though child passenger safety technicians. The window clings are to be placed on the window of their car as a reminder that there may be a child in the back seat.

Federal Funding Source: 402

Eligible Use of Funds: Heatstroke/Unattended Passenger Education

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Subrecipient Name	Project Number	Type of Organization	Location	Federal Funds Awarded
Blank Children's Hospital	402-UNATTD-2025 14-00-50	Hospital	Statewide	\$2,100

Project Name: Central Iowa Traffic Safety Task Force (CITSTF)

Project Description: CITSTF is a multi-disciplinary collaboration with area state, county and municipal organizations and law enforcement agencies. CITSTF is comprised of approximately 20 law enforcement agencies. The mission of CITSTF is to reduce speeding, increase utilization of seat belts, reduce traffic collisions, distracted driving, impaired driving and other traffic safety violations through education and enforcement. The team performs multiple high visibility enforcement projects in their jurisdictions throughout the year. Funding awarded to CITSTF will support a one-day traffic safety related conference for task force member agencies. Conference topics will focus on traffic safety and enforcement issues. Funding will also support the purchase of blood draw kits for use by medical examiners.

Location/Affected Community (where applicable): Central Iowa

Federal Funding Source: 402

Eligible Use of Funds: Police Traffic Services

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Subrecipient Name	Project Number	Type of Organization	Location	Federal Funds Awarded
Central Iowa Traffic Safety Task Force	402-PT-2025 05-00-51	Law Enforcement	Central Iowa	\$4,300.00

High Visibility Enforcement Projects

Project Name: High Visibility Law Enforcement (AL)

Project Description: High visibility enforcement is included in NHTSA's "Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices", 11th Edition, 2023, as an effective strategy to combat impaired driving. Section 402 AL funding will 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 2025 will support efforts of 107 law enforcement agencies. Throughout the triennial HSP period, the Law Enforcement Liaison continues to work with agencies to increase partners and activities to help combat impaired driving issues across the state. Funding in this category totals \$864,783.00

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 402

Eligible Use of Funds: Impaired Driving

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Adams County Sheriff Office	402-AL-2025 02-40-00	Law Enforcement	Adams County	\$6,000.00
Altoona Police Department	402-AL-2025 02-40-01	Law Enforcement	Polk County	\$3,000.00
Ames Police Department	402-AL-2025 02-40-02	Law Enforcement	Story County	\$15,000.00
Ankeny Police Department	402-AL-2025 02-40-03	Law Enforcement	Polk County	\$10,000.00
Atlantic Police Department	402-AL-2025 02-40-04	Law Enforcement	Cass County	\$3,000.00
Belle Plaine Police Department	402-AL-2025 02-40-05	Law Enforcement	Benton County	\$3,000.00
Bettendorf Police Department	402-AL-2025 02-40-06	Law Enforcement	Scott County	\$15,000.00
Black Hawk County Sheriff Office	402-AL-2025 02-40-07	Law Enforcement	Black Hawk County	\$3,000.00
Blue Grass Police Department	402-AL-2025 02-40-08	Law Enforcement	Muscatine County/Scott County	\$2,500.00
Boone Police Department	402-AL-2025 02-40-09	Law Enforcement	Boone County	\$5,000.00
Buena Vista County Sheriff Office	402-AL-2025 02-40-10	Law Enforcement	Buena Vista County	\$2,805.00
Buffalo Police Department	402-AL-2025 02-40-11	Law Enforcement	Scott County	\$3,000.00
Burlington Police Department	402-AL-2025 02-40-12	Law Enforcement	Des Moines County	\$6,000.00
Carlisle Police	402-AL-2025 02-40-13	Law Enforcement	Warren/Polk County	\$5,000.00

Department				
Cass County Sheriff Office	402-AL-2025 02-40-14	Law Enforcement	Cass County	\$20,000.00
Cedar Falls Police Department	402-AL-2025 02-40-15	Law Enforcement	Black Hawk County	\$3,000.00
Cedar Rapids Police Department	402-AL-2025 02-40-16	Law Enforcement	Linn County	\$25,000.00
Cerro Gordo County Sheriff Office	402-AL-2025 02-40-17	Law Enforcement	Cerro Gordo County	\$3,000.00
Chariton Police Department	402-AL-2025 02-40-18	Law Enforcement	Lucas County	\$2,500.00
Clear Lake Police Department	402-AL-2025 02-40-19	Law Enforcement	Cerro Gordo County	\$4,000.00
Clinton County Sheriff Office	402-AL-2025 02-40-20	Law Enforcement	Clinton County	\$15,000.00
Clinton Police Department	402-AL-2025 02-40-21	Law Enforcement	Clinton County	\$8,000.00
Clive Police Department	402-AL-2025 02-40-22	Law Enforcement	Dallas County/Polk County	\$5,000.00
Coralville Police Department	402-AL-2025 02-40-23	Law Enforcement	Johnson County	\$4,000.00
Council Bluffs Police Department	402-AL-2025 02-40-24	Law Enforcement	Pottawattamie County	\$20,000.00
Dallas County Sheriff Office	402-AL-2025 02-40-25	Law Enforcement	Dallas County	\$20,000.00
Davenport Police Department	402-AL-2025 02-40-26	Law Enforcement	Scott County	\$12,000.00
Decorah Police Department	402-AL-2025 02-40-27	Law Enforcement	Winneshiek County	\$2,000.00
Des Moines County Sheriff Office	402-AL-2025 02-40-28	Law Enforcement	Des Moines County	\$3,000.00
Des Moines Police Department	402-AL-2025 02-40-29	Law Enforcement	Polk County	\$97,000.00
DeWitt Police Department	402-AL-2025 02-40-30	Law Enforcement	Clinton County	\$12,500.00
Dubuque County Sheriff Office	402-AL-2025 02-40-31	Law Enforcement	Dubuque County	\$9,000.00
Dubuque Police Department	402-AL-2025 02-40-32	Law Enforcement	Dubuque County	\$5,000.00
Durant Police Department	402-AL-2025 02-40-33	Law Enforcement	Cedar County/Muscatine County/Scott County	\$2,000.00
Eldridge Police Department	402-AL-2025 02-40-34	Law Enforcement	Scott County	\$3,000.00
Epworth Police Department	402-AL-2025 02-40-35	Law Enforcement	Dubuque County	\$3,000.00
Evansdale Police	402-AL-2025 02-40-36	Law Enforcement	Black Hawk County	\$3,500.00

Department				
Fayette County Sheriff Office	402-AL-2025 02-40-37	Law Enforcement	Fayette County	\$5,000.00
Fort Dodge Police Department	402-AL-2025 02-40-38	Law Enforcement	Webster County	\$7,500.00
Fort Madison Police Department	402-AL-2025 02-40-39	Law Enforcement	Lee County	\$6,174.00
Grundy Center Police Department	402-AL-2025 02-40-40	Law Enforcement	Grundy County	\$1,000.00
Harrison County Sheriff Office	402-AL-2025 02-40-41	Law Enforcement	Harrison County	\$9,000.00
Henry County Sheriff Office	402-AL-2025 02-40-42	Law Enforcement	Henry County	\$17,500.00
Hiawatha Police Department	402-AL-2025 02-40-43	Law Enforcement	Linn County	\$4,200.00
Hudson Police Department	402-AL-2025 02-40-44	Law Enforcement	Black Hawk County	\$3,000.00
Huxley Police Department	402-AL-2025 02-40-45	Law Enforcement	Story County	\$4,000.00
Indianola Police Department	402-AL-2025 02-40-46	Law Enforcement	Warren County	\$6,750.00
Iowa City Police Department	402-AL-2025 02-40-47	Law Enforcement	Johnson County	\$25,000.00
Jackson County Sheriff Office	402-AL-2025 02-40-48	Law Enforcement	Jackson County	\$1,000.00
Jasper County Sheriff Office	402-AL-2025 02-40-49	Law Enforcement	Jasper County	\$3,000.00
Johnson County Sheriff Office	402-AL-2025 02-40-50	Law Enforcement	Johnson County	\$20,000.00
Johnston Police Department	402-AL-2025 02-40-51	Law Enforcement	Polk County	\$5,000.00
Keokuk Police Department	402-AL-2025 02-40-52	Law Enforcement	Lee County	\$3,700.00
Knoxville Police Department	402-AL-2025 02-40-53	Law Enforcement	Marion County	\$6,000.00
Le Mars Police Department	402-AL-2025 02-40-54	Law Enforcement	Plymouth County	\$8,500.00
LeClaire Police Department	402-AL-2025 02-40-55	Law Enforcement	Scott County	\$5,000.00
Lee County Sheriff Office	402-AL-2025 02-40-56	Law Enforcement	Lee County	\$5,000.00
Louisa County Sheriff Office	402-AL-2025 02-40-57	Law Enforcement	Louisa County	\$12,500.00
Lyon County Sheriff Office	402-AL-2025 02-40-58	Law Enforcement	Lyon County	\$5,570.00
Mahaska County Sheriff Office	402-AL-2025 02-40-59	Law Enforcement	Mahaska County	\$2,163.00

Maquoketa Police Department	402-AL-2025 02-40-60	Law Enforcement	Jackson County	\$2,000.00
Marion County Sheriff Office	402-AL-2025 02-40-61	Law Enforcement	Marion County	\$5,000.00
Marion Police Department	402-AL-2025 02-40-62	Law Enforcement	Linn County	\$7,000.00
Marshall County Sheriff Office	402-AL-2025 02-40-63	Law Enforcement	Marshall County	\$5,400.00
Marshalltown Police Department	402-AL-2025 02-40-64	Law Enforcement	Marshall County	\$2,500.00
Mason City Police Department	402-AL-2025 02-40-65	Law Enforcement	Cerro Gordo County	\$3,099.00
Mills County Sheriff Office	402-AL-2025 02-40-66	Law Enforcement	Mills County	\$3,500.00
Missouri Valley Police Department	402-AL-2025 02-40-67	Law Enforcement	Harrison County	\$2,500.00
Monona County Sheriff Office	402-AL-2025 02-40-68	Law Enforcement	Monona County	\$5,000.00
Mount Pleasant Police Department	402-AL-2025 02-40-69	Law Enforcement	Henry County	\$5,000.00
Mount Vernon-Lisbon Police Department	402-AL-2025 02-40-70	Law Enforcement	Linn County	\$6,000.00
Muscatine County Sheriff Office	402-AL-2025 02-40-71	Law Enforcement	Muscatine County	\$16,392.00
Muscatine Police Department	402-AL-2025 02-40-72	Law Enforcement	Muscatine County	\$10,000.00
Nevada Public Safety Department	402-AL-2025 02-40-73	Law Enforcement	Story County	\$8,000.00
Newton Police Department	402-AL-2025 02-40-74	Law Enforcement	Jasper County	\$2,650.00
North Liberty Police Department	402-AL-2025 02-40-75	Law Enforcement	Johnson County	\$5,000.00
Norwalk Police Department	402-AL-2025 02-40-76	Law Enforcement	Warren County	\$4,500.00
Osceola County Sheriff Office	402-AL-2025 02-40-77	Law Enforcement	Osceola County	\$3,000.00
Oskaloosa Police Department	402-AL-2025 02-40-78	Law Enforcement	Mahaska County	\$10,000.00
Ottumwa Police Department	402-AL-2025 02-40-79	Law Enforcement	Wapello County	\$15,000.00
Pella Police Department	402-AL-2025 02-40-80	Law Enforcement	Marion County	\$4,000.00
Peosta Police Department	402-AL-2025 02-40-81	Law Enforcement	Dubuque County	\$1,500.00
Pleasant Hill Police Department	402-AL-2025 02-40-82	Law Enforcement	Polk County	\$6,000.00
Pocahontas County	402-AL-2025 02-40-83	Law Enforcement	Pocahontas County	\$2,000.00

Sheriff Office				
Polk City Police Department	402-AL-2025 02-40-84	Law Enforcement	Polk County	\$2,000.00
Polk County Sheriff Office	402-AL-2025 02-40-85	Law Enforcement	Polk County	\$5,000.00
Pottawattamie County Sheriff Office	402-AL-2025 02-40-86	Law Enforcement	Pottawattamie County	\$5,000.00
Red Oak Police Department	402-AL-2025 02-40-87	Law Enforcement	Fremont County	\$1,000.00
Scott County Sheriff Office	402-AL-2025 02-40-88	Law Enforcement	Scott County	\$12,000.00
Sioux City Police Department	402-AL-2025 02-40-89	Law Enforcement	Woodbury County	\$40,000.00
State Center Police Department	402-AL-2025 02-40-90	Law Enforcement	Marshall County	\$10,000.00
Story County Sheriff Office	402-AL-2025 02-40-91	Law Enforcement	Story County	\$9,000.00
Tama Police Department	402-AL-2025 02-40-92	Law Enforcement	Tama County	\$3,000.00
Tipton Police Department	402-AL-2025 02-40-93	Law Enforcement	Cedar County	\$10,000.00
Toledo Police Department	402-AL-2025 02-40-94	Law Enforcement	Tama County	\$2,000.00
Van Meter Police Department	402-AL-2025 02-40-95	Law Enforcement	Dallas County	\$1,500.00
Wapello County Sheriff Office	402-AL-2025 02-40-96	Law Enforcement	Wapello County	\$7,000.00
Warren County Sheriff Office	402-AL-2025 02-40-97	Law Enforcement	Warren County	\$2,600.00
Washington County Sheriff Office	402-AL-2025 02-40-98	Law Enforcement	Washington County	\$9,000.00
Washington Police Department	402-AL-2025 02-40-99	Law Enforcement	Washington County	\$2,000.00
Waterloo Police Department	402-AL-2025 02-41-00	Law Enforcement	Black Hawk County	\$35,000.00
Waukee Police Department	402-AL-2025 02-41-01	Law Enforcement	Dallas County	\$3,000.00
Webster County Sheriff Office	402-AL-2025 02-41-02	Law Enforcement	Webster County	\$5,000.00
West Burlington Police Department	402-AL-2025 02-41-03	Law Enforcement	Des Moines County	\$7,050.00
West Des Moines Police Department	402-AL-2025 02-41-04	Law Enforcement	Dallas County/Polk County/Warren County	\$10,000.00
Winterset Police Department	402-AL-2025 02-41-05	Law Enforcement	Madison County	\$3,230.00
Woodbury County Sheriff Office	402-AL-2025 02-41-06	Law Enforcement	Woodbury County	\$15,000.00

Project Name: High Visibility Enforcement – Impaired Driving

Project Description: High visibility enforcement is included in NHTSA’s “Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices”, 11th Edition, 2023, as an effective strategy to combat impaired driving. Section 405d funding will 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 2025 will support the efforts of the Iowa State Patrol.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 405d

Eligible Use of Funds: 405d- High-visibility enforcement efforts.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa State Patrol	405d-M5HVE 2025 68-40-00	Law Enforcement	Statewide	\$320,000.00

Project Name: High Visibility Enforcement (PT)

Project Description: Funding through traffic enforcement services will support overtime for enforcement. Speed, impaired, safety belt violations, and other traffic violations will be addressed through these efforts. Enforcement presence helps deter unsafe driving behaviors. 120 agencies will also receive funding for educational overtime, travel, and approved equipment purchases with \$2,415,126.00 funding in this category.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 402

Eligible Use of Funds: Traffic Enforcement Services-High Visibility Enforcement

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Subrecipient Name	Project Number	Type of Organization	Location	Federal Funds Awarded
Adams County Sheriff Office	402-PT-2025 05-40-00	Law Enforcement	Adams County	\$ 7,550.00
Altoona Police Department	402-PT-2025 05-40-01	Law Enforcement	Polk County	\$ 35,000.00

Ames Police Department	402-PT-2025 05-40-02	Law Enforcement	Story County	\$ 22,000.00
Ankeny Police Department	402-PT-2025 05-40-03	Law Enforcement	Polk County	\$ 79,000.00
Atlantic Police Department	402-PT-2025 05-40-04	Law Enforcement	Cass County	\$ 15,560.00
Belle Plaine Police Department	402-PT-2025 05-40-05	Law Enforcement	Benton County	\$ 4,000.00
Bettendorf Police Department	402-PT-2025 05-40-06	Law Enforcement	Scott County	\$ 41,000.00
Black Hawk County Sheriff Office	402-PT-2025 05-40-07	Law Enforcement	Black Hawk County	\$ 7,100.00
Blue Grass Police Department	402-PT-2025 05-40-08	Law Enforcement	Muscatine County/Scott County	\$ 10,000.00
Boone Police Department	402-PT-2025 05-40-09	Law Enforcement	Boone County	\$ 9,400.00
Buena Vista County Sheriff Office	402-PT-2025 05-40-10	Law Enforcement	Buena Vista County	\$ 7,805.00
Buffalo Police Department	402-PT-2025 05-40-11	Law Enforcement	Scott County	\$ 9,600.00
Burlington Police Department	402-PT-2025 05-40-12	Law Enforcement	Des Moines County	\$ 21,400.00
Carlisle Police Department	402-PT-2025 05-40-13	Law Enforcement	Warren/Polk County	\$ 7,500.00
Cass County Sheriff Office	402-PT-2025 05-40-14	Law Enforcement	Cass County	\$ 22,400.00
Cedar Falls Police Department	402-PT-2025 05-40-15	Law Enforcement	Black Hawk County	\$ 6,000.00
Cedar Rapids Police Department	402-PT-2025 05-40-16	Law Enforcement	Linn County	\$ 22,800.00
Cerro Gordo County Sheriff Office	402-PT-2025 05-40-17	Law Enforcement	Cerro Gordo County	\$ 22,600.00
Chariton Police Department	402-PT-2025 05-40-18	Law Enforcement	Lucas County	\$ 5,400.00
Clear Lake Police Department	402-PT-2025 05-40-19	Law Enforcement	Cerro Gordo County	\$ 9,400.00
Clinton County Sheriff Office	402-PT-2025 05-40-20	Law Enforcement	Clinton County	\$ 25,000.00
Clinton Police Department	402-PT-2025 05-40-21	Law Enforcement	Clinton County	\$ 20,300.00
Clive Police Department	402-PT-2025 05-40-22	Law Enforcement	Dallas County/Polk County	\$ 13,579.00
Coralville Police Department	402-PT-2025 05-40-23	Law Enforcement	Johnson County	\$ 11,900.00
Council Bluffs Police	402-PT-2025 05-40-24	Law Enforcement	Pottawattamie	\$ 62,600.00

Department			County	
Dallas County Sheriff Office	402-PT-2025 05-40-25	Law Enforcement	Dallas County	\$ 50,000.00
Davenport Police Department	402-PT-2025 05-40-26	Law Enforcement	Scott County	\$ 43,600.00
Decorah Police Department	402-PT-2025 05-40-27	Law Enforcement	Winneshiek County	\$ 5,000.00
Des Moines County Sheriff Office	402-PT-2025 05-40-28	Law Enforcement	Des Moines County	\$ 17,600.00
Des Moines Police Department	402-PT-2025 05-40-29	Law Enforcement	Polk County	\$ 149,600.00
DeWitt Police Department	402-PT-2025 05-40-30	Law Enforcement	Clinton County	\$ 17,300.00
Dubuque County Sheriff Office	402-PT-2025 05-40-31	Law Enforcement	Dubuque County	\$ 25,800.00
Dubuque Police Department	402-PT-2025 05-40-32	Law Enforcement	Dubuque County	\$ 14,500.00
Durant Police Department	402-PT-2025 05-40-33	Law Enforcement	Cedar County/Muscatine County/Scott County	\$ 10,000.00
Eldridge Police Department	402-PT-2025 05-40-34	Law Enforcement	Scott County	\$ 7,400.00
Epworth Police Department	402-PT-2025 05-40-35	Law Enforcement	Dubuque County	\$ 7,000.00
Evansdale Police Department	402-PT-2025 05-40-36	Law Enforcement	Black Hawk County	\$ 9,000.00
Fayette County Sheriff Office	402-PT-2025 05-40-37	Law Enforcement	Fayette County	\$ 5,400.00
Fort Dodge Police Department	402-PT-2025 05-40-38	Law Enforcement	Webster County	\$ 20,300.00
Fort Madison Police Department	402-PT-2025 05-40-39	Law Enforcement	Lee County	\$ 35,434.00
Grundy Center Police Department	402-PT-2025 05-40-40	Law Enforcement	Grundy County	\$ 4,500.00
Harrison County Sheriff Office	402-PT-2025 05-40-41	Law Enforcement	Harrison County	\$ 9,600.00
Henry County Sheriff Office	402-PT-2025 05-40-42	Law Enforcement	Henry County	\$ 33,000.00
Hiawatha Police Department	402-PT-2025 05-40-43	Law Enforcement	Linn County	\$ 8,300.00
Hudson Police Department	402-PT-2025 05-40-44	Law Enforcement	Black Hawk County	\$ 7,000.00
Huxley Police Department	402-PT-2025 05-40-45	Law Enforcement	Story County	\$ 9,400.00
Indianola Police Department	402-PT-2025 05-40-46	Law Enforcement	Warren County	\$ 25,700.00

