

eCVSP

IOWA

Commercial Vehicle Safety Plan

**Federal Motor Carrier Safety Administration's
Motor Carrier Safety Assistance Program**

Fiscal Years 2022 - 2024

Date of Approval: August 10, 2022

FINAL CVSP



**U.S. Department of Transportation
Federal Motor Carrier Safety Administration**

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.209](#), [350.211](#) and [350.213](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan or annual update each year to receive MCSAP funds.

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview (FY 2022 - 2024)
- Part 2: Crash Reduction and National Program Elements (FY 2022 - 2024)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2022 - 2024)
- Part 4: Financial Information (FY 2022)
- Part 5: Certifications and Documents (FY 2022)

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit a 3-year plan or an Annual Update to a 3-year plan. As used within the eCVSP, the term 'State' means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

REMINDERS FOR FY 2022:

Multi-Year plans—All States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans—States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate any updates for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If Yes is indicated selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. (Note: Trend Analysis information that supports your current activities is not editable.) Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "No" is selected, then no information in this section will be editable and the user should move forward to the next section.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2021 plans. States must carefully review and update this information to reflect FY 2022 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2022 update). Include descriptions of the changes to your program, including how data tables were modified.
- The Trend Analysis areas in each section are only open for editing in Year 1 of a three-year plan. This data is not editable in Years 2 and 3.

Personally Identifiable Information - PII is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational

records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Part 1 Section 2 - Mission/Goal Statement**Instructions:**

Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.

NOTE: *Please do not include information on any other FMCSA grant activities or expenses in the CVSP.*

The State of Iowa is committed to reducing the number of traffic crashes resulting in injury and loss of life with coordinated enforcement efforts focused on commercial vehicle operators, and other vehicles operating in the vicinity of commercial vehicles.

The Iowa Department of Transportation - Office of Motor Vehicle Enforcement, in partnership with the Iowa Department of Public Safety - Iowa State Patrol, will establish and implement effective roadside driver/vehicle inspection and enforcement, educational outreach and New Entrant and Compliance Review programs.

Through the combined efforts of the agencies involved, the goal of the state is to reduce the Iowa commercial motor vehicle fatality-related rate of 0.21 per one-hundred million VMT (recorded in 2016) to 0.19 or less by September 30, 2022.

Data Source: USDOT/FHWA, Highway Statistics

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

Answer the questions about your grant activities and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. Please do not include activities or expenses associated with any other FMCSA grant program.

Complete the check boxes below if they affirmatively apply to this CVSP:

- Initiatives involving "rural roads" are specifically included in this CVSP.
- The State has voluntarily submitted an annual Training Plan to the National Training Center (NTC).

MOTOR VEHICLE ENFORCEMENT (LEAD AGENCY)

Management of the Office of Motor Vehicle Enforcement (MVE) is centralized at the Iowa DOT Motor Vehicle Division building in Ankeny, Iowa. Due to a space study, MVE could be moving to the Ames complex in the next year.

The MVE team is comprised of 100 full-time positions (98 sworn and 2 civilian) of which 98 are MCSAP Certified and 14 positions are currently vacant. There are an additional 8 MVE staff eligible to retire. Should the eligible number of staff retire, it is expected their positions will be filled with additional new hires resulting in additional costs for training and onboarding. MVE will attempt to hire for the currently vacancies prior to December 31, 2021 with another round of hiring to take place later in FFY2022. Much of the hiring success depends on qualified number of applicants and those who successfully pass the subsequent testing required for their designated position.

Administrative personnel located in the Ankeny Headquarters include the Chief, Assistant Chief, 1 Captain, 2 Lieutenants, MCSAP Manager, Budget/Training Coordinator, and Secretary. The state is divided into six enforcement areas, each supervised by a field Captain. Assigned to the six field enforcement areas are 11 Sergeants and 64 Motor Vehicle Officers. Located strategically across the state are 5 Motor Carrier Investigators and 6 Hazardous Material Specialists.

Iowa DOT's enforcement emphasis is placed on detecting drivers who are operating in violation of traffic laws and HOS rules, unsafe Commercial Motor Vehicles and identifying out-of-service carriers. MCSAP enforcement activities are performed in conjunction with size and weight enforcement activities at 11 fixed-site facilities and while on random patrol in all geographic areas of the state.

IOWA STATE PATROL (SUBRECIPIENT):

Iowa State Patrol administrative staff offices are located in Des Moines, Iowa with MCSAP Troopers located strategically across the state. The Iowa State Patrol MCSAP Program consists of:

1 Captain
 1 Lieutenant
 1 Sergeant
 13 full-time Troopers
 21 part-time Troopers, and
 2 civilian support staff.

Most full-time Troopers are Level II certified and part-time Troopers are Level III certified.

Enforcement emphasis is placed on conducting Level 3 inspections. During these MCSAP activities, ISP works to detect drivers who violate out-of-service orders, seatbelt usage and traffic enforcement.