Iowa City Police Department	402-PT-2025 05-40-47	Law Enforcement	Johnson County	\$ 32,500.00
Iowa State Patrol	402-PT-2025 05-40-48	Law Enforcement	Statewide	\$ 255,500.00
Jackson County Sheriff Office	402-PT-2025 05-40-49	Law Enforcement	Jackson County	\$ 3,800.00
Jasper County Sheriff Office	402-PT-2025 05-40-50	Law Enforcement	Jasper County	\$ 2,900.00
Johnson County Sheriff Office	402-PT-2025 05-40-51	Law Enforcement	Johnson County	\$ 32,500.00
Johnston Police Department	402-PT-2025 05-40-52	Law Enforcement	Polk County	\$ 19,000.00
Keokuk Police Department	402-PT-2025 05-40-53	Law Enforcement	Lee County	\$ 10,428.00
Knoxville Police Department	402-PT-2025 05-40-54	Law Enforcement	Marion County	\$ 10,400.00
Le Mars Police Department	402-PT-2025 05-40-55	Law Enforcement	Plymouth County	\$ 20,800.00
LeClaire Police Department	402-PT-2025 05-40-56	Law Enforcement	Scott County	\$ 11,700.00
Lee County Sheriff Office	402-PT-2025 05-40-57	Law Enforcement	Lee County	\$ 20,000.00
Louisa County Sheriff Office	402-PT-2025 05-40-58	Law Enforcement	Louisa County	\$ 13,000.00
Lyon County Sheriff Office	402-PT-2025 05-40-59	Law Enforcement	Lyon County	\$ 7,570.00
Mahaska County Sheriff's Office	402-PT-2025 05-40-60	Law Enforcement	Mahaska County	\$ 15,752.00
Maquoketa Police Department	402-PT-2025 05-40-61	Law Enforcement	Jackson County	\$ 4,000.00
Marion County Sheriff Office	402-PT-2025 05-40-62	Law Enforcement	Marion County	\$ 24,800.00
Marion Police Department	402-PT-2025 05-40-63	Law Enforcement	Linn County	\$ 27,000.00
Marshall County Sheriff's Office	402-PT-2025 05-40-64	Law Enforcement	Marshall County	\$ 17,600.00
Marshalltown Police Department	402-PT-2025 05-40-65	Law Enforcement	Marshall County	\$ 18,600.00
Mason City Police Department	402-PT-2025 05-40-66	Law Enforcement	Cerro Gordo County	\$ 9,420.00
Mills County Sheriff Office	402-PT-2025 05-40-67	Law Enforcement	Mills County	\$ 14,900.00
Missouri Valley Police Department	402-PT-2025 05-40-68	Law Enforcement	Harrison County	\$ 4,500.00
Monona County Sheriff Office	402-PT-2025 05-40-69	Law Enforcement	Monona County	\$ 6,000.00
Mount Pleasant Police Department	402-PT-2025 05-40-70	Law Enforcement	Henry County	\$ 12,800.00

Mount Vernon-Lisbon Police Department	402-PT-2025 05-40-71	Law Enforcement	Linn County	\$ 9,700.00
Muscatine County Sheriff Office	402-PT-2025 05-40-72	Law Enforcement	Muscatine County	\$ 47,252.00
Muscatine Police Department	402-PT-2025 05-40-73	Law Enforcement	Muscatine County	\$ 24,600.00
Nevada Public Safety Department	402-PT-2025 05-40-74	Law Enforcement	Story County	\$ 18,000.00
Newton Police Department	402-PT-2025 05-40-75	Law Enforcement	Jasper County	\$ 6,200.00
North Liberty Police Department	402-PT-2025 05-40-76	Law Enforcement	Johnson County	\$ 13,700.00
Norwalk Police Department	402-PT-2025 05-40-77	Law Enforcement	Warren County	\$ 7,508.00
Osceola County Sheriff Office	402-PT-2025 05-40-78	Law Enforcement	Osceola County	\$ 8,000.00
Oskaloosa Police Department	402-PT-2025 05-40-79	Law Enforcement	Mahaska County	\$ 18,000.00
Ottumwa Police Department	402-PT-2025 05-40-80	Law Enforcement	Wapello County	\$ 35,000.00
Pella Police Department	402-PT-2025 05-40-81	Law Enforcement	Marion County	\$ 12,000.00
Peosta Police Department	402-PT-2025 05-40-82	Law Enforcement	Dubuque County	\$ 7,500.00
Pleasant Hill Police Department	402-PT-2025 05-40-83	Law Enforcement	Polk County	\$ 13,000.00
Pocahontas County Sheriff Office	402-PT-2025 05-40-84	Law Enforcement	Pocahontas County	\$ 6,000.00
Polk City Police Department	402-PT-2025 05-40-85	Law Enforcement	Polk County	\$ 5,300.00
Polk County Sheriff Office	402-PT-2025 05-40-86	Law Enforcement	Polk County	\$ 22,000.00
Pottawattamie County Sheriff Office	402-PT-2025 05-40-87	Law Enforcement	Pottawattamie County	\$ 8,000.00
Red Oak Police Department	402-PT-2025 05-40-88	Law Enforcement	Fremont County	\$ 5,000.00
Scott County Sheriff Office	402-PT-2025 05-40-89	Law Enforcement	Scott County	\$ 59,100.00
Sioux City Police Department	402-PT-2025 05-40-90	Law Enforcement	Woodbury County	\$ 61,060.00
State Center Police Department	402-PT-2025 05-40-91	Law Enforcement	Marshall County	\$ 14,000.00
Story County Sheriff Office	402-PT-2025 05-40-92	Law Enforcement	Story County	\$ 17,300.00
Tama Police Department	402-PT-2025 05-40-93	Law Enforcement	Tama County	\$ 5,000.00
Tipton Police	402-PT-2025 05-40-94	Law Enforcement	Cedar County	\$ 1,108.00

Department				
Toledo Police Department	402-PT-2025 05-40-95	Law Enforcement	Tama County	\$ 6,000.00
Van Meter Police Department	402-PT-2025 05-40-96	Law Enforcement	Dallas County	\$ 5,800.00
Wapello County Sheriff Office	402-PT-2025 05-40-97	Law Enforcement	Wapello County	\$ 16,800.00
Warren County Sheriff Office	402-PT-2025 05-40-98	Law Enforcement	Warren County	\$ 12,300.00
Washington County Sheriff Office	402-PT-2025 05-40-99	Law Enforcement	Washington County	\$ 20,000.00
Washington Police Department	402-PT-2025 05-41-00	Law Enforcement	Washington County	\$ 9,920.00
Waterloo Police Department	402-PT-2025 05-41-01	Law Enforcement	Black Hawk County	\$ 53,000.00
Waukee Police Department	402-PT-2025 05-41-02	Law Enforcement	Dallas County	\$ 21,000.00
Webster County Sherriff Office	402-PT-2025 05-41-03	Law Enforcement	Webster County	\$ 13,000.00
West Burlington Police Department	402-PT-2025 05-41-04	Law Enforcement	Des Moines County	\$ 13,050.00
West Des Moines Police Department	402-PT-2025 05-41-05	Law Enforcement	Dallas County/Polk County/Warren County	\$ 62,000.00
Winterset Police Department	402-PT-2025 05-41-06	Law Enforcement	Madison County	\$ 13,080.00
Woodbury County Sheriff Office	402-PT-2025 05-41-07	Law Enforcement	Woodbury County	\$ 26,300.00
Adair County Sheriff Office	402-PT-2025 05-01-00	Law Enforcement	Adair County	\$ 8,250.00
Bloomfield Police Dept	402-PT-2025 05-01-01	Law Enforcement	Davis County	\$ 6,000.00
Boone County Sheriff Office	402-PT-2025 05-01-02	Law Enforcement	Boone County	\$ 10,000.00
Carter Lake Police Department	402-PT-2025 05-01-03	Law Enforcement	Pottawattamie County	\$ 13,300.00
Crawford County Sheriff Office	402-PT-2025 05-01-04	Law Enforcement	Crawford County	\$ 7,800.00
Glenwood Police Department	402-PT-2025 05-01-05	Law Enforcement	Mills County	\$ 5,500.00
Ida County Sheriff Office	402-PT-2025 05-01-06	Law Enforcement	Ida County	\$ 11,000.00
Lucas Co Sheriff Office	402-PT-2025 05-01-07	Law Enforcement	Lucas County	\$ 4,200.00
Palo Alto County Sheriff Office	402-PT-2025 05-01-08	Law Enforcement	Palo Alto County	\$ 3,000.00
Perry Police	402-PT-2025 05-01-09	Law Enforcement	Dallas County	\$ 8,700.00

Department				
Plymouth County Sheriff Office	402-PT-2025 05-01-10	Law Enforcement	Plymouth County	\$ 25,000.00
Sergeant Bluff Police Department	402-PT-2025 05-01-11	Law Enforcement	Woodbury County	\$ 6,000.00

Project Name: Special Traffic Enforcement Program aka sTEP

Project Description: Iowa’s sTEP program is an enforcement and education effort to reduce collisions, injuries, and fatalities in the state. The design of the program allows for smaller, rural, or low staffed community enforcement agencies to receive overtime funding to work ten sTEP waves. sTEP wave dates are as follows:

<i>Date</i>	<i>Focus of Wave</i>
November 17 – December 1, 2024	General
December 13 – January 1, 2025	Impaired
February 9, 2025	General
March 13 – 21, 2025	Impaired
April 1 – 8, 2025	General
April 18 – 22, 2025	Impaired
May 5, 2025	Impaired
May 19 – June 1, 2025 (Pre/Post Seatbelt Survey Required)	Occupant Protection
July 3 – 7, 2025	General
August 15 – September 1, 2025	Impaired

A minimum of three national mobilization periods will be supported through Iowa’s sTEP program annually. The May wave corresponds with the “Click It or Ticket” national mobilization, as well as “Drive Sober or Get Pulled Over” in August/September and in December. For the “Click It or Ticket” event, agencies will be required to conduct pre-and post-wave observational seat belt usage surveys. Other sTEP wave periods are in conjunction with the International Association of Chiefs of Police (IACP) Crash Awareness Reduction Effort (CARE) enforcement periods. sTEP agencies are encouraged to work with local media each wave to help spread awareness to traffic safety issues, as well as conduct at least one multi-jurisdictional project. Funding is allocated for overtime enforcement and approved equipment, and 47 law enforcement agencies are set to participate, with \$413,867.00 in funding.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 402

Eligible Use of Funds: Traffic Enforcement Services-High Visibility Enforcement

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
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Algona Police Department	402-PT-2025 05-90-00	Law Enforcement	Kossuth County	\$ 11,000.00
Asbury Police Department	402-PT-2025 05-90-01	Law Enforcement	Dubuque County	\$ 3,000.00
Butler County Sheriff Office	402-PT-2025 05-90-02	Law Enforcement	Butler County	\$ 3,700.00
Charles City Police Department	402-PT-2025 05-90-03	Law Enforcement	Floyd County	\$ 4,000.00
Cherokee County Sheriff Office	402-PT-2025 05-90-04	Law Enforcement	Cherokee County	\$ 11,400.00
Chickasaw County Sheriff Office	402-PT-2025 05-90-05	Law Enforcement	Chickasaw County	\$ 10,000.00
Clayton County Sheriff Office	402-PT-2025 05-90-06	Law Enforcement	Clayton County	\$ 3,600.00
Colfax Police Department	402-PT-2025 05-90-07	Law Enforcement	Jasper County	\$ 5,000.00
Columbus Junction Police Department	402-PT-2025 05-90-08	Law Enforcement	Louisa County	\$ 4,200.00
Denison Police Department	402-PT-2025 05-90-09	Law Enforcement	Crawford County	\$ 16,500.00
Eagle Grove Police Department	402-PT-2025 05-90-10	Law Enforcement	Wright County	\$ 12,940.00
Earlham Police Department	402-PT-2025 05-90-11	Law Enforcement	Madison County	\$ 7,500.00
Eldora Police Department	402-PT-2025 05-90-12	Law Enforcement	Hardin County	\$ 6,200.00
Emmet County Sheriff Office	402-PT-2025 05-90-13	Law Enforcement	Emmet County	\$ 9,000.00
Emmetsburg Police Department	402-PT-2025 05-90-14	Law Enforcement	Palo Alto County	\$ 4,000.00
Estherville Police Department	402-PT-2025 05-90-15	Law Enforcement	Emmet County	\$ 11,600.00
Floyd County Sheriff Office	402-PT-2025 05-90-16	Law Enforcement	Floyd County	\$ 5,200.00
Garner Police Department	402-PT-2025 05-90-17	Law Enforcement	Hancock County	\$ 5,000.00
Granger Police Department	402-PT-2025 05-90-18	Law Enforcement	Dallas County/Polk County	\$ 4,000.00
Grinnell Police Department	402-PT-2025 05-90-19	Law Enforcement	Poweshiek County	\$ 8,100.00
Hamilton County Sheriff Office	402-PT-2025 05-90-20	Law Enforcement	Hamilton County	\$ 5,025.00
Hampton Police Department	402-PT-2025 05-90-21	Law Enforcement	Franklin County	\$ 4,700.00
Hardin County Sheriff Office	402-PT-2025 05-90-22	Law Enforcement	Hardin County	\$ 16,000.00

Hinton Police Department	402-PT-2025 05-90-23	Law Enforcement	Plymouth County	\$ 4,000.00
Iowa State Patrol	402-PT-2025 05-90-24	Law Enforcement	Statewide	\$ 72,500.00
Jesup Police Department	402-PT-2025 05-90-25	Law Enforcement	Buchanan County	\$ 4,800.00
Lake Mills Police Department	402-PT-2025 05-90-26	Law Enforcement	Winnebago County	\$ 5,800.00
Madrid Police Department	402-PT-2025 05-90-27	Law Enforcement	Boone County	\$ 5,000.00
Mar-Mac Police Department	402-PT-2025 05-90-28	Law Enforcement	Clayton County	\$ 10,000.00
Monroe Police Department	402-PT-2025 05-90-29	Law Enforcement	Jasper County	\$ 4,500.00
Monticello Police Department	402-PT-2025 05-90-30	Law Enforcement	Jones County	\$ 12,900.00
Montrose Police Department	402-PT-2025 05-90-31	Law Enforcement	Lee County	\$ 2,000.00
New Hampton Police Department	402-PT-2025 05-90-32	Law Enforcement	Chickasaw County	\$ 7,500.00
Pocahontas Police Department	402-PT-2025 05-90-33	Law Enforcement	Pocahontas County	\$ 12,000.00
Prairie City Police Department	402-PT-2025 05-90-34	Law Enforcement	Jasper County	\$ 10,000.00
Preston Police Department	402-PT-2025 05-90-35	Law Enforcement	Jackson County	\$ 4,380.00
Remsen Police Department	402-PT-2025 05-90-36	Law Enforcement	Plymouth County	\$ 15,700.00
Robins Police Department	402-PT-2025 05-90-37	Law Enforcement	Linn County	\$ 4,000.00
Sabula Police Department	402-PT-2025 05-90-38	Law Enforcement	Jackson County	\$ 5,500.00
Sioux Center Police Department	402-PT-2025 05-90-39	Law Enforcement	Sioux County	\$ 7,322.00
Sumner Police Department	402-PT-2025 05-90-40	Law Enforcement	Bremer County	\$ 7,000.00
Tama County Sheriff Office	402-PT-2025 05-90-41	Law Enforcement	Tama County	\$ 9,000.00
Urbandale Police Department	402-PT-2025 05-90-42	Law Enforcement	Dallas County/Polk County	\$ 21,100.00
Vinton Police Department	402-PT-2025 05-90-43	Law Enforcement	Benton County	\$ 3,000.00
Waukon Police Department	402-PT-2025 05-90-44	Law Enforcement	Allamakee County	\$ 4,500.00
Webster City Police Department	402-PT-2025 05-90-45	Law Enforcement	Hamilton County	\$ 4,500.00
West Union Police	402-PT-2025 05-90-46	Law Enforcement	Fayette County	\$ 5,200.00

Department				
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Impaired Driving Projects

Project Name: ARIDE Program Expenses

Project 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.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 405d

Eligible Use of Funds: Paid and earned media in support of high-visibility enforcement efforts, conducting initial and continuing standardized field sobriety training, advanced roadside impaired driving evaluation training, law enforcement phlebotomy training, and drug recognition expert training for law enforcement, and equipment and related expenditures used in connection with impaired driving enforcement.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
GTSB-Internal	405d-B5PEM-2025 71-00-03	State Highway Safety Office	Statewide	\$30,000.00

Project Name: DRE Program Expenses

Project Description: Funding in FFY 2025 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 that may arise during the funding period.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 405d

Eligible Use of Funds: Paid and earned media in support of high-visibility enforcement efforts, conducting initial and continuing standardized field sobriety training, advanced roadside impaired driving evaluation training, law enforcement phlebotomy training, and drug recognition expert training for law enforcement, and equipment and related expenditures used in connection with impaired driving enforcement.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
GTSB-Internal	405d-B5PEM-2025 71-00-02	State Highway Safety Office	Statewide	\$375,000.00

Project Name: DCI Lab Toxicology

Project Description: The project will allow funding for staff to complete the following:

- 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).
- Provide staff overtime to certify and repair DataMaster DMT units for Iowa users, certify officers on DMT operation and work impaired driving cases as needed.
- Provide expert testimony in operating while impaired (OWI) court cases.
- Purchase DataMaster DMT units, Simulators, Thermometers and Barometers as needed.
- Purchase consumable forensic toxicology supplies, DataMaster replacement parts, dry gas tanks, simulator parts, and DMT operational software.
- Participate in contract-related training and travel that improves the laboratory's knowledge and abilities relating to toxicology testing, breath alcohol program operations and expert testimony on these subjects.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 405d

Eligible Use of Funds: 405d- Improving blood alcohol and drug concentration screening and testing, detection of potentially impairing drugs (including through the use of oral fluid as a specimen), and reporting relating to testing and detection.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa Division of Criminal Investigation (DCI) Criminalistics Laboratory	405d-FDLBAC-2025 72-00-50	State Agency	Statewide	\$182,000

Project Name: Iowa State Patrol – Breath Alcohol Testing Mobile Unit

Project Description: This vehicle will be a state of the art, purpose-built vehicle that will serve as an OWI processing center and allow for proper processing, recording, documenting, charging of impaired drivers. It will provide space for processing multiple impaired drivers during special enforcement projects and will allow officers to process impaired drivers on site, rather than having to transport impaired individuals to the nearest facility. The vehicle will be designed with two processing rooms and a lavatory for obtaining specimens. One processing room will be dark room compliant for DRE evaluations. It will be equipped with radio communications, computer terminals, breath alcohol testing equipment, video recording equipment, wireless router, refrigerator, and other needed equipment. This project will only provide funding for the vehicle purchase itself. All internal

equipment and markings will be procured with State funds. The vehicle will be stored and maintained by the Iowa State Patrol.

The vehicle's availability will be promoted to all law enforcement agencies across the State of Iowa with ISP as an assisting agency. This vehicle will also be used for educational purposes across the state, including but not limited to; driver education classes with driving simulator and impaired driving goggle activities, pre-prom awareness events; media, MADD, SFST, and DRE events.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 405d

Eligible Use of Funds: 405d- Paid and earned media in support of high-visibility enforcement efforts, conducting initial and continuing standardized field sobriety training, advanced roadside impaired driving evaluation training, law enforcement phlebotomy training, and drug recognition expert training for law enforcement, and equipment and related expenditures used in connection with impaired driving enforcement.

Improving blood alcohol and drug concentration screening and testing, detection of potentially impairing drugs (including through the use of oral fluid as a specimen), and reporting relating to testing and detection.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa State Patrol	405d-M5BAC-2025 77-01-00	State Agency	Statewide	\$900,000

Project Name: ServSafe Responsible Beverage Server Training

Project Description: The ServSafe Alcohol Program is a comprehensive responsible alcohol service training program for restaurants and bars. Developed by the National Restaurant Association, the course covers the fundamentals of responsible alcohol service by combining live instruction, guest speakers, interactive exercises, audio and video and role-play activities to help prepare participants for real-life scenarios. Learners are taught critical information about alcohol law and their responsibilities, as well as ways to recognize and prevent intoxication, checked identification and deal with difficult situations. At the end of each course, participants are administered the ServSafe Alcohol Advanced Exam which requires a score of 80% or higher to receive a nationally recognized, three-year ServSafe Alcohol certification. The certification is tied to the individual, not to the establishment. We also intend to identify and certify a Spanish language teacher to conduct training in four locations across Iowa in Spanish.

Location/Affected Community (where applicable): Council Bluffs, Sioux City, Cedar Falls, Davenport, Dubuque, Cedar Rapids, Ames, Iowa City, Okoboji, Burlington, Mason City and others as requested.

Federal Funding Source: 405d

Eligible Use of Funds: 405d-Paid and earned media in support of high-visibility enforcement efforts, conducting initial and continuing standardized field sobriety training, advanced roadside impaired driving evaluation training, law enforcement phlebotomy training, and drug recognition expert training for law enforcement, and equipment and related expenditures used in connection with impaired driving enforcement.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa Restaurant Association	405d-M5OT-2025 73-00-50	Non-profit organization	West Des Moines	\$50,000.00

Highway Safety Office Program Management

Project Name: GTSB Planning and Administration

Project Description: Funding will support staff and resources to effectively implement and manage the highway safety office to meet the goals and reduce crashes, injuries, and fatalities on Iowa roadways. Funding will cover administrative costs including salaries and related personnel benefits. Positions funded through Planning and Administration will include the GTSB Bureau Chief, Budget Analyst and Program Planner 2.

Location/Affected Community (where applicable): Des Moines

Federal Funding Source: 402

Eligible Use of Funds: Planning and Administration

Planning and Administration Costs (and amount if applicable): Yes

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
GTSB-Internal	402-PA-2025 01-00-01	State Highway Safety Office	Statewide	\$190,000.00

Project Name: GTSB – Program Management (AL)

Project 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.

Location/Affected Community (where applicable): Des Moines

Federal Funding Source: 402

Eligible Use of Funds: Alcohol

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
GTSB-Internal	402-AL-2025 02-00-01	State Highway Safety Office	Statewide	\$297,000.00

Project Name: GTSB Program Management (PT)

Project Description: Funding will support staff and resources to effectively implement and manage the highway safety office to meet the goals and reduce crashes, injuries, and fatalities on Iowa roadways. Funding will cover administrative costs including salaries and related personnel benefits, including the Law Enforcement Liaison.

Location/Affected Community (where applicable): Des Moines

Federal Funding Source: 402

Eligible Use of Funds: Traffic Enforcement Services

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
GTSB-Internal	402-PT-2025 05-00-01	State Highway Safety Office	Statewide	\$515,200.00

Project Name: GTSB Travel (PT)

Project Description: Funding will support staff and resources to effectively implement and manage the highway safety office to meet the goals and reduce crashes, injuries, and fatalities on Iowa roadways. Funding will cover travel costs.

Location/Affected Community (where applicable): Des Moines

Federal Funding Source: 402

Eligible Use of Funds: Traffic Enforcement Services

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
GTSB-Internal	402-PT-2025 05-00-02	State Highway Safety Office	Statewide	\$25,000.00

Project Name: GTSB Printing (PT)

Project Description: Funding will support staff and resources to effectively implement and manage the highway safety office to meet the goals and reduce crashes, injuries, and fatalities on Iowa roadways. Funding will cover printing costs.

Location/Affected Community (where applicable): Des Moines

Federal Funding Source: 402

Eligible Use of Funds: Traffic Enforcement Services

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
GTSB-Internal	402-PT-2025 05-00-03	State Highway Safety Office	Statewide	\$10,000.00

Project Name: GTSB – Program Management (405d)

Project Description: Program administrator salary and related costs for impaired driving program management.

Location/Affected Community (where applicable): Statewide-Law Enforcement Agencies/Criminal Justice Systems, Impaired Driving-Related Coalitions

Federal Funding Source: 405d

Eligible Use of Funds: 405d- Hiring a full-time or part-time impaired driving coordinator of the State's activities to address the enforcement and adjudication of laws regarding driving while impaired by alcohol, drugs or the combination of alcohol and drugs.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
GTSB-Internal	405d-M5IDC-2025 76-00-01	State Highway Safety Office	Statewide	\$120,000.00

Project Name: GTSB - Travel (405d)

Project Description: Funding is allocated for impaired driving-related travel and training for GTSB staff.

Location/Affected Community (where applicable): Potential for both in the state of Iowa and out-of-state travel.

Federal Funding Source: 405d

Eligible Use of Funds: Costs attributable to a program area.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
GTSB-Internal	405d-M5OT-2025 73-00-01	State Highway Safety Office	Statewide	\$6,000.00

Project Name: GTSB - Printing (405d)

Project Description: Funding is allocated for printing of impaired driving related resource materials.

Location/Affected Community (where applicable): Des Moines

Federal Funding Source: 405d

Eligible Use of Funds: Costs attributable to a program area.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
GTSB-Internal	405d-B5PEM-2025 71-00-01	State Highway Safety Office	Statewide	\$20,000.00

Project Name: GTSB Program Management (OP)

Project 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. Activities also include the coordination, monitoring and audits of occupant protection grants and activities.

Location/Affected Community (where applicable): Des Moines

Federal Funding Source: 402

Eligible Use of Funds: Occupant Protection (OP)

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
GTSB-Internal	402-OP-2025 03-00-01	State Highway Safety Office	Statewide	\$218,800.00

Project Name: Iowa Grants Highway Safety Office Dashboard

Project Description: Institute of Transportation will regularly coordinate with GTSB and support minor enhancements to the previously developed Iowa Grants dashboard, given software capabilities. This may entail addressing possible changes in dataset format, content, and presentation. Continued coordination with Dulles (vendor of Iowa Grants) is also anticipated. Institute of Transportation will host and maintain the dashboard. Maintenance will include ongoing confirmation of daily data transfers, data updates, enhancements, and active dashboard status.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 405b

Eligible Use of Funds: 405b-Supporting traffic records improvement training and expenditures for law enforcement, emergency medical, judicial, prosecutorial, and traffic records professionals.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa State University-Institute for Transportation	405b-M1*TR-2025 25-00-50	State University	Statewide	\$4,916.00

Training Projects

Project Name: Iowa Law Enforcement Academy (ILEA)

Project 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 2025 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, equipment, and expenses related to training activities.

- a. Coordinate traffic-safety related training statewide and, where possible, conduct or supervise in-service training.
- b. Purchase of two (2) LiDARs for the sole use of training around traffic safety, as well as two (2) fatal vision marijuana goggles.
- c. Where possible and applicable, provide training at sites throughout Iowa.
- d. 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.
- e. Provide for 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.
- f. 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.
- g. Provide courses on traffic safety for the basic academy training cycle and, when possible, for local and state law enforcement officers.

- h. 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.
- i. Coordinate, schedule and provide a two-hour Introduction to Drug Impaired Recognition course for the basic academy training cycle and CTE courses.
- j. Purchase necessary materials, supplies, postage, communications, travel and other DPS/GTSB approved expenses in support of activities. All travel reimbursement will be made at State of Iowa approved rates.
- k. Purchase traffic safety training media approved by DPS/GTSB to update library in areas like occupant restraint use and enforcement.
- l. Provide appropriate initial and update training in traffic safety for staff instructors and/or others who would be all travel reimbursement will be made at State of Iowa rates.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 402/405d

Eligible Use of Funds: Traffic Enforcement Services

Paid and earned media in support of high-visibility enforcement efforts, conducting initial and continuing standardized field sobriety training, advanced roadside impaired driving evaluation training, law enforcement phlebotomy training, and drug recognition expert training for law enforcement, and equipment and related expenditures used in connection with impaired driving enforcement.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa Law Enforcement Academy	402-PT-2025 05-40-50	State Agency	Statewide	\$74,200.00
Iowa Law Enforcement Academy	405d-M5PEM-2025 69-00-50	State Agency	Statewide	\$102,200.00

Project Name: Traffic Law Bench book

Project Description: Funding will be used to continually develop and maintain the Traffic Law Bench Book to ensure uniform 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.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 405d

Eligible Use of Funds: Court support of impaired driving prevention efforts, including—

Hiring criminal justice professionals, including law enforcement officers, prosecutors, traffic safety resource prosecutors, judges, judicial outreach liaisons, and probation officers.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
State Court Administrator's Office	405d-M5CS-2025 75-00-51	State Agency	Statewide	\$26,000

Project Name: Traffic Safety Resource Prosecutor (TSRP)

Project Description: The Traffic Safety Resource Prosecutor (TSRP) will provide essential services to 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 TSRP will be 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 TSRP 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. Reports detail the provision of services to the respective agencies, which includes impaired driving offense prosecutor training events; detection and apprehension law enforcement training events; and instruction at ARIDE, DRE, SFST, and other courses, including but not limited to mock trial events for new officers to acquaint them with courtroom testimony in impaired driving. Handouts are also prepared for each training. The TSRP also documents correspondence, and research conducted on behalf of prosecutors and law enforcement in preparation of pretrial, trial, and post-trial motions, and follows up on outcomes. The OWI Manual is also updated throughout the year with new court case summaries.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 405d

Eligible Use of Funds: Court support of impaired driving prevention efforts, including—
Hiring criminal justice professionals, including law enforcement officers, prosecutors, traffic safety resource prosecutors, judges, judicial outreach liaisons, and probation officers.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Office of Prosecuting Attorneys Training Coordinator Office	405d-M5CS-2025 75-00-50	State Agency	Statewide	\$240,165.00

Project Name: GTSB Traffic Safety Conference

Project Description: Allocated funds will be used to plan and host the annual Governor’s Highway Traffic Safety Conference. The annual Governor’s Highway Traffic Safety Conference provides a venue for traffic safety partners from the state to come together for training and networking. A committee of traffic safety partners assist with planning and agenda topics. ISU-Conference Planning will apply, and funding will be determined. Once the application is received, funding will be sent to Regional 7 office.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 402

Eligible Use of Funds: Traffic Enforcement Services

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa State University, Conference Planning	402-PT-2025 05-00-50	State University	Ames	To be determined.

Prevention Projects

Project Name: Story County Early Treatment for Impaired Driving Prevention (SCET-IDP)

Project Description: In FFY 2024, the Iowa State University (ISU) Public Science Collaborative (PSC) began tackling the connection between addiction and traffic safety through the Story County Early Treatment Partnership. The alliance seeks to identify high-risk individuals encountered at traffic stops, emergency department visits, and encounters with a wide range of criminal justice and community service agencies. The overarching goal is to address the traffic safety impacts of drug and alcohol use by nudging at-risk individuals toward starting SUD treatment as early as possible--when treatment is simpler and more likely to result in full recovery. FFY 2025 Tasks:

- Partnership Building and Support. In FFY 2025, we (PSC) will support continued expansion of the Early Treatment Partnership, adding depth in Story County and expanding to engage stakeholders in Marshall County. For FFY 2025, we will also work on engaging community groups and businesses.
- Outreach Educational Materials. PSC will continue developing educational public outreach materials that make the connection between impaired driving and addiction, encourage earlier treatment of SUDs, and encourage use of the SBR tool and community resource locator. This includes developing Spanish language materials and possibly other translations prepared in collaboration with community partners.

- Early Treatment Website Expansion. The Early Treatment website includes dynamic elements such as the SBR self-screening tool and the community treatment/recovery resource locator, along with static content that discusses the importance of early treatment and provides information about the traffic safety and personal health effects of seven substances.
- Direct Outreach. In Iowa, the names and addresses of people charged with a criminal offense are a matter of public record. We will work to establish processes that connect individuals charged with low-level drug/alcohol offenses with recovery coaches and other SUD-related services. Examples include adults charged with public intoxication and juveniles charged with possession of small amounts of alcohol or marijuana.

Location/Affected Community (where applicable): Story County, Marshall County, Iowa

Federal Funding Source: 405d

Eligible Use of Funds: Training for and implementation of impaired driving assessment programs or other tools designed to increase the probability of identifying the recidivism risk of a person convicted of driving under the influence of alcohol, drugs, or a combination of alcohol and drugs and to determine the most effective mental health or substance abuse treatment or sanction that will reduce such risk.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
ISU Story County Early Treatment Coalition for Impaired Driving	405d-M5TR-2025 74-00-50	State University	Story and Marshall Counties	\$84,854.00

Safety Corridor-Rural Projects

Project Name: Iowa DOT Safety Corridors

Project Description: Five (5) safety corridors will be identified by Iowa Department of Transportation based on data reflecting potential crash reduction. Identified law enforcement agencies will conduct overtime enforcement efforts targeted toward speed. This program is still in the planning stages for FFY 2025. Iowa DOT, as the brainchild of the safety corridor program, will review the program and determine if new areas will be determined or if the same safety corridors will continue. Once identified, the agencies and dollar amount for funding will be submitted to the Region 7 office.

Location/Affected Community (where applicable): To be determined.

Federal Funding Source: 402

Eligible Use of Funds: Speed Management

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Local Law Enforcement-To be determined.	To be determined.	Law Enforcement Agencies	To be determined.	To be determined.

Motorcycle Projects

Project Name: Iowa Department of Transportation Motorcycle Rider Education

Project Description: The Motorcycle Rider Education (MRE) program activities will include: Implement a MRE Quality Assurance Program. Annually 15 to 20 RiderCoach and MRE Sponsor site visits will be conducted. Quality Assurance Specialists will conduct the site visits/audits. This system will assure the motorcycle courses provided in Iowa are meeting all components of the evidence-based Motorcycle Safety Foundation (MSF) curriculum, all Iowans are receiving consistent motorcycle safety education regardless of location, and professional development for the RiderCoaches is timely and relevant. Continuing to improve the quality of Iowa's motorcycle rider education program will positively impact motorcycle safety.

- Educate new motorcycle riders about the benefits of taking the Beginning Rider Course(s) prior to receiving their motorcycle license endorsement. Educational materials will be provided along with a marketing campaign that may include print, media, or targeted online advertising. The educational materials will include details on where to access the MSF Basic Rider Course (BRC) and BRC2, the courses that serve as a waiver to the skills testing for a motorcycle endorsement. The educational materials will also include a voucher for a portion of the costs of the BRC and Advanced Rider courses.
- Promote participation in all MRE courses including the Basic Rider course, BRCII Returning Rider course and Advanced Rider course.
- Improve access to 3-wheel motorcycle course offerings.
- Ensure an adequate number of MSF MRE Rider Coaches. At least one Motorcycle RiderCoach Preparation Course will be offered during FFY 2025.
- Professional development for RiderCoach Trainers and Iowa DOT MRE staff members

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 405f

Eligible Use of Funds: Improvements to motorcyclist safety training curricula.
Improvements in program delivery of motorcycle training to both urban and rural areas

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa Department of	405f-M9MP-2025 92-00-50	State Agency	Statewide	\$90,000

Transportation				
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Project Name: Alliance Motorcycle Safety Awareness

Project Description: Alliance will set up an interactive tent display at identified motorcycle events throughout the state to engage attendees 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 containing a motorcycle awareness message. Alliance will provide a recap report after each event documenting the engagement that occurred.

Location/Affected Community (where applicable): Various locations statewide

Federal Funding Source: 402

Eligible Use of Funds: Motorcycle Safety

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Alliance Sport Marketing, LLC	402-MC-2025 12-00-50	Marketing	Counties to be determined	\$40,000

Pedestrian Projects

See Roadway Safety

Bicycle Projects

Project Name: All Heads Covered

Project Description: Blank Children's Hospital's commitment to serving children extends into the community through targeted injury prevention programs. The All Heads Covered program through Blank seeks to increase the number of children and adults wearing properly fitted helmets to decrease injuries that may result from biking and wheeled safety sports accidents. The All-Heads Covered programming is essential to promote statewide injury prevention and continues to be an identified need within Iowa communities. The program will provide no-cost/low-cost bicycle helmets and education programming for agencies and organizations requesting materials. No-cost helmets will be distributed on a case-by-case basis with preference given to new agencies and underserved populations. Efforts will be made to communicate and collaborate with multiple agencies to continue to create awareness of the All Heads Covered program and increase that reach to 3 to 4 new areas annually.

Location/Affected Community (where applicable): Events Statewide

Federal Funding Source: 402

Eligible Use of Funds: Pedestrian/Bicycle Safety

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa Health Foundation, DBA Blank Children's Hospital	402-PS-2025 04-00-50	Non-Profit Organization	Statewide	\$40,300

Occupant Protection Projects

Project Name: High Five Rural Traffic Safety Project

Project Description: The High Five Rural Traffic Safety Program will place an emphasis on occupant protection. Crash data was utilized to identify rural counties with low belt usage and a high percentage of unbelted fatal and serious injury crashes in the counties of Appanoose, Fremont, Humboldt, Keokuk, and Mitchell. Funding will be provided for enforcement and educational efforts. We continue to work with law enforcement in the identified counties to offer occupant protection education and enforcement. At the time an additional agency is interested in grant funding, the name and funding amount will be submitted to the Region 7 Office.

Location/Affected Community (where applicable): Counties of Appanoose, Fremont, Humboldt, Keokuk, and Mitchell

Federal Funding Source: 405b

Eligible Use of Funds: To support high-visibility enforcement mobilizations, including paid media that emphasizes publicity for the program, and law enforcement.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa State Patrol	405b M1HVE-2025 20-01-00	State agency	Counties of Appanoose, Fremont, Humboldt, Keokuk, and Mitchell	\$57,500.00

Project Name: Scott County Seat Belt Convincer Project

Project Description: The seat belt convincer, which was purchased in FFY 2020 by the Blue Grass Police Department and later gifted to the Eldridge Police Department, 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.