Part 1 Section 4 - MCSAP Structure

Instructions:

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements—Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	IOWA DEPARTMENT OF TRANSPORTATION - MOTOR VEHICLE ENFORCEMENT
Enter total number of personnel participating in MCSAP activities	100
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	97
Traffic Enforcement Activities	97
Investigations *	5
Public Education and Awareness	25
Data Collection and Reporting	2
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	IOWA DEPARTMENT OF PUBLIC SAFETY - IOWA STATE PATROL
Enter total number of personnel participating in MCSAP activities	39
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	37
Traffic Enforcement Activities	37
Investigations *	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	0
Total # of MCSAP Participating Personnel:	0

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2022 - 2024 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

Note: For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the most recent five fiscal years using the Activity Dashboard on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <https://ai.fmcsa.dot.gov>. A user id and password are required to access this system.

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/objectives.

Part 2 Section 2 - CMV Crash Reduction

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2016 - 2020

Instructions for all tables in this section:

Complete the tables below to document the State’s past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns relate to each other and allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

ALL CMV CRASHES

Select the State’s method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). Other can include injury only or property damage crashes.

Goal measurement as defined by your State: Large Truck Fatal Crashes per 100M VMT

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2019	12/31/2019	70	0.19	0.2090
01/01/2018	12/31/2018	64	0.19	0.1920
01/01/2017	12/31/2017	71	0.19	0.2120
01/01/2016	12/31/2016	72	0.18	0.2160
01/01/2015	12/31/2015	62	0.14	0.1870

MOTORCOACH/PASSENGER CARRIER CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: N/A

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
 The State has not previously identified significant passenger transportation safety problems.

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2020	12/31/2020	1		
01/01/2019	12/31/2019	1		
01/01/2018	12/31/2018	3		
01/01/2017	12/31/2017	4		
01/01/2016	12/31/2016	0		

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

Hazardous material is anything that is listed in the hazardous materials table or that meets the definition of any of the hazard classes as specified by Federal law. The Secretary of Transportation has determined that hazardous materials are those materials capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term hazardous material includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, and all other materials listed in the hazardous materials table.

For the purposes of the table below, HM crashes involve a release/spill of HM that is part of the manifested load. (This does not include fuel spilled from ruptured CMV fuel tanks as a result of the crash).

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g., large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: N/A

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:
 The State has not previously identified significant HM transportation safety problems.

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2020	12/31/2020	1		
01/01/2019	12/31/2019	2		
01/01/2018	12/31/2018	1		
01/01/2017	12/31/2017	2		
01/01/2016	12/31/2016	0		

Enter the data sources and capture dates of the data listed in each of the tables above.

Data Source Table 1: A&I State Level CMV Fatality Rate per 100 million Total Vehicle Miles Traveled data source
 Data Source Table 2: A&I Summary statistics for Buses in Iowa based on the MCMIS data source
 Data Source Table 3: A&I HM statistics for Large Trucks and Buses in Iowa based on the MCMIS data source reports pulled 06/28/2021.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

CMV Crashes - Total VMT in Iowa has remained relatively stable over the last five years leading up to CY 2020.

State Motorcoach/Passenger Fatality Reduction - No goals were established during this time frame. Motor Vehicle Enforcement's Passenger Vehicle Team conducted destination and terminal passenger vehicle inspection checks at locations receiving high passenger vehicle traffic volume to ensure compliance with operating authority, insurance, vehicle driver and occupant regulations.

Measurements for motor coach/passenger fatality rates per 100M VMT includes regulated and non-regulated carriers.

State Hazardous Materials Fatality Reduction - Iowa did not establish a HM fatality goal.

FMCSA A&I CMV Fatality Rate per 100 million Total Vehicle Miles Traveled for 2020 has not been posted to their website at the time of application.

Narrative Overview for FY 2022 - 2024**Instructions:**

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.

Based on CY 2020 fatality crash reports submitted to MCMIS, there have been 1,982 crashes involving commercial vehicles statewide resulting in 71 fatalities and 759 injuries.

Iowa DOT, in conjunction with the Iowa State Patrol, have analyzed crash data to determine where the greatest concentration of injuries and fatal crashes have occurred. In addition, consideration was also given to areas in which increases in the number of crashes have spiked. MVE and ISP will meet on a quarterly basis to analyze the most recent crash statistics available in order to conduct enforcement activities in those targeted areas. The targeted areas will be based on the top ten geographic areas that this data points to. Historically, there's an indication that these areas may include the following counties: Blackhawk, Johnson, Polk, Pottawattamie, Scott, and Sioux.

Targeted counties may change quarterly depending on where safety data suggests MVE/ISP will have the greatest impact. A summary of quarterly efforts will be provided in PPRs submitted to FMCSA.