Location/Affected Community (where applicable): Scott County, Iowa Area

Federal Funding Source: 405b

Eligible Use of Funds: To educate the public concerning the proper use and installation of child restraints, including related equipment and information systems.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Bettendorf Police Department	405b M1PE-2025 22-01-00	Law Enforcement Agency	Scott County	\$1000
Davenport Police Department	405b-M1PE-2025 22-01-01	Law Enforcement Agency	Scott County	\$2500
Eldridge Police Department	405b-M1PE-2025 22-01-02	Law Enforcement Agency	Scott County	\$1000
LeClaire Police Department	405b-M1PE-2025 22-01-03	Law Enforcement Agency	Scott County	\$1200
Scott County Sheriff Office	405b-M1PE-2025 22-01-04	Law Enforcement Agency	Scott County	\$2000

Project Name: Annual Observational Seat Belt Usage Survey

Project 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 2025, CSSM will collect, and weigh seat belt use data as required and approved by NHTSA. CSSM activities will include:

- Check 84 sampled road segments for road construction and their observation sites for visibility and safety.
- Update and prepare project materials.
- Train field observers in safety, observation techniques and recording procedures.
- Assign day/time/direction of road segment site observations.
- During the month of June, observe and record seat belt use of drivers and right front passengers in specified vehicle types.
- Conduct NHTSA-required quality control checks of field staff
- Tabulate observations and complete data tables requested by GTSB. Calculate selection probability and weights, and complete the Iowa Seat Belt Use Survey Report
- Deliver weighted data files and report to GTSB before September 30.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 405b

Eligible Use of Funds: To establish and maintain information systems containing data about occupant protection, including the collection and administration of child passenger safety and occupant protection surveys.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa State University	405b-M1OP-2025 24-00-50	State University	Statewide	\$55,457.00

Project Name: Statewide Child Passenger Safety (CPS) Program

Project Description: Iowa's Child Passenger Safety (CPS) program is managed through Unity Point Health, Blank Children's Hospital, Des Moines, Iowa. The State CPS Coordinator works with the CPS instructors throughout the State to train new CPS Technicians, organize updates and trainings that allow technicians to earn continuing education units (CEUs), and organize renewal/recertification courses. CPS Tech classes are held throughout the year. A Special Needs Coordinator works with parents, caregivers, and others to provide instruction on safe transport of children with special healthcare needs. There are approximately 500 CPS Technicians throughout the state.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 405b

Eligible Use of Funds: To recruit and train nationally certified child passenger safety technicians among police officers, fire and other first responders, emergency medical personnel, and other individuals or organizations serving low-income and underserved populations.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa Health Foundation, DBA Blank Children's Hospital	405b-M1CPS-2025 23-00-50	Non-profit Organization	Statewide	\$266,600

Project Name: Marshall County Sheriff Office, CPS Education

Project Description: The Marshall County Sheriff's Office has requested funding to support CPS education. Funding will be utilized for deputies to conduct educational presentations at events held within their county and for one-on-one appointments for child restraint to include consultation, education, distribution, and installation of child restraints. Presentations/appointments completed by at least one Child Passenger Safety Technician.

Location/Affected Community (where applicable): Marshall County

Federal Funding Source: 405b

Eligible Use of Funds: To educate the public concerning the proper use and installation of child restraints, including related equipment and information systems.

To provide community child passenger safety services, including programs about proper seating positions for children and how to reduce the improper use of child restraints.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Marshall County Sheriff Office	405b-M1CPS-2025 23-01-00	Non-profit Organization	Statewide	\$1,800.00

Project Name: Child Safety Seat Distribution

Project 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.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 405b

Eligible Use of Funds: To purchase and distribute child restraints to low-income and underserved populations.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa Health Foundation DBA Blank Children's Hospital	405b-M1*CR-2025 26-00-50	Non-Profit Organization	Statewide	\$68,000

Project Name: Child Passenger Safety Education – Iowa State Fair

Project Description: Funding will be utilized to secure exhibit space at the Iowa State Fair for an interactive display focused 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. Rated as one of the best fairs in the country, Iowa State Fair attendance is over 1.1 million local, regional, and international visitors.

Location/Affected Community (where applicable): Des Moines, Iowa

Federal Funding Source: 402

Eligible Use of Funds: Child Restraint

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
GTSB-Internal	402-CR-2025 08-00-01	State Highway Safety	Statewide	\$15,000

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Roadway Safety/Pedestrian Safety Projects

Project Name: Safety Circuit Rider

Project Description: The Safety Circuit Rider program was established as part of the Iowa Local Transportation Assistance Program (LTAP) to provide traffic safety training at the local level for engineers, supervisors/managers, technicians, and equipment operators. The program allows local agencies to obtain access to safety training, information, and assistance when and where needed. There is also a continuing need to remove barriers to multidisciplinary cooperation in addressing roadway safety between agencies. Project activities include:

- Complete work zone and flagger training for approximately 500 local transportation staff under an LTAP-approved work plan from FHWA and the Iowa DOT.
- Provide training courses, workshops, and presentations for state and local transportation staff on safety-related topics.
- Organize, coordinate, and provide recommendations for up to 10 multidisciplinary Road Safety Assessments (RSA) efforts for GTSB program and local agencies on request.
- Provide multidisciplinary technical assistance to and feedback on safety-related questions received from local transportation staff.
- Participate in association meetings and conferences and provide safety presentations, demonstrations, and moderator services when requested.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 402

Eligible Use of Funds: Roadway Safety and Pedestrian Safety

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa State University, Institute of Transportation, LTAP	402-RS-2025 06-00-51	State University	Statewide	\$31,360.00
Iowa State University, Institute of Transportation, LTAP	402-PS-2025 04-00-51	State University	Statewide	\$38,640.00

Project Name: Multidisciplinary Safety Team Program

Project Description: Iowa's Statewide Multidisciplinary Safety Team (MDST) Program assists with the facilitation, development, and operation of local multi-discipline safety teams to help identify and resolve local crash causes and enhance crash response practices in the state of Iowa. These teams

include a wide range of local and state safety participants from various backgrounds. These professionals meet on a regular basis to discuss safety topics, problems, projects, and improvements along local roadways within regional areas of Iowa. By coordinating communication and collaborating with other stakeholders, participants gain a broader perspective on safety issues and learn best practices from professionals outside their area of expertise. This leads to the development of solutions not otherwise considered. The Statewide MDST facilitator assists with several technical services that can help further develop existing safety groups, establish new relationships, and foster growth of innovative and effective safety practices within the transportation community. Specific activities of the statewide MDST facilitator include the following:

- Promotion of the ongoing growth of a traffic safety culture in Iowa
- Work with GTSB, DOT and other agencies to provide appropriate topics, presentations, crash maps, GIS data, workshops, contracts, and requested safety analysis for MDST meetings.
- Attendance and involvement with meetings to keep current on safety related information and issues, as well as current research projects and studies to share with our safety partners and MDST attendees.
- Facilitation of multidisciplinary processes to identify safety issues and improvements.
- Provide support, information, and support to promote and enhance the formation and active participation of area agencies in MDSTs.
- Ongoing development and/or evolution of each MDST.
- Update MDST website to be used as a tool and resource for MDST members.
- Develop materials to promote MDST programs.
- Participate in association meetings and conferences and provide safety presentations, demonstrations, and moderator services when requested.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 402

Eligible Use of Funds: Roadway Safety

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa State University, Institute of Transportation -MDST	402-RS-2025 06-00-50	State University	Statewide	\$38,250.00

Youth Projects

Project Name: MADD Youth Programs

Project Description: Through continuing community partnerships and presenting a suite of prevention programs, 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. MADD Iowa staff will increase prevention education for youth and parents throughout the state about underage drinking and substance use. Since November 2023, MADD Iowa's Program Specialist has been collaborating with local community and state coalitions, community-based youth service departments, schools and parent support groups, PTAs/PTOs, sports groups, guidance departments, school resource officers, driver education schools, and law enforcement officials and agencies to present Power of Parents and Power of You(th) presentations. MADD Iowa's Program Specialist has presented and spoke at workshops and coordinated community-based material distribution events (both in person and virtually), community and school event forums, community sponsored events, conferences, and trainings throughout Iowa.

With the addition of a program staff person, MADD Iowa will divide the state into two territories with approximately 50 counties each. This will help MADD to expand its Underage Substance Use Prevention programming's geographic reach and will increase the amount of youth and parents who will receive presentations and education.

The requested grant funds will be used toward items including salary and benefits, travel, equipment for new staff, office supplies, and program marketing materials.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 405d

Eligible Use of Funds: Training for and implementation of impaired driving assessment programs or other tools designed to increase the probability of identifying the recidivism risk of a person convicted of driving under the influence of alcohol, drugs, or a combination of alcohol and drugs and to determine the most effective mental health or substance abuse treatment or sanction that will reduce such risk.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Mothers Against Drunk Driving (MADD)	405d-M5OT-2025 73-00-51	Non-profit	Statewide	\$120,037.00

Project Name: Seat Belts Are For Everyone (SAFE)

Project Description: SAFE is a partnership between students, NHTSA, Iowa Department of Public Safety, law enforcement, educators, traffic safety advocates and community leaders. The goal is to

raise awareness of the importance of wearing seat belts, increase seat belt use, and reduce the number of fatalities and severity of injuries among Iowa high school students.

SAFE has three components: Education, Reward, and Enforcement that NHTSA research has shown to change behavior. Our Traffic Safety Specialist (TSS) will provide leadership, as well as education and training, and encourage collaboration and coordination among partners.

Project activities to include:

- The Traffic Safety Specialist (TSS) will provide guidance, education, and training to promote and implement the SAFE program in 40 high schools.
 - Solicit funding for prizes for the SAFE program by obtaining grants from groups such as AAA, State Farm Insurance, or other agencies, including local entities.
- The TSS, in collaboration with law enforcement and community members, will recruit school sponsors and student SAFE teams in the targeted communities and other interested schools.
 - The TSS will provide training to SAFE Teams to perform unannounced seat belt observational surveys at their schools. Baseline rates will be established by the initial SAFE seat belt observation survey by the students and a final survey will be performed in April.
- Provide Thinkfast for 20 schools and report the outcome to the GTSB.
- SAFE teams to conduct monthly programs promoting seat belt use at their schools and in their community. Programs will be expanded to include awareness of other risky driving behaviors such as impaired driving, distracted driving, drowsy driving, and speeding. This can include but not be limited to asking students to sign a pledge card promising to wear their seat belt. Each month SAFE teams draw student names from those that signed pledge cards to award incentive prizes (if outside funding is available).
 - Hold a two-week enforcement period in late February/early March utilizing area law enforcement agencies. Agencies are encouraged to patrol around the high schools for 30 minutes before and after school. Enforcement results will be reported to the TSS and provided to the GTSB.
 - Analyze school participation and survey data and provide results to the GTSB regarding the progress of the program at each of the 40 schools by July 30. Incorporate results into future program planning.
- Develop and maintain local partnerships with law enforcement, regional coalitions, communities, medical professionals, schools, and traffic safety advocates to coordinate and implement the SAFE program in 40 high schools.
 - Bring awareness to other traffic related focus areas: Impaired Driving, Distracted Driving, Drowsy Driving, Speeding and other risky driving behaviors.
- Encourage law enforcement agencies to prioritize community enforcement of all traffic laws, especially within the vicinity of community schools.

Location/Affected Community (where applicable): 40 Schools in Iowa

Federal Funding Source: 402

Eligible Use of Funds: Teen Safety Program

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
DCCCA, Inc.	402-TSP-2025 10-00-51	Non-Profit	Up to 40 Counties	\$226,640.00

Project Name: Choices Matter

Project Description: Alliance Highway Safety has developed a high school peer-to-peer outreach and education program called Choices Matter. The program features a speaker who shares how they have been personally affected by a traffic crash incident. The program also includes interactive elements with the students, and can be geared to highlight several safety issues, including impaired driving, distracted driving, aggressive driving, and occupant protection. Alliance will review young driver fatality data in the state to identify at-risk communities. Social media will be used both prior to and after the program will be utilized to measure attitudes and behaviors of students on traffic safety issues, such as speeding, impaired driving, distracted driving, and seat belt use. Alliance will coordinate questions, designed to elicit driving concerns young drivers face on the roads. This data will be collected, summarized, and provided to the GTSB for end of year reporting.

Location/Affected Community (where applicable): Ten selected schools statewide

Federal Funding Source: 402

Eligible Use of Funds: Teen Safety Program

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Alliance Highway Safety	402-TSP-2025 10-00-50	Marketing	10 Schools, statewide	\$40,000.00

Project Name: Dubuque Driving Academy-Alive @ 25

Project Description: The Dubuque Driving Academy has become certified to teach Alive @ 25, a highly interactive program that can help states and courts teach younger drivers – between the ages of 15 and 24 – to make safe, respectful, and legal driving decisions. The class is directed at first time offenders for traffic safety violations in Dubuque County. Currently first-time offenders have the option of taking an online defensive driving class, or if there is a financial burden, community service is allowed. Due to local funding, there is no formal community service check point. The Alive @ 25 1st Time Offenders Program entails:

- 1 – Attending court to enter a plea for a deferred judgment

2 – Class and Community Service are awarded. Class will need to be completed within a 90-day time frame. Community service will need to be completed within a 120-day time frame and take place on Saturday mornings in 3-hour increments. The amount of community service to be served depends on the violation and monetary amount owed to the city/county.

3 – The community service will be monitored by one of two retired veterans who are employed by the Dubuque Driving Academy. Both have had Iowa mandatory reporter training and approved background checks.

4 – Community service programs approved by both the city and county attorney's office for the 2024/2025 year include:

- sorting cans for redemption at the Veteran's Freedom Center
- Cleaning/maintaining a park or recreation area at Eagle Point Park
- Cleaning/maintaining park or recreation area at Vet's Park

Both park areas have been contracted with the Dubuque Community Service & Outreach Coordinator.

Location/Affected Community (where applicable): Dubuque County

Federal Funding Source: 402

Eligible Use of Funds: Driver Education

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Dubuque Driving Academy	402-DE-2025 11-00-50	Driving School	Dubuque	\$27,110.00

Distracted Driving Projects

See Media and Community Traffic Safety Projects

Traffic Records Projects

Project Name: Iowa Traffic Safety Data Service (ITSDS)

Project Description: 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, implementing enforcement, writing reports and proposals, designing presentations, or increasing traffic safety awareness.

As a major user of the crash data in the State of Iowa, 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.

This project provides access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation and, potentially, integration of different traffic records datasets. Several targeted crash dashboards have been developed and maintained (see “Crash” within <https://reactor.ctr.iastate.edu/>), which support data driven decision making and ultimately foster improved safety in these areas. The dashboards address, in part, reviewer comments related to question #317 of the 2020 State Traffic Records Assessment, specifically providing “access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation.”

Additionally, several ITSDS requests have integrated crash data with roadway data and citation/adjudication data. This project also improves data quality by providing feedback to partners regarding issues and inconsistencies with the crash data, such as possible misreporting.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 405c

Eligible Use of Funds: Enhancing the ability of a State and the Secretary to observe and analyze local, State, and national trends in crash occurrences, rates, outcomes, and circumstances.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa State University- Institute of Transportation -Iowa Traffic Safety Data Service	405c-B3DSA-2025 43-00-50	State University	Statewide	\$118,083

Project Name: Iowa DOT Quality, Visualization and Crash Prediction Models

Project Description: The Iowa DOT plans to conduct the following tasks and to make meaningful progress on the following:

- Develop safety performance functions (SPFs) for primary road segments, urban/suburban, and targeted crashes for segments. Transportation agencies can implement SPFs to screen their

networks to identify and prioritize sites with potential for safety improvements and use their findings to better allocate funding and maximize safety improvement benefits.

- Develop targeted crash SPF models for intersection and segment crashes. Severe crashes (KAB) and total (KABCO) crash models will be evaluated for the 2019 to 2023 analysis period. Appropriate crashes will be identified, consistent with key emphasis area (KEA) definitions, and summarized at intersection or segment levels.
- Develop supplemental PCR Crash Distribution Dashboards. The crash distribution dashboards will supply summary statistics and visualization of crash elements and contributing factors for the desired site that safety stakeholders try to find the best possible solution for existing safety problems.
- Evaluate the Effectiveness of Dynamic Speed Feedback Signs. The widespread installation of DSFS at transition zones in Iowa provides an opportunity to evaluate the effectiveness of DSFS on operating speeds and crashes. This includes evaluating operating speed profiles in the transition before and after the installation of the DSFS, evaluating the spatial distances that the DSFS influences speeds (both upstream and downstream), and evaluating the effects of DSFS on operating speeds over time to determine how behaviors adapt over time.
- Iowa Intersections and Curve Database completion, update, maintenance, and integration to the new Iowa DOT Intersection Manager (IM) tool. Maintaining an accurate and complete intersection and curve database is vital for safety research and the development of safety performance functions for a network screening process to develop scientific models that identify and rank intersections with potential for safety improvements. The intersection database has been developed since 2013 and there is always a need to update and maintain the database for new developments, changes in roadways, and traffic control device additions or removals.
- Develop safety performance dashboard. Establish a system to track the crash history associated with traffic safety projects is crucial for the Iowa Department of Transportation (DOT) to assess project effectiveness, efficiency, return on investment, and understand the implications on traffic safety performance.
- Update, maintenance, and improvement of ICAT key emphasis area dashboards. The developed state highway safety plan (SHSP) Key Emphasis Area dashboards allow the safety professionals and decision-makers to visualize and keep track of crash statistics and safety trends within each emphasis area in their jurisdiction in a very easy-to-use and time-efficient manner. The update and maintenance of these dashboards are to ensure high-quality dashboard performance and update the available data based on user's needs and feedback.
- Improve the quality of crash data is one of the main objectives of Iowa DOT. One way to improve the quality of crash data is by documenting the source and definitions of the data. The purpose of documenting data element definitions is to make sure stories extracted from the data are as consistent as possible. The crash data dictionary is the source to document all

definitions, issues identified and resolved, and ongoing changes and updates on crash reports. On-going efforts to maintain and improve crash data dictionaries and quality assurance are critical for conducting safety research and assuring users' perceptions of various elements in crash data are consistent. The improvements will improve data efficiency requests for roadway safety studies and crash data request workflow.

- Multiple efforts in this application will enhance the accuracy, completeness, and timeliness of the crash data that will be supplemented by various visualization tools and predictive models. Analyzing accurate and reliable traffic record data is essential in identifying traffic safety issues and providing effective countermeasures to reduce fatalities and injuries caused by crashes. The department will further assess the effectiveness of supplied countermeasures to assure decision makers at state and local levels have all the required tools in allocating their limited resources more efficiently to reach the objective of the state in reducing fatal and serious injury crashes and making lives better for the people of Iowa.

Location/Affected Community (where applicable): Ames

Federal Funding Source: 405c

Eligible Use of Funds: Software or applications to identify, collect, and report data to State and local government agencies, and enter data into State core highway safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle data.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa Department of Transportation, Traffic and Safety Bureau	405c-B3SA-2025 42-00-50	State Agency	Ames	\$220,000

Project Name: CJPJ-Citation to DOT Crash

Project 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 justice system, including traffic safety. Currently, there is not a linkage between the Department of Transportation (DOT) crash data and the statewide citations. CJJP manages and maintains an Enterprise Data Warehouse (EDW), which contains the citation data and seeks to determine if an integration is possible to develop the data interface. A probabilistic integration is likely and relies on similar data elements and values shared among the data sets to make matches, such as slight differences in dates and times and crash reports. Combining the crash and citation datasets would fulfill a recommendation from past Traffic

Records Assessments. The integration could result in a successful link that could result in a more complete understanding of traffic safety issues, provide broader access to the data, enhance decision-making, identify trends and areas of concern, and allow stakeholders to develop solutions. Separately, CJJP also fulfills a variety of data requests for the legislative session, as well as other traffic safety state partners, including GTSB, Institute of Transportation, DOT, University of Iowa, and State Patrol. CJJP would utilize grant funds to fulfill these requests if they pertain to traffic safety.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 405c

Eligible Use of Funds: Improving the compatibility and interoperability of the core highway safety databases of the State with national data systems and data systems of other States, including the National EMS Information System.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Department of Management (CJJP)	405c-B3C-2025 41-00-50	State Agency	Des Moines	\$50,000

Project Name: Law Enforcement Dashboard Enhancement and Maintenance

Project Description: This project will continue the support and maintenance of the ISP interactive crash/enforcement dashboard as well as the TraCS enforcement dashboard for local agencies developed as part of a previous GTSB grants. The support and maintenance will ensure that 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. The support will also allow for outreach with ISP and through TraCS to provide targeted training and feedback for anyone looking to utilize the dashboard. As part of this project, Institute of Transportation will provide maintenance and support of the previously developed ISP and TraCS dashboards showing crash and enforcement data. In addition to the data transfer process, Institute of Transportation will resolve any issues that are identified within the dashboard such as issues with a visualization chart, issues with filters, etc. Institute of Transportation will also provide support to any law enforcement agencies for targeted training and feedback to show how to effectively utilize the dashboard for data driven decision making.

Location/Affected Community (where applicable): Ames

Federal Funding Source: 405c

Eligible Use of Funds: Software or applications to identify, collect, and report data to State and local government agencies, and enter data into State core highway safety databases, including crash,

citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle data.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa State University-Institute of Transportation	405c-B3SA-2025 42-00-52	State University	Statewide	\$10,274

Project Name: Iowa Traffic and Criminal Software (TraCS) Program

Project Description: TraCS is a data collection, reporting, and records management system (RMS) for the public safety community to streamline and automate the capture and transmission of critical information from the local agency to other members of the criminal justice system. Among other things, the Iowa TraCS package includes components for crash reporting, citation issuance, issuing of warning tickets, operating while intoxicated reporting, commercial motor vehicle inspections, field investigative reports, complaint and affidavit reporting, DRE reporting, driver re-exam requests and more.

Funds will be used to maintain a remote support capability for the TraCS team that greatly increases efficiency as less travel time is required to support and maintain the TraCS application. This will enhance the team's capability to provide installation, training, and support as efficiently as possible. Additionally, these 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 sub-contractor activities will provide Iowa with adequate programming and support to carry out essential TraCS updates and modifications as needed. These include new and modified validations to increase data accuracy and completeness as well as new transmission capabilities for additional electronic submission.

Project activities will include:

- Providing a remote staff support capability will allow staff to provide installation, training, and support activities more efficiently.
- Continue to identify deficiencies in the crash data to modify, add validations, and field help to TraCS.
- Continue to identify improvements in the DRE data collection and modify the DRE form as needed.
- Electronic reporting will be expanded and enhanced by providing technical and field support for TraCS through training, and hosting of a user group meeting.
- Identify specific training needs and create short TraCS training videos to improve the quality of data being collected.

Location/Affected Community (where applicable): Ames

Federal Funding Source: 405c

Eligible Use of Funds: Software or applications to identify, collect, and report data to State and local government agencies, and enter data into State core highway safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle data.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa DOT	405c-B3SA-2025 42-00-51	State Agency	Statewide	\$100,000

Project Name: EMS Data Quality Improvement and Utilization

Project Description: There are 726 Emergency Medical Services in Iowa of which 392 are transport, 321 non-transport, and 13 air-medical with an additional 165 satellite stations. The number of services has historically provided significant challenges for incident data submission and quality and utilization, which the bureau has worked to address in recent years.

This year's project continues to address data quality and utilization, incorporating some of the 2020 NHTSA Injury Surveillance assessment recommendations affecting completeness, accuracy, and uniformity.

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

1. Iowa Department of Health and Human Services (Iowa HHS) will schedule and provide periodic online instruction webinars available to all Iowa EMS services.
2. Transition existing COMPASS measure project to incorporate NEMSQA quality measures with a focus on Trauma, Traumatic Brain Injury, Stroke and Patient Safety.
3. Address the NHTSA 'Uniformity' performance measure by Implementing NEMSIS recommended 'Defined Lists' for some mandatory EMS elements in the state EMS registry.

Bureau will acquire additional software ImageTrend Continuum. Continuum is an Active Data Monitoring module that interfaces with the EMS Elite incident registry. Continuum analyzes the data within Elite as data is added or updated. Topics important to Iowa HHS or local EMS services can be displayed on dashboards of charts, tabular reports and maps providing instant visual insight. Each dashboard has filtering capabilities such as timeframe, agency/department, and a variety of other adjustable criteria, along with the ability to send automatic alert notifications, to meet user or organizational needs. Continuum's Predefined Analytics incorporates industry-wide best practices around specific subject areas. EMS data is transformed into meaningful graphics providing awareness and actionable insights so users can make informed decisions. Other key features of Continuum include the ability to create 'playlists' featuring charts and/or maps from a variety of domains that can be shared at workstations, offices, websites, or other locations. Continuum has a public-facing

option for specific dashboards, which allows the public, or city and county officials, to stay informed on their local EMS services, all while ensuring data security.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 405c

Eligible Use of Funds: Improving the compatibility and interoperability of the core highway safety databases of the State with national data systems and data systems of other States, including the National EMS Information System.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa Department of Health and Human Services, Bureau of Emergency Medical and Trauma Services	405c-B3C-2025 41-00-51	State Agency	Statewide	\$209,378

Project Name: Driver Behavior/Medical Outcomes Data Improvement and Linkage

Project Description: The purpose of this project is to continue activities related to data quality (accessibility, accuracy, completeness, integration, and uniformity). These activities include acquiring traffic records data sets; enhancing linkage protocols for data integration; maintaining and updating linkages; integration of spatial datasets (e.g., Census tract data); and assessing quality of the CODES (crash, hospital, death), driver licensure, justice (charges and convictions) and EMREMS data sets. This project will also include outreach to ensure researchers across campus are aware of the data as a resource; symposiums to bring collaborative partners together to learn about and discuss data issues; ongoing maintenance of project data requests and IRB applications; technical assistance and biostatistical consultation to investigators; and support for the use of data in the development of manuscripts, reports, policy briefs, and presentations for scientific meetings. This data will be used for statewide public health surveillance by examining trends within the data related to road traffic injuries and fatalities. In addition, this project builds on the project proposed by Iowa Dept of Management, Criminal and Juvenile Justice Planning, which will link crash and justice data (integration). We have worked with CJP in the past to obtain linked crash and justice data through 2019 and have integrated these data into our quality assessments and analyses. However, updated data is essential for relevant and timely assessments and insights.

Location/Affected Community (where applicable): Iowa City/Statewide

Federal Funding Source: 405c

Eligible Use of Funds: Conducting research relating to State traffic safety information systems, including developing programs to improve core highway safety databases and processes by which

data are identified, collected, reported to State and local government agencies, and entered into State core safety databases.

Planning and Administration Costs (and amount if applicable): No

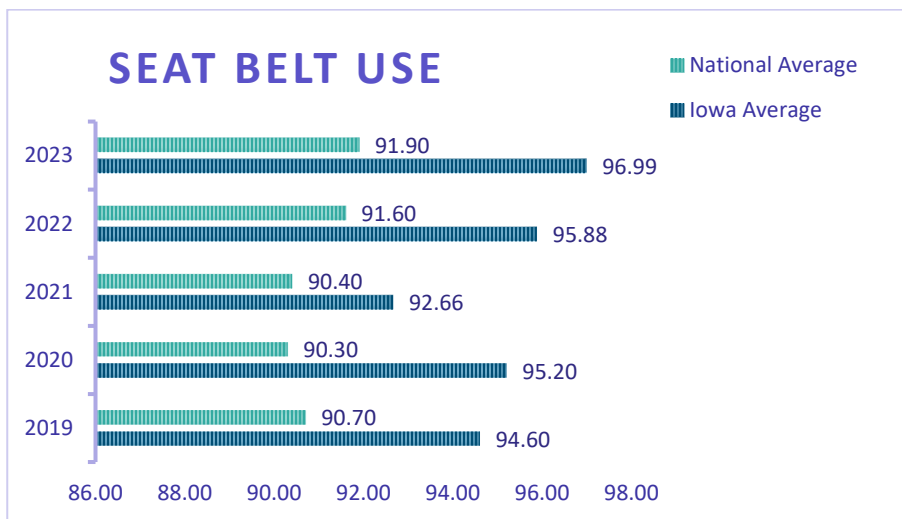
Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
University of Iowa, Injury Prevention Research Center	405c-B3RSRCH-2025 44-00-50	State University	Statewide	\$100,000

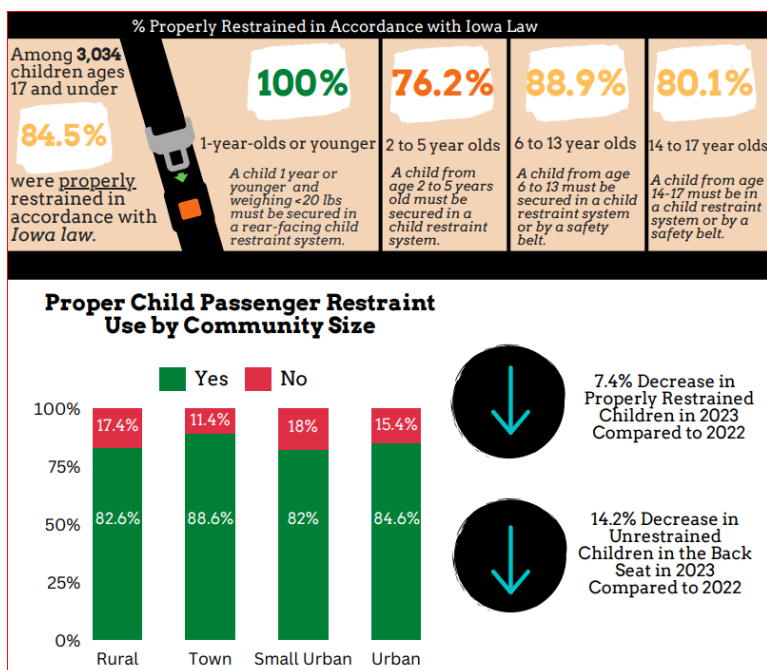
Iowa National Priority Program Grant Application 405b Occupant Protection

Qualification Criteria

An annual Seat Belt Usage Survey is conducted, reviewed, and approved by NHTSA. The latest [survey](#) results are used as a qualifying element. The 2023 observational safety belt usage rate was 96.99%, qualifying Iowa as a 'high belt' use state. The 2023 survey was conducted by Iowa State University, Center for Survey Statistics and Methodology.



In 2023, the University of Iowa Injury Prevention Research Center conducted a [child restraint survey](#). 91.7% of children were restrained *by any means* but among 3034 children aged 17 and under, only 84.5% were *properly restrained* in accordance with Iowa law. GTSB will continue to work with agencies to continue to promote the use of child restraint at any age, including children and teens. The infographic provided below offers additional results from the survey.



Occupant Protection Plan

The state has a robust occupant protection plan that incorporates enforcement, including High Five programming, communication/outreach, child passenger safety programs, youth programming, and media.

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", 11th Edition, 2023. These include short term, high visibility seat belt law enforcement, sustained seat belt enforcement, programs for older children, programs for increasing child restraint and booster seat use, and media.

From a GTSB Program Management lens, all projects, including occupant protection programs are monitored. Project monitoring helps assess progress, roadblocks, successes, and helps ensure performance goals are being achieved.

Section 405b funding supports efforts of Unity Point/Blank Children's Hospital to plan and coordinate Iowa's Child Passenger Safety Program (CPS). Iowa's Child Passenger Safety Program has two parts, Conventional Car Seats and Special Needs Car Seats. Two CPS Technicians who manage the program conduct training and recertification of CPS Technicians across the state. They also meet with and provide in need families free seats, loaning specialized seats out to families, process specialized seats with insurance companies and are available to families who want to ensure their car seat is installed correctly. In addition, they host CPS events and the CPS conference.

Iowa has strong law enforcement supporting occupant protection; efforts include both enforcement and education. Iowa's special Traffic Enforcement Program (sTEP) continues to be dedicated to traffic safety. 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.

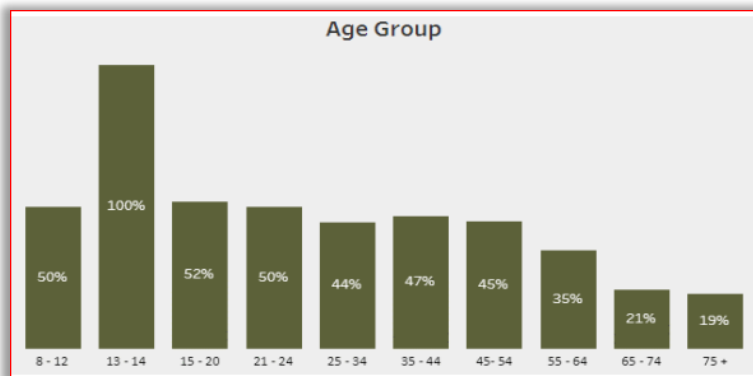
The High Five program also focuses on occupant protection in the counties of Appanoose, Fremont, Humboldt, Keokuk, and Mitchell. The SAFE program is also becoming more active in Iowa.

Media plays an important role in occupant protection. From a paid media standpoint, in the past, the state has partnered with ZLR Ignition as the primary media source to secure radio and television spots in support of national mobilizations. ZLR has worked closely with GTSB to look for innovative ways to share educational messages and has managed the GTSB's [microsite](#), with information about proper use of child restraints, facts, and a public service announcement (PSA) library. Currently, the state has

issued an RFP for a media partner, and once it is determined who the vendor will be, planning and work will continue into FFY 2025.

Problem Identification (from 3HSP page 8-9)

Over the past 10 years (2012-2021), of the 2,346 passenger vehicle occupants killed in Iowa, 41% (959) were unrestrained. For the years 2012-2021, 49% of passenger vehicle occupants killed during nighttime were unrestrained. This is slightly below the national average of 51%. The number of unrestrained passenger vehicle occupants killed (nighttime): 502. The total number of passenger vehicle occupants killed (nighttime): 1,017. Nighttime is defined as 6:00 p.m. – 5:59 a.m. Unrestrained passenger vehicle occupants killed by age in 2021 is depicted in the chart below.



Of the age groups shown above, 47% of unrestrained fatalities were passengers within the vehicle; 43% were male. For the past three years, the number of seat belt citations written during GTSB funded overtime has increased 7.22%.

Description of Highway Safety Problems

Occupant Protection-Adult and Child Passenger Safety (from 3HSP page 114)

Both enforcement and education have strengthened Iowa's seat belt usage over the years. Iowa's primary seat belt law was enacted in July 1986. At that time, only 18% of drivers in the state were recorded as wearing a safety belt. Since that time, Iowa's usage rate has increased significantly with the highest usage rate being recorded in 2022 at 95.88% through the statewide observational survey conducted by Iowa State University, Center of Survey Statistics and Methodology. In addition to the statewide survey, law enforcement agencies funded under Section 402 also conduct seat belt usage surveys.

Despite the 95.88% seat belt usage rate, the state recognizes there is still a lot of work to do. In 2022, 45.78% of passenger vehicle fatalities in Iowa were unbelted with an additional 8.84% recorded as unknown belt usage by the reporting officer.

There is an increased emphasis in seat belt enforcement during the May STEP wave / "Click It or Ticket" national mobilization.

Although Iowa is considered a “high belt use state”, it is imperative that efforts continue to promote the use of seat belts and appropriate child restraints. The use of restraints can dramatically reduce risk of death and serious injury. If you buckle up in the front seat of a passenger car, you can reduce your risk of fatal injury by 45% and moderate to critical injury by 50%.

In addition to the formal observational usage rate survey, Iowa’s 2022 Awareness Survey revealed the following:

- 94.57% of respondents indicated they always wear a seat belt when they drive or ride in a car, van, sport utility vehicle or pickup.
- 40.64% of respondents indicated chances were very likely they would get a ticket for not wearing a seat belt; an additional 36.70% indicated chances would be somewhat likely. Iowa does not have an all occupant/all seating position belt use law. Belt usage rates, as reported through the Awareness Survey, reveal low use as back seat passengers.
- 58.80% of respondents indicated they always wear a safety belt if a passenger in the back seat of a vehicle.

Associated Performance Measures

Performance Measure Name	Target End Year	Target Period	Target Value
C-1) Number of traffic fatalities	2026	3-Year	334
C-2) Number of serious injuries in traffic fatalities	2026	3-Year	1,358
C-3) Fatalities/100M VMT	2026	3-Year	1.03
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions	2026	3-Year	84
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupant	2026	3-Year	96.1

Countermeasure Strategies in Program Area

Public Education Through Seat Belt Convincers
Highway Safety Office Program Management
Nighttime Seat Belt Enforcement
Communication Campaign – Occupant Protection

Occupant Protection-Adult (from 3HSP page 119)

Preliminary Iowa Department of Transportation data for 2022 indicates 45.78% of all passenger vehicle fatalities were unbelted. This is a 14.22% increase in the percent of unbelted fatalities from 2021. In addition to the known unbelted fatalities, an additional 8.84% of passenger vehicle fatalities were recorded as “unknown” by the reporting officer.

Seat belt use is an ongoing highway safety issue in Iowa as in every state. The use of seat belts repeatedly demonstrates a reduction in fatalities and injuries for both drivers and passengers involved in traffic crashes.

Although Iowa's observational seat belt usage rate was recorded as 96.99% for 2023, many of the small rural communities throughout the state report significantly lower rates.

Associated Performance Measures

Performance Measure Name	Target End Year	Target Period	Target Value
C-1) Number of traffic fatalities	2026	3-Year	334
C-2) Number of serious injuries in traffic crashes	2026	3-Year	1,358
C-3) Fatalities/100M VMT	2026	3-Year	1.03
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions	2026	3-Year	84
B-1) Observed seat belt use for passenger vehicle, front seat outboard occupant	2026	3-Year	96.1

Countermeasure Strategies in Program Area

Annual Observational Safety Belt Usage Survey

Occupant Protection-Child Passenger Safety (from 3HSP page 121)

Since 1985, Iowa has had a law requiring all young children riding in motor vehicles to be properly protected by child seats, booster seats, and/or seat belts. Iowa's child passenger safety law requires that:

1. Children must ride in an appropriate rear-facing child safety seat until one year of age and at least 20 pounds.
2. Children must ride in a child safety seat or a booster seat through the age of 5 years.
3. Children ages 6 through 17 must ride in a booster seat and/or seat belts.

Results from the 2022 CPS survey indicated Iowans understand the importance of restraining their children. However, the results also revealed there are still several areas with room for improvement. It remains pertinent that Iowans be informed on the importance of using booster seats, child safety seats and what type of restraint their child needs in accordance with Iowa law. The survey also concluded the greatest potential impact for efforts to increase proper restraint usage are in rural areas and among young children, especially toddlers.

Associated Performance Measures

Performance Measure Name	Target End Year	Target Period	Target Value
C-1) Number of traffic fatalities	2026	3-Year	334
C-2) Number of serious injuries in traffic crashes	2026	3-Year	1,358
C-3) Fatalities/100M VMT	2026	3-Year	1.03

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions	2026	3-Year	84
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Countermeasure Strategies in Program Area

Annual Child Restraint Usage Survey
Inspection Stations
Public Outreach and Education / Iowa State Fair
Public Outreach and Education / Children and Youth Programs

Participation in Click-It-or-Ticket National Mobilization

Iowa's sSTEP program is an enforcement and education effort to reduce collisions, injuries, and fatalities in the state. The design of the program allows for smaller, rural, or low staffed community enforcement agencies to receive overtime funding to work ten sSTEP waves. A minimum of three national mobilization periods will be supported through Iowa's sSTEP program annually. The May wave corresponds with the "Click It or Ticket" national mobilization, as well as "Drive Sober or Get Pulled Over" in August/September and in December. For the "Click It or Ticket" event, agencies will be required to conduct pre-and post-wave observational seat belt usage surveys. Other sSTEP wave periods are in conjunction with the International Association of Chiefs of Police (IACP) Crash Awareness Reduction Effort (CARE) enforcement periods. sSTEP agencies are encouraged to work with the local media to spread awareness to traffic safety issues. Funding is allocated for overtime enforcement and approved equipment and totals \$305,563.00. In FFY 2025, 47 law enforcement agencies across the state will participate in the "Click It or Ticket" national mobilization.

sSTEP Agencies-FFY 2025

Project Number	Agency Name	County
402-PT-2025 05-90-00	Algona Police Department	Kossuth
402-PT-2025 05-90-01	Asbury Police Department	Dubuque
402-PT-2025 05-90-02	Butler Co Sheriff's Office	Butler
402-PT-2025 05-90-03	Charles City Police Department	Floyd
402-PT-2025 05-90-04	Cherokee Co Sheriff's Office	Cherokee
402-PT-2025 05-90-05	Chickasaw Co Sheriff's Office	Chickasaw
402-PT-2025 05-90-06	Clayton Co Sheriff's Office	Clayton
402-PT-2025 05-90-07	Colfax Police Department	Jasper
402-PT-2025 05-90-08	Columbus Junction Police Department	Louisa
402-PT-2025 05-90-09	Denison Police Department	Crawford
402-PT-2025 05-90-10	Eagle Grove Police Department	Wright
402-PT-2025 05-90-11	Earlham Police Department	Madison
402-PT-2025 05-90-12	Eldora Police Department	Hardin
402-PT-2025 05-90-13	Emmet Co Sheriff's Office	Emmet
402-PT-2025 05-90-14	Emmetsburg Police Department	Palo Alto
402-PT-2025 05-90-15	Estherville Police Department	Emmet

402-PT-2025 05-90-16	Floyd Co Sheriff's Office	Floyd
402-PT-2025 05-90-17	Garner Police Department	Hancock
402-PT-2025 05-90-18	Granger Police Department	Dallas/Polk
402-PT-2025 05-90-19	Grinnell Police Department	Poweshiek
402-PT-2025 05-90-20	Hamilton County Sheriff's Office	Hamilton
402-PT-2025 05-90-21	Hampton Police Department	Franklin
402-PT-2025 05-90-22	Hardin Co Sheriff's Office	Hardin
402-PT-2025 05-90-23	Hinton Police Department	Plymouth
402-PT-2025 05-90-24	Iowa State Patrol	Statewide
402-PT-2025 05-90-25	Jesup Police Department	Buchanan
402-PT-2025 05-90-26	Lake Mills Police Department	Winnebago
402-PT-2025 05-90-27	Madrid Police Department	Boone
402-PT-2025 05-90-28	Mar-Mac Police Department	Clayton
402-PT-2025 05-90-29	Monroe Police Department	Jasper
402-PT-2025 05-90-30	Monticello Police Department	Jones
402-PT-2025 05-90-31	Montrose Police Department	Lee
402-PT-2025 05-90-32	New Hampton Police Department	Chickasaw
402-PT-2025 05-90-33	Pocahontas Police Department	Pocahontas
402-PT-2025 05-90-34	Prairie City Police Department	Jasper
402-PT-2025 05-90-35	Preston Police Department	Jackson
402-PT-2025 05-90-36	Remsen Police Department	Plymouth
402-PT-2025 05-90-37	Robins Police Department	Linn
402-PT-2025 05-90-38	Sabula Police Department	Jackson
402-PT-2025 05-90-39	Sioux Center Police Department	Sioux
402-PT-2025 05-90-40	Sumner Police Department	Bremer
402-PT-2025 05-90-41	Tama Co Sheriff's Office	Tama
402-PT-2025 05-90-42	Urbandale Police Department	Dallas/Polk
402-PT-2025 05-90-43	Vinton Police Department	Benton
402-PT-2025 05-90-44	Waukon Police Department	Allamakee
402-PT-2025 05-90-45	Webster City Police Department	Hamilton
402-PT-2025 05-90-46	West Union Police Department	Fayette

Child Restraint Inspection Stations

At least 82 inspection stations are currently offered in Iowa. Some are scheduled routinely, but many are one-on-one appointments. Each inspection station is staffed with at least one nationally certified CPS Technician. Technicians and instructors also have the liberty of scheduling events as they see fit and do so frequently. It is important to note societal changes dictate that caregivers most likely do not wait for a community wide event to occur before receiving assistance. They instead schedule appointments. For this reason, many agencies are moving away from inspection stations to appointments only.

Occupant Protection Projects

Project Name: High Five Rural Traffic Safety Project

Project Description: The High Five Rural Traffic Safety Program will place an emphasis on occupant protection. Crash data was utilized to identify rural counties with low belt usage and a high percentage of unbelted fatal and serious injury crashes in the counties of Appanoose, Fremont, Humboldt, Keokuk, and Mitchell. Funding will be provided to law enforcement agencies in the identified counties to offer occupant protection education and enforcement. At the time an additional agency is interested in grant funding, the name and funding amount will be submitted to the Region 7 Office.

Location/Affected Community (where applicable): Counties of Fremont, Humboldt, Mitchell, Appanoose, and Keokuk

Federal Funding Source: 405b

Eligible Use of Funds: To support high-visibility enforcement mobilizations, including paid media that emphasizes publicity for the program, and law enforcement.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa State Patrol	405b M1HVE-2025 20-01-00	State agency	Counties of Appanoose, Fremont, Humboldt, Keokuk, and Mitchell	\$57,500.00

Project Name: Scott County Seat Belt Convincer Project

Project Description: The seat belt convincer, which was purchased in FFY 2020 by the Blue Grass Police Department and later gifted to the Eldridge Police Department 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.

Location/Affected Community (where applicable): Scott County, Iowa Area

Federal Funding Source: 405b

Eligible Use of Funds: To educate the public concerning the proper use and installation of child restraints, including related equipment and information systems.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Bettendorf Police Department	405b M1PE-2025 22-01-00	Law Enforcement Agency	Scott County	\$1000
Davenport Police Department	405b-M1PE-2025 22-01-01	Law Enforcement Agency	Scott County	\$2500

Eldridge Police Department	405b-M1PE-2025 22-01-02	Law Enforcement Agency	Scott County	\$1000
LeClaire Police Department	405b-M1PE-2025 22-01-03	Law Enforcement Agency	Scott County	\$1200
Scott County Sheriff Office	405b-M1PE-2025 22-01-04	Law Enforcement Agency	Scott County	\$2000

Project Name: Annual Observational Seat Belt Usage Survey

Project 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 2025, CSSM will collect, and weigh seat belt use data as required and approved by NHTSA. CSSM activities will include:

- Check 84 sampled road segments for road construction and their observation sites for visibility and safety.
- Update and prepare project materials.
- Train field observers in safety, observation techniques and recording procedures.
- Assign day/time/direction of road segment site observations.
- During the month of June, observe and record seat belt use of drivers and right front passengers in specified vehicle types.
- Conduct NHTSA-required quality control checks of field staff
- Tabulate observations and complete data tables requested by GTSB. Calculate selection probability and weights, and complete the Iowa Seat Belt Use Survey Report
- Deliver weighted data files and report to GTSB before September 30.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 405b

Eligible Use of Funds: To establish and maintain information systems containing data about occupant protection, including the collection and administration of child passenger safety and occupant protection surveys.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa State University	405b-M1OP-2025 24-00-50	State University	Statewide	\$55,457.00

Project Name: Statewide Child Passenger Safety (CPS) Program

Project Description: Iowa's Child Passenger Safety (CPS) program is managed through Unity Point Health, Blank Children's Hospital, Des Moines, Iowa. The State CPS Coordinator works with the CPS instructors throughout the State to train new CPS Technicians, organize updates and trainings that allow technicians to earn continuing education units (CEUs), and organize renewal/recertification courses. CPS Tech classes are held throughout the year. A Special Needs Coordinator works with

parents, caregivers, and others to provide instruction on safe transport of children with special healthcare needs. There are approximately 500 CPS Technicians throughout the state.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 405b

Eligible Use of Funds: To recruit and train nationally certified child passenger safety technicians among police officers, fire and other first responders, emergency medical personnel, and other individuals or organizations serving low-income and underserved populations.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa Health Foundation, DBA Blank Children's Hospital	405b-M1CPS-2025 23-00-50	Non-profit Organization	Statewide	\$266,600

Project Name: Marshall County Sheriff Office, CPS Education

Project Description: The Marshall County Sheriff's Office has requested funding to support CPS education. Funding will be utilized for deputies to conduct educational presentations at events held within their county and for one-on-one appointments for child restraint to include consultation, education, distribution, and installation of child restraints. Presentations/appointments completed by least one Child Passenger Safety Technician.

Location/Affected Community (where applicable): Marshall County

Federal Funding Source: 405b

Eligible Use of Funds: To educate the public concerning the proper use and installation of child restraints, including related equipment and information systems.

To provide community child passenger safety services, including programs about proper seating positions for children and how to reduce the improper use of child restraints.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Marshall County Sheriff Office	405b-M1CPS-2025 23-01-00	Non-profit Organization	Statewide	\$1,800.00

Project Name: Child Safety Seat Distribution

Project 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.

Location/Affected Community (where applicable): Statewide

Federal Funding Source: 405b

Eligible Use of Funds: To purchase and distribute child restraints to low-income and underserved populations.

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
Iowa Health Foundation DBA Blank Children's Hospital	405b-M1*CR-2025 26-00-50	Non-Profit Organization	Statewide	\$68,000

Project Name: Child Passenger Safety Education – Iowa State Fair

Project Description: Funding will be utilized to secure exhibit space at the Iowa State Fair for an interactive display focused 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. Rated as one of the best fairs in the country, Iowa State Fair attendance is over 1.1 million local, regional, and international visitors.

Location/Affected Community (where applicable): Des Moines, Iowa

Federal Funding Source: 402

Eligible Use of Funds: Child Restraint

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
GTSB-Internal	402-CR-2025 08-00-01	State Highway Safety Office	Statewide	\$15,000

Project Name: Seat Belts Are For Everyone (SAFE)

Project Description: SAFE is a partnership between students, NHTSA, Iowa Department of Public Safety, law enforcement, educators, traffic safety advocates and community leaders. The goal is to raise awareness of the importance of wearing seat belts, increase seat belt use, and reduce the number of fatalities and severity of injuries among Iowa high school students.

SAFE has three components: Education, Reward, and Enforcement that NHTSA research has shown to change behavior. Our Traffic Safety Specialist (TSS) will provide leadership, as well as education and training, and encourage collaboration and coordination among partners.

Project activities to include:

- The Traffic Safety Specialist (TSS) will provide guidance, education, and training to promote and implement the SAFE program in 40 high schools.
- Solicit funding for prizes for the SAFE program by obtaining grants from groups such as AAA, State Farm Insurance, or other agencies, including local entities.

- The TSS, in collaboration with law enforcement and community members, will recruit school sponsors and student SAFE teams in the targeted communities and other interested schools.
- The TSS will provide training to SAFE Teams to perform unannounced seat belt observational surveys at their schools. Baseline rates will be established by the initial SAFE seat belt observation survey by the students, and a final survey will be performed in April.
- Provide Thinkfast for 20 schools and report the outcome to the GTSB.
- SAFE teams to conduct monthly programs promoting seat belt use at their schools and in their community. Programs will be expanded to include awareness of other risky driving behaviors such as impaired driving, distracted driving, drowsy driving, and speeding. This can include but not be limited to asking students to sign a pledge card promising to wear their seat belt. Each month SAFE teams draw student names from those that signed pledge cards to award incentive prizes (if outside funding is available).
- Hold a two-week enforcement period in late February/early March utilizing area law enforcement agencies. Agencies are encouraged to patrol around the high schools for 30 minutes before and after school. Enforcement results will be reported to the TSS and provided to the GTSB.
- Analyze school participation and survey data and provide results to the GTSB regarding the progress of the program at each of the 40 schools by July 30. Incorporate results into future program planning.
- Develop and maintain local partnerships with law enforcement, regional coalitions, communities, medical professionals, schools, and traffic safety advocates to coordinate and implement the SAFE program in 40 high schools.
- Bring awareness to other traffic related focus areas: Impaired Driving, Distracted Driving, Drowsy Driving, Speeding and other risky driving behaviors.
- Encourage law enforcement agencies to prioritize community enforcement of all traffic laws, with a school vicinity focus.

Location/Affected Community (where applicable): 40 Schools in Iowa

Federal Funding Source: 402

Eligible Use of Funds: Teen Safety Program

Planning and Administration Costs (and amount if applicable): No

Project Used to Meet Disposition of Unexpended Balances Requirements: No

<i>Subrecipient Name</i>	<i>Project Number</i>	<i>Type of Organization</i>	<i>Location</i>	<i>Federal Funds Awarded</i>
DCCCA, Inc.	402-TSP-2025 10-00-51	Non-Profit	Up to 40 Counties	\$226,640.00

Iowa National Priority Program Grant Application 405c State Traffic Safety Information System Grants

Qualification Criteria

GTSB has, for the first time, a dedicated Traffic Records Program Administrator who will focus on problem identification, state traffic records projects, and STRCC functions.

Dave Gross has been designated as the traffic records coordinating committee coordinator.

Dave Gross
Traffic Records Program Administrator
Governor's Traffic Safety Bureau, Department of Public Safety
215 E. 7th St.
Des Moines, IA 50319
Office: 515-725-6134
Mobile: 515-321-7267
gross@dps.state.ia.us

The Iowa Traffic Records Strategic Plan has recently been updated and shared with membership.

STRCC meets a minimum of three times per year. During the 12 months preceding the application due date, STRCC meetings were held on the following dates: 9/28/2023, 2/15/2024, and 6/28/2024.

Quantitative Improvement-Interim Progress Reporting

An Interim Progress Report and supporting data was submitted to the Region 7 office on April 26, 2024. This data provides a demonstration of quantitative improvement of a core database through a specific attribute. Approval is below.

**Bipartisan Infrastructure Law BIL Sec. 405c
INTERIM PROGRESS REPORTING (FY 2025)**

State: Iowa

Report Date: 04/26/2024

Submitted by: Sheri Krohn

System to be Impacted (pick one primary area)	<u> </u> CRASH <u> </u> DRIVER <u> </u> VEHICLE <u> </u> ROADWAY <u> </u> CITATION/ADJUDICATION <u> X </u> EMS/INJURY
Performance Area(s) to be Impacted (pick one primary area)	<u> </u> ACCURACY <u> X </u> TIMELINESS <u> </u> COMPLETENESS <u> </u> ACCESSIBILITY <u> </u> UNIFORMITY <u> </u> INTEGRATION
Performance Measure used to track Improvement(s)	Narrative Description of the Measure Iowa will improve the timeliness of the EMS/Injury system as measured in terms of a decrease in the average time difference between the EMS incident unit notified date and the date the incident was created or submitted to the State's EMS incident registry.
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 FY25 application.
Is this a new project? Or was it the same measure used to show progress previously?	New Measure - Yes Same Measure as FY24 No If yes, is the State using the same data set, with the same time period to demonstrate progress? No
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s) In 2003, a fully electronic NEMSIS v2 compliant EMS incident capture system known as "Webcur" was rolled out to state EMS transport agencies. Through a state mandated Request for Proposal, Iowa replaced Webcur 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 has since transitioned to NEMSIS V3.5. 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 723 active EMS services in Iowa, including 390 ground transport, 13 air transport and 320 non-transport, enticing and enabling these services to submit their incident data to the State was the primary challenge for several years. Previous interim progress reports reflect the significant improvements in annual EMS service data submissions. In 2020, new rules were enacted through legislation narrowing the window between the date of EMS incident unit notified and date the incident was created in or imported to the State EMS incident registry. The maximum time allowed previously was 180 days and is now set at 60 days. With these new rules and an emphasis on the timeliness performance measure, among others, the bureau expects to see a significant drop in the average time of incident submission year over year beginning in FY 2024.

Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method The primary measure of this project will be to determine time difference, in hours, between the EMS incident unit notified date/time and the date/time the incident was captured in the State EMS incident registry. The progress will be reported annually.		
Date and Baseline Value for the Measure (A contiguous, 12-month performance period starting no earlier than April 1, 2022, e.g., April 1, 2022 – March 31, 2023)		Number of EMS Agencies Submitting Incidents in Elite	Average EMS Incident Submission Time (hours)
	04/01/2022	703	178
	03/31/2023	705	188
	Is supporting documentation attached? Yes		
Date and Current Value for the Measure (An identical contiguous, 12-month baseline period starting no earlier than April 1, 2023, e.g., April 1, 2023– March 31, 2024)		Number of EMS Agencies Submitting Incidents in Elite	Average EMS Incident Submission Time (hours)
	04/01/2023	705	188
	03/31/2024	713	133
	Is supporting documentation attached? Yes		
Traffic Records – Highway Safety Specialist Conclusion and Comments Review Date: 5/30/2024	Aaron Bartlett has reviewed the IPR and believes that it demonstrates progress.		
RA Comments – Susan DeCourcy Review Date: 7/8/2024	After review of the Iowa IPR and the supporting documentation, I concur that the project appears to demonstrate progress.		

The project used for interim progress reporting for FFY 2025 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 the timeliness (the time difference in hours) between the EMS incident unit notified date/time and the date/time the incident was captured in the State EMS registry.

The supporting data is over 1900 pages, and therefore a link is provided for viewing. Once opened, it can be downloaded.

[IPR Supporting Documentation 2022-2023](#)
[IPR Supporting Documentation 2023-2024](#)

Iowa National Priority Program Grant Application 405d Impaired Driving

Qualification Criteria-Mid-Range

Iowa maintained an average of 0.3509919 for this funding period as reflected below; and thus, qualifies as a “mid-range” state for Section 405d funding qualification purposes.

FY 2025 Impaired Driving Countermeasure Grant Classifications (23 CFR 1300.23)				
ALCOHOL-IMPAIRED-DRIVING FATALITY RATES* PER 100 MILLION VMT				
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2019-2021 FINAL				
State	2019-2021			
	Fatalities	VMT	Rate**	Classification
Iowa	338	96,327	0.3509919	Mid-Range
*Alcohol-impaired driving fatalities are estimates derived from a sophisticated statistical procedure.				
**These determinations identify States as either low-, mid- or high-range States in accordance with statutory requirements. States with low-range States are those with an average impaired driving fatality rate of 0.30 or lower; mid-range States are those with an average impaired driving fatality rate that is higher than 0.30 and lower than 0.60; and high-range States are those that have an average impaired driving fatality rate of 0.60 or higher. The agency will not round any rates for the purposes of determining how a State should be classified among these ranges.				

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. Since the assessment, GTSB has continuously reviewed and worked to implement many of the recommendations in the assessment, including the formation of the Impaired Driving Task Force.

GTSB is excited to announce that in addition to the team member responsible for the Drug Evaluation and Classification (DEC), Standardized Field Sobriety Testing (SFST) and Advance Roadside Impaired Driving Enforcement (A RIDE) programs a dedicated position to serve as Impaired Driving Program Administrator. Michelle Cook recently started in this role, and once acclimated and trained, will work to further recommendations in the assessment, continue impaired driving programs already in place and to expand new initiatives across the state.

Statewide Impaired Driving Plan

Iowa is now classified as a mid-range state, and with this application is submitting the Impaired Driving Strategic Plan. This plan includes the basis for the impaired driving task force as well as a member list to include stakeholders from the State Highway Office, state and local law enforcement, the criminal justice system, public health, drug impaired experts, communications, as well as prevention and community groups, among others.

Iowa Impaired Driving Assessment

State of Iowa

Impaired Driving Strategic Plan



**GOVERNOR'S
TRAFFIC
SAFETY
BUREAU**

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Overview

The purpose of the Impaired Driving Strategic Plan (IDSP) is to provide overall guidance to all agencies and private groups who are involved with various aspects of reducing the problems caused by impaired driving. Specifically, the Iowa Impaired Driving Task Force was formed for the approval, implementation, and future enhancements of the Strategic Plan. The Impaired Driving Strategic Plan is for the 2024 to 2027 timeframe.

Alcohol-impaired fatalities represented 34 percent of all traffic fatalities in the state of Iowa in 2022 (FARS). The following chart identifies the number of alcohol-related, alcohol-impaired and drug-impaired related fatalities in addition to the percentage of overall crashes and fatalities for 2019-2022. This is Iowa Department of Transportation data prior to National Highway Traffic Safety Administration (NHTSA) imputation/analysis.

Year	Total Fatalities	Alcohol Related Fatalities	Alcohol Impaired Fatalities	Drug Related Fatalities
2019	336	86 (25.60%)	67 (19.94%)	57 (16.96%)
2020	343	86 (25.07%)	68 (19.83%)	87 (25.36%)
2021	356	74 (20.67%)	56 (15.73%)	75 (21.07%)
2022	336	79(23.51%)	66(19.64%)	65(19.34%)

Over the past five years in Iowa, an average of eight people died or were seriously injured each week in a crash involving an impaired driver. Every day in the United States, about 39 people die in impaired driving crashes — that represents 31 percent of all traffic fatalities for the year.

Under the Bipartisan Infrastructure Act, states that have an average impaired driving fatality rate per 100 million vehicle miles traveled (VMT) that is 0.60 or higher are considered high-range states. States are considered mid-range if their average impaired driving fatality rate is lower than 0.60 but higher than 0.30 and low-range state if it is 0.30 or lower. Starting in FFY 2024, Iowa was designated as a mid-range State from a previous designation as a low-range State. A mid-range is required to have a task force/coalition with representatives from various disciplines and a strategic plan approved by the task force/coalition.

Program Management and Strategic Planning

Task Forces or Commissions:

In February 2016, the Iowa Impaired Driving Coalition was formed to address the growing percentage of fatalities associated with impaired driving. The coalition, which was composed of a diverse representation of stakeholders, recognized the need to address impairments of all kinds and understood that impaired driving is a statewide problem requiring many strategies to make progress. With that understanding, the coalition developed the Iowa Statewide Impaired Driving Plan in September 2016, which was a comprehensive plan identifying strategies to reduce impaired driving fatalities within the State. Unfortunately, the Coalition was dissolved following the retirement of a key staff member of the Governor's Traffic Safety Bureau (GTSB) that facilitated the Coalition.

New management recognized the need to establish an Impaired Driving Coalition to address the problem of impaired driving in the State. During FFY 2022, the GTSB formed the Impaired Driving Task Force. The members are representative of the organizations as required to ensure compliance with the Bipartisan Infrastructure Act.

In addition to the Impaired Driving Task Force, the Central Iowa Traffic Safety Task Force (CITSTF) is a task force comprised of law enforcement agencies from central Iowa.

Throughout the year this task force conducts multiple multi-jurisdictional enforcement projects. In addition to the benefits of the high visibility enforcement efforts, the activities of CITSTF are highly publicized by the local media which helps promote traffic safety during these special enforcement periods.

Strategic Planning:

The Highway Safety Plan uses a comprehensive driver behavior-based approach to addressing highway safety using data to identify the types of behavior that result in significant traffic crash injuries and fatalities on a state's roadways. Problem areas are prioritized, and Iowa is working to determine data-driven solutions to drive down injuries and fatalities most effectively. This plan considers geographic and demographic information, as well as driver behaviors that lead to crashes, to implement proven countermeasures to deal with the identified problems.

To assist in developing a plan to reduce the impaired driving fatalities and injuries in the state, the Iowa Governor's Traffic Safety Bureau hosted a NHTSA facilitated Impaired Driving Program Assessment in April 2022. In 2022, the Traffic Injury Research Foundation also provided technical assistance and recommendations to the Iowa Governor's Traffic Safety Bureau for their Impaired Driving Program.

Program Management:

The designated lead agency in Iowa for impaired driving program management and operations is the Governor's Traffic Safety Bureau (GTSB). The GTSB is located within the Iowa Department of Public Safety (DPS) with the GTSB Bureau Chief reporting to the Commissioner of DPS, who serves as the Governor's Representative (GR) of highway safety for Iowa. The GR is the direct link to the Governor's Office communicating traffic safety concerns, challenges, needs, and proposals. Likewise, this is the individual to whom the Governor would communicate directives concerning traffic safety.

The GTSB currently has an Impaired Driving Coordinator whose emphasis has been the Drug Evaluation and Classification (DEC), Standardized Field Sobriety Testing (SFST) and Advance Roadside Impaired Driving Enforcement (ARIDE) programs. The GTSB recently selected a second Impaired Driving Coordinator who will coordinate the overall impaired driving program. The current Impaired Driving Coordinator will continue to oversee the DEC, SFST, and ARIDE Programs.

Resources:

During FFY 2024, Iowa received \$4,906,901 in Section 402 State and Community Highway Safety funding, \$2,615,677 Section 405d Impaired Driving Countermeasures funding, and \$75,073 Section 405d 24/7 Sobriety Program funding under the Bipartisan Infrastructure Act.

Data and Records:

Iowa has a rich history as a leader in traffic safety data collection. Iowa has been one of the nation's leaders in the organization of a Statewide Traffic Records Coordinating Committee (STRCC). It is also a leader in the collection of electronic traffic crash data. Electronic collection and submission of data helps eliminate much of the human error that can occur in the collection of this data. This ensures traffic crash data are timely and available to those that depend on the information to identify traffic safety problem areas and to act swiftly to address any issues.

Iowa has established long-term safety vision and short-term targets. Although zero fatalities are Iowa's long-term vision, the state also recognizes the need to establish short-term goals to pursue this vision. The Federal Highway Administration published the Highway Safety Improvement Plan and Safety Performance Management Final Rules in 2016. As part of these rules, states must develop statewide targets annually for five safety performance measures, including:

- Number of fatalities
- Rate of fatalities per 100 million VMT
- Number of serious injuries
- Rate of serious injuries per 100 million VMT
- Number of non-motorized fatalities and non-motorized serious injuries

These targets serve as short-term goals for the state. In developing the strategies and content within the Strategic Highway Safety Plan, the Advisory Team considered how the strategies would support the targets and goals defined annually by the state. As these targets are established, adjustments will be considered to either the targets or strategies to align with Iowa's long-term vision of zero fatalities.

Communication Program:

Iowa's public awareness campaigns focus on educating drivers and passengers on the different impairments and their effects on driving. The communication plan supports the following:

- Training for new Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) officers.
- Enhance detection through special Operating While Intoxicated (OWI) patrols and related traffic enforcement.
- Implement countermeasures at access locations to reduce wrong way driving on multi-lane divided highways.
- Educating the public on designating a driver, calling a cab, or using a transportation network company to not risk driving impaired.



Prevention

Promote Responsible Alcohol Service

Responsible alcohol service training is essential for anyone – especially those under age 21. The Iowa Restaurant Association has received a GTSB grant to teach ServSafe Alcohol™ across the state. The training is a four hour in-person instruction taught by a professional educator and a current bar owner instructor. There is a charge of ten dollars per student for the source book and the exam.

Community Engagement

Stakeholder and community engagement are vital to implement equitable and successful programs and countermeasures that reduce impaired driving.

The GTSB has direct connections to the state's impaired driving partners, stakeholders, and communities. Among others, the GTSB relies on the following key partnerships for engagement for comprehensive safety solutions to impaired driving challenges:

- Strategic Highway Safety Plan (SHSP) Advisory Team
- Statewide Traffic Records Coordinating Committee (STRCC)
- Fatality Reduction Task Force
- Mothers Against Drunk Driving (MADD)
- Alliance of Coalitions for Change (AC4C).
- Law Enforcement Liaison (LEL) and his network

Promote Transportation Alternatives

The GTSB's Media and Communications Specialist manages impaired driving campaigns using a strategic mix of mediums targeting key demographics that include promoting transportation alternatives such as, rideshare services, designated drivers, and public transportation.

Through a partnership with Doll Distributing, the GTSB promotes the Decide to Ride campaign, an effort to prevent drunk driving organized by Anheuser-Busch, Mothers Against Drunk Driving, and Uber that provides a discount to use the ridesharing platform. The initiative encourages individuals to use a rideshare service instead of driving under the influence of alcohol.



Conduct Community-Based Programs

Iowa's comprehensive Drug Control Strategy identifies trends and prioritizes responses, including promising approaches for reducing substance misuse in Iowa. The report sets several broad goals for future progress:

- Reduce deaths related to the use of alcohol, tobacco, and other drugs
- Reduce injuries associated with the use of drugs, including from drug-impaired driving
- Reduce youth use of alcohol, nicotine, and marijuana
- Increase access to Substance Use Disorder (SUD) services
- Increase employment among those in or completing SUD treatment
- Reduce incarcerations for drug-related offenses, and the disproportionate number of minorities referred to the justice system.

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 to support community coalitions that focus on substance misuse and impaired driving prevention.

Schools

Per capita consumption data, which is based on resident population, must be viewed in light of the large number of colleges and universities in Iowa, and the potential impact of student populations on certain communities. The University of Iowa adds over 30,000 students to Iowa City's population of 73,432, pushing the population over 100,000. Iowa State University's 30,000 students make Ames their temporary home, raising that city's population from 67,000 to nearly 100,000. Cedar Falls increases from 40,400 to an estimated 53,000 when the University of Northern Iowa is in session. Another population-based factor in Alcohol and Other Drug (AOD) use is tourism, including recreation and vacation homes on Iowa's many bodies of water.

The Iowa Department of Health and Human Services (HHS) conducts annual Behavioral Risk Factor Surveillance System (BRFSS) surveys. Self-reported binge drinking (i.e., five or more drinks on a single occasion) in the past 30 days among adults in Iowa has remained between 19 to 21 percent, approximately five percentage points above the national average. Self-reported heavy alcohol use (i.e., more than 14 drinks per week for males and more than seven drinks per week for females) among adults has fluctuated with a low of 5.9 percent to a high of 8.2 percent. Iowa's rate often exceeds the national rate. The most recent data in 2020, Iowa's rate of heavy drinking among adults was 8.2 percent, compared to 6.7 percent nationally.

The Iowa Youth Survey (IYS) and the Center for Disease Control's Youth Risk Behavior Survey (YRBS) were administered in Iowa. These surveys collect valuable youth health behavior data that drives funding, programming, and policy decisions across Iowa. The results of the most recent survey are as follows:

Measure	Iowa Average %	US Average %
1. Percentage of 12 to 20-year-olds who used alcohol in the last month.	19.02	19.83
2. Percentage of 12 to 20-year-olds who binge drank alcohol in the last month.	13.63	12.71
3. Percentage of 12 to 17-year-olds who perceive great risk from drinking five or more alcoholic beverages once or twice a week.	37.66 (statistically significant)	43.30
4. Percentage of 12 to 17-year-olds meeting the criteria for a DSM-IV alcohol use disorder in the past year.	2.46	2.23
5. Percentage of 12- to 17-year-olds needing but not receiving treatment for an alcohol use disorder at a specialty facility in the past year.	2.31	2.15
6. Percentage of traffic crash deaths involving a 15- to 20-year-old driver in which that driver had a blood alcohol content of 0.01 or higher.	15	20

Employers

Iowa has a free and confidential Employee Assistance Program that provides assistance with many issues, including alcohol and other drug misuse.

The State also offers a Driver Improvement Program for individuals who are mandated to participate following violations to avoid suspension, for individuals who want a reduction in insurance, or for individuals meeting employer requirements, such as truckers needing safety education. The program helps participants to:

- Discover how attitudes affect driving behavior
- Understand how attitude and emotions influence whether the driver is in control
- Understand techniques that help drivers avoid crashes and promote safe driving
- Understand the effects that drugs/alcohol have on driving ability
- Develop a renewed awareness of driving responsibilities

The Iowa Department of Health and Human Services considered providing the Distracted Reckless Impaired Visibility Enforcement (DRIVE) program but faced barriers including cost and COVID-19. They are exploring pilot testing now that the pandemic is hopefully abating.

Community Coalitions and Traffic Safety Programs

In addition to the Impaired Driving Task Force, the Central Iowa Traffic Safety Task Force (CITSTF) is a task force comprised of law enforcement agencies from central Iowa.

Throughout the year this task force conducts several multi-jurisdictional enforcement projects. In addition to the benefits of the high visibility enforcement efforts, the activities of CITSTF are highly publicized by the local media which helps promote traffic safety during these special enforcement periods.

MADD wants to prepare teens with tools to resist peer pressure and empower them to take the next step and influence friends to make the right choices. Their future is determined by the decisions they make today.

Power of You(th)[®] is one of the MADD programs that provides research-based information on the dangers of underage drinking and other drug use.



Criminal Justice System

Laws

Iowa has a comprehensive set of laws to address the impaired driving problem. The laws fall into several categories as follows:

- Offenses and other laws
- Mandatory penalties
- Enhanced charges and penalties for certain statuses
- Driving while suspended or revoked
- Youthful offenders
- Implied consent to alcohol concentration test and other evidence
- Administrative license revocation
- Special evidentiary qualifications
- Alcoholic beverage control
- Sentencing tools, including Ignition Interlock Device (IID), vehicle forfeiture, mandatory alcohol evaluation and treatment, and education.

The upward trend of drivers being under the influence of some type of drug is concerning as the legalization of marijuana continues across the country. Iowa law allows for medical cannabidiol products through licensed dispensaries. Iowa Code Section 124E.2(10) defines medical cannabidiol to be limited to a “form recommended by the medical cannabidiol board, approved by the board of medicine, and adopted by the department pursuant to rule”.

Starting December 1, 2018, Iowa citizens were able to receive and use medical cannabidiol products through licensed dispensaries pursuant to Iowa Code Chapter 124E and Iowa Administrative Code 641.154. Chapter 124E and Iowa Administrative Code allows for “the manufacture and sale of products that contain both CBD and THC” (<https://idph.iowa.gov/omc.For-Law-Enforcement-and-Public-Safety>). However, citizens are not allowed to smoke medical cannabidiol and the products cannot be THC-infused edibles. To ensure that law enforcement officers are current on laws, annually approximately two hundred and fifty officers receive motor vehicle law training in the Basic Academy class. Iowa has a GDL law which allows a learner’s permit to be obtained at age 14. The state continues to see a slight increase in the number of licensed drivers age 14-20, therefore, the GTSB plans to expand programming in this area. Iowa is one of approximately 27 states that still have alcohol exclusion statutes. Under this insurance law, car insurance providers may refuse to pay medical and other expenses incurred by injured drivers who are impaired. This creates a disincentive for the medical facility to test and/or record the presence of alcohol in the medical record of an injured driver. With input from the Iowa DOT, a bill 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 passed both House & Senate and was signed by Governor Reynolds on April 19, 2024. <https://www.legis.iowa.gov/legislation/BillBook?ga=90&ba=sf2261>

Enforcement

The primary focus to combat impaired driving in Iowa continues to be enforcement and education. High visibility enforcement remains an effective countermeasure. Two DRE schools were conducted in FY 2023 that included 28 graduates certified as DREs. Eleven DRE Instructors were added to the DRE program. There were 652 enforcement evaluations conducted in 2023 and an additional 278 DRE training evaluation. The DRE evaluations were entered in the DRE National Database.



This project contributed to the targets listed in the Highway Safety Plan as it is critical to have officers trained in identifying impaired drivers. The DRE program is an intense training that covers the seven major drug categories. For the evaluations conducted the DREs identified the following:

- 109 CNS Depressants
- 368 CNS Stimulants
- Three Hallucinogens
- 25 Dissociative Anesthetics
- 151 Narcotic Analgesics
- Seven Inhalants
- 481 Cannabis
- 60 Alcohol
- 233 Poly Drug (Which equals 25% of all enforcement evaluations conducted).
- 59 No Impairment (Which equals 9% of all enforcement evaluations conducted).
- Ten Medical Impairments (Which equals 2% of all enforcement evaluations conducted)

In FFY 2023 the Iowa DREs had a 92 percent accuracy rate in the drug category they identified and was confirmed by toxicology.

During FFY 2024, the GTSB utilized a combination of Section 402 and 405d funding to support impaired driving efforts.

Iowa's LEL is tasked to work with law enforcement agencies in the state addressing behavioral safety issues, specifically speeding, impairment, distracted driving, and lack of seat belt use. The state's LEL helped promote and enhance state and national safety programs, initiatives, and campaigns, and perform a myriad of functions, including planning, organizing, networking, promoting, recruiting, implementing, reporting, and evaluating law enforcement's activities in support of the state's highway safety program. The state's LEL conducted the following activities:

- Attended numerous meetings throughout the state and NHTSA Region
- Participated in several traffic safety webinars hosted by NHTSA and the Governor's Highway Safety Association (GHSA)
- Facilitated meeting with over 40 Iowa law enforcement agencies, discussing the importance of traffic safety, recruiting new law enforcement contract holder, and promoting state and national traffic safety campaigns.
- Conducted traffic safety presentations for the Iowa State Patrol Command Staff and Traffic Safety Advisory Team, Central Iowa Traffic Safety Task Force, Police Law Enforcement Executive Association, and the Iowa State Sheriffs' & Deputies' Association Annual Conference.

- Developed and continually updated a comprehensive email contact list of all Police Chiefs and Sheriffs in Iowa.
- Sent out periodic GTSB updates to all Chiefs of Police and Sheriffs in Iowa, highlighting traffic safety campaigns.

The GTSB contracted with 167 law enforcement agencies to conduct high visibility enforcement efforts in FFY2023.

The following provides the cumulative activity of agencies funded for this project.

Overall Activity – All Agencies Overtime Enforcement Hours 12,974.47

- 544 OWI Arrests – Alcohol
- 669 OWI Tested – No Arrests
- 124 OWI Arrests – Drugs
- 122 DRE Call Outs (GTSB Stop Only)
- 156 OWI Drug Tested – No Arrest
- 80 Underage Possession (Traffic Only)
- 200 Open Container
- 11 Zero Tolerance (.02%) Violations

Efforts by these agencies contributed to the targets listed in the Highway Safety Plan through the enforcement and education of laws related to traffic safety which helps to promote positive driving behaviors. The overtime efforts worked by these agencies focused on impaired driving. During FFY 2023, twelve ARIDE classes were held with 271 officers and seven prosecutors trained. In November 2022, DRE officers worked with the Iowa Attorney General's Office and the State Traffic Safety Resource Prosecutor (TSRP) to provide a one-day ARIDE class along with an alcohol workshop at the Prosecuting Attorney's Training Conference. 165 prosecutors were in attendance. This project contributed to the targets listed in the Highway Safety Plan as ARIDE training addresses the gap in training between the Standardized Field Sobriety Testing (SFST) and the Drug Evaluation and Classification (DEC)/Drug Recognition Expert (DRE) certification. The program provides officers with general knowledge related to drug impairment. A significant component of ARIDE training is the required student demonstration of the SFST proficiency requirements.

256 students were taught SFST in the Basic Academy Class in 2023. 25 students received the SFST Instructor training. Law enforcement officers were also taught the OWI Wet Lab, OWI Scenarios and Report Writing, OWI Detection and SFST Certification, OWI Enforcement Techniques, SFST Instructor Certification Course, SFST Instructor Re-Certification Course, OWI Refresher Course in the Basic Academy.

The GTSB developed the following target:

- Reduce the number of alcohol-impaired driving fatalities 3.47% from the 2017-2021 average of 103.6 to a 2022-2026 average of 100 by December 31, 2026.

Strategies to reach the target:

- Through the administration of Section 402 and 405d funds, support overtime enforcement and educational efforts
- Through the administration of Section 402 and 405d funds, provide funding for the purchase of GTSB approved equipment
- Continue ARIDE training throughout the state
- Continue to support the certification of a minimum of 14 officers annually as Drug DREs
- Participate in NHTSA Regional enforcement activities focused on impaired driving/420 events
- Provide funding to support the state's TSRP
- Provide funding to support efforts of the Criminalistics Laboratory which pertain to impaired driving.
- Provide funding to support law enforcement training efforts through the Iowa Law Enforcement Academy (ILEA)
- Continue to review and implement recommendations identified from the 2022 Impaired Driving Assessment
- Maintain an Impaired Driving Task Force and create an Impaired Driving Strategic Plan

Publicizing High Visibility Enforcement:

GTSB works with a media partner to publicize NHTSA's impaired driving high visibility enforcement waves in December and August through September. GTSB also funds campaigns in April, June, and July to warn drivers about the consequences of driving impaired.

Enforcement messages educate and serve as a deterrent. GTSB uses a combination of digital marketing, radio, and TV to reach at risk demographics. Based on an intensive market research project, GTSB launched a new multi-media campaign, "No One's a Good (Unsafe, Drunk, High, Reckless, Distracted) Driver", in 2024. These PSAs are available to traffic safety advocates.

In addition to paid media campaigns, GTSB sends a press release to media outlets statewide before each project. Interview requests are fielded by experts in the highway safety office or by law enforcement partners.

Prosecution:

Iowa's TSRP provided various training opportunities for prosecutors, law enforcement officers (including DREs, SFST instructors, and ARIDE instructors) and consulted regularly with law enforcement officers, prosecutors, attorneys, and state agencies. Iowa's TSRP stays closely connected to law enforcement and prosecutors and his engagements build strong, trusted relationships.

The TSRP assisted in the coordination of a one-day training "Understanding Chemical Impairment – From Recognition through Prosecution" at the 2022 Iowa County Attorney's Conference. This training was attended by approximately 165 prosecutors.

The TSRP also helped facilitate the County Attorneys Fall and Spring Conferences and Iowa Acts of Interest to Law Enforcement Workshops which were attended by approximately 356 prosecutors. Throughout the year, approximately 1,200 law enforcement officers received instruction provided by the TSRP at various workshops and courses focusing on impaired driver detection, apprehension, implied consent, report writing, and testimony preparation. Various other presentations were made to law enforcement groups at the request of the GTSB and Iowa Law Enforcement Academy staff. These topics included OWI case law updates, search warrant issues, warrantless searches, distracted driving, trial preparation, courtroom testimony, defending the SFSTs, officer observations against defense attacks, the court process, constitutional issues, statutory phone call rights, independent testing, and OWI enforcement issues. The TSRP will continue to offer these services to prosecutors and law enforcement officers.

The TSRP prepares, updates, and distributes quarterly advisory bulletins which provides information on court decisions and/or legislation impacting OWI or implied consent laws. The TSRP also attends the TSRP National Conference.

Adjudication:

The GTSB will continue to build relationships with the Judicial System. The Judicial Branch has established two new impaired driving specialty courts in the state.

The GTSB is in the second year of funding for a State Judicial Outreach Liaison (SJOL). The program is through a cooperative agreement between NHTSA and the American Bar Association (ABA) to support the creation of new SJOL positions. The SJOL will be utilized to educate judges through peer-to-peer interactions and will be an asset in the continued efforts to build relationships with the Judicial System. The GTSB also utilizes the Regional JOL to continue to build these relationships.

Throughout fiscal year, the Judicial Education & Development team, along with support from the Human Resources team, maintained the traffic safety bench book on a secure internal site (Judicial Insider). The Judges Traffic Law Bench Book was continuously developed and maintained to ensure the safe administration of municipal infractions and criminal infractions related to traffic safety. The Judges Traffic Safety bench book, made accessible to all Iowa judicial officers will continue to maintain traffic and legal resources within the bench book, evaluate the usage and utility of the resource, and continually seek new strategies for making the information more accessible. During FFY 2023 the bench book had 5,155 hits and 1,062 unique users.

Administrative Sanctions and Driver Licensing Programs:

Iowa Code 321J governs the penalties associated with impaired driving in the State. In Iowa, impairment is defined as a blood alcohol concentration (BAC) of 0.08 for adults age 21 and older operating a private vehicle, 0.04 for operators of a commercial motor vehicle, and 0.02 for those under the age of 21.

Iowa's implied consent law means that any person who operates a motor vehicle in the State agrees to have a blood, breath, and/or urine test performed to determine alcohol level or presence of drugs, whenever a law enforcement officer has reasonable grounds to believe the person is operating a motor vehicle while under the influence.

A motor vehicle operator receiving an operating while intoxicated (OWI) violation in Iowa will need to complete the following actions before their driver license can be reinstated. In some cases, additional penalties/requirements may be imposed by the court system and/or by the Iowa Department of Transportation (Iowa DOT).

- Complete a substance abuse evaluation and follow any treatment recommendations
- Successfully complete a State-approved drinking driver education program through an approved provider (\$180 fee applies)
- Pay any civil penalties, reinstatement fees, and/or pass any examinations as required by the court system and the Iowa DOT

Administrative sanctions are usually posted to the driver record prior to adjudication of OWI through the court system. Impaired driving convictions stay on the driver record for 12 years. To determine the number of previous impaired driving offenses on a driver's record, a periodic snapshot of the driver record must be archived to accurately account for expungements. Driver license records are available to the judiciary and law enforcement through electronic queries. Iowa's ignition interlock law went into effect on July 1, 2018. For any driver to operate a vehicle during an administrative suspension period, the driver must install an ignition interlock device for a minimum of six months. With the passage of recent legislation, the State's ignition interlock program now has a compliance-based removal component requiring a user to maintain a certain period of sober driving before completing the program.

Communications Program

Impaired driving prevention messaging is essential to any road safety communication plan. Iowa offers communication resources, in English and Spanish, for year-round social norming and during enforcement waves. The goal of these campaigns is to educate the public about the consequences of impaired driving and deter this deadly behavior. The GTSB authorizes over \$375,000 annually for an impaired driving communication program.

GTSB employs a Media and Communications Specialist who aids in executing the communication program. This person has expertise in digital marketing, public relations, website development, and content creation. The Media and Communications Specialist works closely with GTSB's media partner to execute paid impaired driving campaigns using a strategic mix of mediums targeting key demographics. This person also emails a bulletin to GTSB partners before enforcement waves. Bulletins include a media release highlighting impaired driving data and available PSAs. GTSB encourages partners to use these assets to educate and create awareness in their communities.

Based on an intensive market research project, GTSB launched a new multi-media campaign, "No One's a Good (Unsafe, Drunk, Impaired, Risky, Distracted) Driver", in 2024. Tactics used to launch this campaign included: digital marketing, TV, and billboards. In 2024, GTSB also invested \$40,000 to refresh Drive Smart Iowa, GTSB's vanity website, which serves as a tool to disseminate traffic safety education and assets. The goal is to modernize the platform to allow for easy and rapid updates and learn more about the audience through analytics.



Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

Screening and Assessment

Delivery of OWI evaluation services are conducted by substance use disorder treatment providers who are required by law to be licensed by the Iowa Department of Health and Human Services (HHS), Division of Behavioral Health. The licensing process allows for continuous regulatory oversight and periodic evaluation of the treatment provider's performance through HHS licensure inspections.

An OWI evaluation consists of an addictive disorder professional assessing the offender by utilizing The American Society of Addiction Medicine Criteria (The ASAM Criteria). If the evaluator determines that the offender meets The ASAM Criteria for a substance use disorder licensed level of care, the evaluator will provide the offender with treatment recommendations and referrals at a licensed substance use disorder treatment facility.

Criminal Justice

The Motor Vehicle Division (MVD) serves as the hub for insuring offender compliance of the evaluation and treatment requirements through its oversight of driver licensing. Reinstatement of driving privileges cannot occur until the treatment provider and the IID provider certify to the MVD that the offender has complied with court sentence conditions related to treatment and monitoring.

Medical and Health Care

Iowa health care providers, substance use treatment providers, and the Iowa National Guard are working together to help Iowans who may be at risk for excessive alcohol and substance use. The program is called Screening, Brief Intervention and Referral to Treatment (SBIRT) process and continues across the State in most clinics and healthcare environments, and reportedly in most criminal justice settings.



Systems are in place statewide to carry out compliance with evaluation and treatment requirements, including probation, treatment providers, MVD records and data, in-house court supervision, and private contracted supervision. Probation is administered by the Department of Corrections for felony offenders, but supervision of misdemeanor sentence conditions is not uniform across the State and is not probation in the traditional sense. Contract providers conducting sentence supervision might include treatment providers, United Way agencies, or local law enforcement. Accountability of misdemeanor sentence compliance is diminished by the lack of uniformity.

Most trauma centers pull data on every Emergency Medical Services (EMS) run if there is alcohol or other drug involvement, and provide universal screening when patients arrive under the influence. The State requires centers to screen at least 80 percent. Where possible, social workers provide a brief intervention and present the person with treatment options. All trauma centers submit data to the State, and the State reports annually on what is happening with trauma centers across Iowa. Trauma centers do not report impaired individuals to law enforcement. In cases of fatalities and when suspects are unable to give informed consent, law enforcement must contact the Medical Examiner's office for personnel to obtain the necessary specimens for evidence in impaired driving cases.

Treatment and Rehabilitation

Substance use disorder treatment services are regulated through the Iowa Department of Health and Human Services (HHS) Division of Behavioral Health. HSS has responsibility for enforcing the rules for OWI evaluation and substance use disorder treatment programs. There are approximately 100 licensed substance use disorder treatment programs that provide OWI evaluation and treatment services. The treatment services range from outpatient to inpatient hospital services.

Following the offender's completion of treatment recommendations, the treatment provider provides official completion notification to the Iowa Department of Transportation and/or the courts. Offenders are supposed to have an evaluation before sentencing, but this is not enforced, causing judges to order evaluations within a given period of time post-sentence.

Monitoring Impaired Drivers

The toxicology section of the Iowa Division of Criminal Investigation (DCI) Criminalistics Laboratory completed 5,147 lab reports during the most recent fiscal year. 1,004 blood cases were closed, 1,741 urine cases were closed, and 29 cases were closed that had both blood/urine samples submitted. The average assignment turnaround time as 19.52 days. No samples were sent from the DCI laboratory to outside agencies during the fiscal year, thus improving the timely analysis and comprehensive test offerings for drugs in blood.

Blood cannabinoids and Urine d8-THC Carboxy methods were validated during the year. This added additional drugs the lab could identify. 171 DataMasters were certified during the fiscal year with approximately 293 officers being trained on the toxicology testing and certified on the DataMaster DMT. The Breath Alcohol and Toxicology staff testified approximately 45 times during the fiscal year. Laboratory staff also participated in traffic safety training to include the Society of Forensic Toxicologists Conference, Borkenstein School on the Pharmacology of Alcohol, and the GTSB Annual Governor's Highway Traffic Safety Conference.



Program Evaluation and Data

The state of Iowa utilizes crash data as the foundation for highway safety programming. Iowa's traffic records are constantly being improved in the areas of accuracy, completeness, timeliness, uniformity, accessibility, and integration. Accurate and complete data helps enforcement agencies identify problematic areas to deploy resources. On-going enforcement programs are implemented through the state with the common goal to change driving behaviors to ultimately reduce fatalities and serious injuries. Through the application process, all law enforcement agencies are required to submit data in support of their application for impaired driving, speeding, and occupant protection. If agencies have identified other traffic safety areas of concern, such as distracted driving, data would also be required to support their application. Agencies requesting overtime funds are required to conduct planned enforcement activities at high-risk times and locations. Agencies were encouraged to use the Iowa Crash Analysis Tool (ICAT), <http://icat.iowadot.gov>, as a resource for crash data. ICAT provides crash details to include driver and vehicle information, injuries, crash locations, and road/environmental information. The tool provides timely crash data. ICAT continues to be modified for user needs, including a recently released dashboard application. Law enforcement agencies requiring additional assistance with gathering and analyzing data were encouraged to contact their GTSB Program Administrator, the Iowa Department of Transportation, or In-Trans/ITSDS at Iowa State University.

Traffic enforcement plans include targets consistent with those identified in the Highway Safety Plan and correlated with the strategies within the State Strategic Highway Safety Plan. High Visibility Enforcement Section 402 and 405d funding supported high visibility enforcement efforts throughout the year. Agencies were encouraged to utilize data to help identify problematic times and locations for their enforcement deployment. The Iowa State Patrol (ISP) continues to utilize and enhance a dashboard developed by In-Trans/ITSDS to overlay ISP enforcement activities and crash data. This tool is beneficial for the ISP for GTSB-supported overtime enforcement projects. Special Traffic Enforcement Program (sTEP) During FFY 2023, 10 sTEP waves were planned and executed. Waves corresponded with national mobilization periods for "Click It or Ticket" and "Drive Sober or Get Pulled Over". The additional waves coincided with special enforcement periods identified by the International Association of Chiefs of Police (IACP) Crash Awareness and Reduction Effort (CARE) initiative. CARE serves to increase officer presence on interstates and highways during high crash periods. The GTSB will continue this initiative during FFY 2024.

The GTSB understands data to be a critical component to identifying traffic safety problems throughout Iowa. Data are considered the foundation for the development of performance measures and to evaluate programs; therefore, data must be timely and accurate. Efforts to improve state traffic records are continuous and are coordinated through the Statewide Traffic Records Coordinating Committee (STRCC). Iowa's traffic records system is one source of information used for highway safety planning. Other sources include statewide surveys and NHTSA data and publications.

The FFY 2022 target to reduce alcohol-impaired driving fatalities 1.08% from the 2015-2019 average of 93 to 92 (2018-2022 average) was not achieved. The 2018-2022 5-year moving average was 99. Iowa does not test all drivers for impairment in fatal crashes. As such, estimates of alcohol-impaired driving are generated using BAC values reported to NHTSA's Fatality Analysis Reporting System (FARS) and BAC values are imputed when they are not reported. Since the target was not met, the following adjustments are being made to address impairment.

- Continue to build relationships with the Judicial System Through the State and Regional JOL
- The state will continue to address recommendations from the 2022 Impaired Driving Assessment.
- Support a new project with the Iowa Restaurant Association to conduct responsible alcohol server training.
- The GTSB will plan and hold regularly scheduled Impaired Driving Task Force meetings and will implement the required Impaired Driving Strategic Plan to correlate with NHTSA Uniform Guideline #8.
- The GTSB will continue to address the ever-growing need to increase the number of DREs in Iowa from 126 to 150 to combat the rising number of drivers under the influence of drugs other than alcohol or a combination of alcohol and another drug.
- The GTSB will continue to review the results of the Driver Behavior and Attitude Survey specific to impaired driving and will consider the results for programming adjustments.

Iowa Impaired Driving Task Force

In February 2016, the Bureau Chief of the Iowa Governor's Traffic Safety Bureau (GTSB) formed the Iowa Impaired Driving Coalition. The Coalition was formed to address the growing percentage of fatalities associated with impaired driving. The coalition, which was composed of a diverse representation of stakeholders, recognized the need to address impairments of all kinds and understood that impaired driving is a statewide problem requiring many strategies to make progress. With that understanding, the coalition developed the Iowa Statewide Impaired Driving Plan in September 2016, which was a comprehensive plan identifying strategies to reduce impaired driving fatalities within the State. Unfortunately, the Coalition was dissolved following the retirement of a key staff member of the GTSB that facilitated the Coalition.

During FFY 2022, the GTSB formed the Impaired Driving Task Force. The Task Force Members serve at the pleasure of the Bureau Chief of the GTSB. The members are representative of the organizations as required to ensure compliance with the Bipartisan Infrastructure Act. It is the responsibility of the Task Force to develop and approve the Iowa Impaired Driving Strategic Plan following the latest version of Guideline #8. The plan addresses the complex strategies to reduce alcohol and other drug impaired driving fatalities and serious injuries in the State. The Task Force plans to meet quarterly to implement the Strategic Plan.

On June 19, 2024, the Impaired Driving Task Force met at the Governor's Traffic Safety Bureau office at 215 E. 7th St. in Des Moines, Iowa and approved the 2024 Impaired Driving Strategic Plan.

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National Priority Program Grant Application 405f Motorcyclist Safety

Qualification Criteria

The State of Iowa qualifies for Section 405f funding through Motorcycle Riding Training Course and Use of Fees Collected from Motorcyclists for Motorcycle Programs.

Motorcycle Riding Training Course

The designated state authority over motorcyclist safety issues is:

The Iowa Department of Transportation
Vania Boyd, Driver Education Manager
6310 SE Convenience Boulevard
Ankeny, Iowa 50021

The Iowa Department of Transportation has adopted the Motorcycle Safety Foundation Basic Rider Course curricula.

The following is a list of counties where motorcycle training courses will be conducted in FFY2025 and the number of registered motorcycles in each county according to official state motor vehicle records. The State is offering at least one motorcycle rider training course in counties that collectively account for a majority of the State's registered motorcycles.

Motorcycle Registrations-1/1/2023-12-31-2023 /FFY 2025 Projected Motorcycle Rider Education Courses		
County	Count	Course Location
Adair	452	
Adams	283	
Allamakee	716	
Appanoose	694	
Audubon	374	
Benton	1538	
Black Hawk	5380	Waterloo (2)
Boone	1687	Ogden
Bremer	1276	
Buchanan	1084	
Buena Vista	928	
Butler	1014	
Calhoun	649	
Carroll	941	
Cass	896	
Cedar	1062	
Cerro Gordo	2428	
Cherokee	760	Cherokee
Chickasaw	708	

Clarke	430	
Clay	1043	Spencer
Clayton	1056	
Clinton	2416	Clinton (2)
Crawford	761	
Dallas	3288	
Davis	381	
Decatur	353	
Delaware	984	
Des Moines	2150	West Burlington
Dickinson	1201	Spirit Lake
Dubuque	4123	Peosta
Emmet	633	
Fayette	1103	
Floyd	1007	
Franklin	564	Hampton
Fremont	426	
Greene	566	
Grundy	726	
Guthrie	644	
Hamilton	879	
Hancock	838	
Hardin	1032	
Harrison	986	
Henry	1167	
Howard	536	
Humboldt	779	
Ida	440	
Iowa	939	
Jackson	1171	
Jasper	2438	
Jefferson	796	
Johnson	4243	North Liberty, Iowa City, Coralville
Jones	1145	
Keokuk	593	Pekin
Kossuth	1040	Algona
Lee	2014	
Linn	9096	Cedar Rapids
Louisa	587	
Lucas	509	
Lyon	703	

Madison	947	
Mahaska	1328	
Marion	1749	
Marshall	1790	Marshalltown (2)
Mills	886	Pacific Junction
Mitchell	659	
Monona	678	
Monroe	372	
Montgomery	559	
Muscatine	2271	Muscatine
Obrien	946	Sheldon
Osceola	471	
Page	828	
Palo Alto	558	
Plymouth	1568	
Pocahontas	554	
Polk	16502	Des Moines, Ankeny
Pottawattamie	5064	Council Bluffs
Poweshiek	946	
Ringgold	237	
Sac	640	
Scott	6530	Davenport
Shelby	814	
Sioux	1863	
Story	3215	
Tama	858	
Taylor	336	
Union	827	Creston
Unknown	336	
Van Buren	431	
Wapello	1878	Ottumwa
Warren	2539	
Washington	1202	
Wayne	301	
Webster	2370	Fort Dodge
Winnebago	652	Forest City
Winneshiek	799	Calmar
Woodbury	4653	Sioux City
Worth	542	
Wright	769	

Total	149,124	
Half of Total	74,562	
Training Counties-Majority Met	79,464	

Use of Fees Collected From Motorcyclists for Motorcycle Programs

Iowa Administrative Code, [Chapter 635.5\(321\)](#) is the law requiring fees collected by the state from motorcyclists to be used for motorcycle training and safety programs.

Three specific Iowa Code citations [321.179](#), [321.145\(2\)\(b\)\(2\)](#), and [321.180B\(5\)](#), explain in further detail how motorcycle rider education funds are utilized in the State of Iowa.

Certifications and Assurances

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: 2025

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.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.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**);
- 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) ^[1] 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. The NHTSA website (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

Stephan K. Bayens

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Date: 2024.08.01 07:00:03 -05'00'

8/1/24

Signature Governor's Representative for Highway Safety

Date

Stephan Bayens, Commissioner, Department of Public Safety

Printed name of Governor's Representative for Highway Safety

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: 2025

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.



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 113 (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 119 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Page 120-126 (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 Page 120-121 (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.

○ *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.

○ *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:
- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
 - Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);
 - The name and title of the State's designated occupant protection coordinator is _____.
 - 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 127-130

☒ **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 ~~8/1/24~~ 6/19/24 (date). Specifically:

- Annual grant application at _____ (location)
Page 156 of the AGA, page 21 of the Impaired Driving Strategic Plan describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location)
Page 156 of the AGA, page 21 of the Impaired Driving Strategic Plan contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location)
Page 134 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.

○ *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.

○ *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 _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citation(s):*

[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 _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citation(s):*

- ☐ *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.
- *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.
- *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 Vania Boyd, Driver Education Manager, Iowa DOT
- 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 Page 160
(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 _____.
- 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 _____ (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 _____ (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):

<https://www.legis.iowa.gov/docs/iac/rule/761.635.5.pdf>

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):

<https://www.legis.iowa.gov/docs/code/321.179.pdf>, <https://www.legis.iowa.gov/docs/code/2020/321.145.pdf>, <https://www.legis.iowa.gov/DOCS/IACODE/2001/321/180B.html>

☐ 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](#)

Stephan K. Bayens

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Date: 2024.08.01 07:00:27 -05'00'

8/1/24

Signature Governor's Representative for Highway Safety

Date

Stephan Bayens, Commissioner, Department of Public Safety

Printed name of Governor's Representative for Highway Safety