Enter the data source and capture date:

A & I Crash Statistics for Large Trucks and Buses - CY 2019 - 2021 Data snapshot as of 06/29/2021, including crashes through 01/31/2021

Projected Goal for FY 2022 - 2024:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be shown as 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2022	3
2023	3
2024	3

The State will conduct 30 high crash corridor checks targeting the top ten geographic counties as well as conducting crash corridor checks in high crash and rural areas throughout the State on a quarterly basis. Through the combined efforts of the agencies involved, the goal of the State is to reduce the Iowa crash fatality rate to less than 300 fatalities overall (CMV & Non-CMV combined). Within that construct IA has a goal to reduce the CMV related fatalities from the 71 experienced in 2020 to 68 by the end of FY2022, to 65 by the end of FY2023 and to 62 by then end of FY2024. This represents a total reduction of 3 CMV related fatalities per year. Data Source: USDOT/FHWA, Highway Statistics (annual series); FARS.

Program Activities for FY 2022 - 2024: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

The State will conduct 30 high-crash corridor driver/vehicle inspection projects and traffic enforcement activities within the ten targeted counties and other high crash and rural counties. Events will be conducted at locations to be determined by the supervising field Captain through further analysis of crash location data and field investigation. The project will be conducted during one workday, will be at least 10 hours in duration, and will be staffed by at least three MCSAP certified officers. A minimum of 900 officers' hours will be dedicated to this project with 1,000 of the 27,050 Level III inspections and 1,000 traffic enforcement stops being dedicated to this objective.

MVE resolves to reduce CMV crashes and has a state goal of under 300 fatalities in a calendar year. Crash data shows that following too close and speeding are major contributors to CMV crashes. A Lidar unit with video capabilities would help MVE officers to measure the distance between a CMV and another vehicle.

Per FMCSA's direction, the lead MCSAP agency for the state (MVE) will respond to all CMV crashes in the state that result in a fatality by immediately dispatching a MVE officer(s) trained to conduct Level I inspections and affirm that such inspections will indeed be conducted. MVE will also strongly encourage and support a commitment to deploying MVE officers to other serious non-fatal CMV related crashes as situations may necessitate for appropriate follow-up activity. The collection of this data is paramount to MVE's combined efforts to eliminate future crashes, and as the state's sole provider of CVSA Level I certified law enforcement officers, we recognize that our agency alone cannot fulfill this need. Accordingly, we also affirm a commitment to taking steps to ensure allied law enforcement agencies as well as emergency dispatch centers in the state are aware of our obligations to respond to such events to ensure that our department is immediately notified of all serious CMV crashes.

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).

Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

Fatality crash reports for each of the identified ten counties and other high crash counties will be tracked and monitored as they are received. The number of fatal crashes and the number of deaths for these counties, along with statewide fatal crash and death totals, will be compared with the percentage of gain or loss noted.

The MCSAP Manager will monitor and report on a quarterly basis the number of CMV-related crashes occurring statewide and in the identified ten counties. The results will be reported to the Assistant Chief in charge of field operations and to FMCSA. Crash reduction performance will be evaluated quarterly with a comparison of the number of fatal crashes and deaths in the ten targeted counties to the statewide total numbers. Because of the quarterly evaluation and evidence-based decision making, the identified ten counties can and will change each quarter.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State’s roadside inspection program, and projected goals for FY 2022 - 2024. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Note: *In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.*

Trend Analysis for 2016 - 2020

Inspection Types	2016	2017	2018	2019	2020
Level 1: Full	8719	8275	9026	9289	4296
Level 2: Walk-Around	19124	16514	17937	18949	13269
Level 3: Driver-Only	28500	26465	26612	27824	20385
Level 4: Special Inspections					
Level 5: Vehicle-Only	148	110	90	91	78
Level 6: Radioactive Materials					
Total	56491	51364	53665	56153	38028

Narrative Overview for FY 2022 - 2024

Overview:

Describe components of the State’s general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

Enter a narrative of the State’s overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.

The Iowa DOT Motor Vehicle Enforcement (MVE) is the primary agency responsible for vehicle size and weight on Iowa's highways. MVE has jurisdiction and provides enforcement on all roadways, including interstate, primary, secondary and city streets. Roadway embargoes and bridge weight limits are included in weight enforcement operations. A small number of county and city law enforcement agencies enforce vehicle size and weight within their jurisdictions.

Current staffing consists of 100 full-time positions (98 sworn and 2 civilian) of which 98 are MCSAP certified and 14 positions are currently vacant. MVE anticipates hiring for the vacant positions during FFY 2022. At the time of this application, there are 8 MVE staff eligible for retirement in FFY22. Should any of the eligible individuals vacate their positions, the vacancies previously stated will increase and will add to the already extensive training needs in FFY 2022-2023.

As stated above, MVE training needs will be extensive for FFY 2022-23. Due to the anticipation of hiring 14 new sworn positions and certifying recently hired officers, MVE will need to conduct NAS A and B-side, General HazMat, Cargo Tank, Passenger certification classes. Other necessary training would include Other Bulk Packaging, DIAP, Field Training Officers, Instructional Development, and other MCSAP related training courses allowed by FMCSA. This uptick of fully certified MCSAP officers will enable MVE to meet the CVSP goals and increase our efforts.

Iowa has ten permanent fixed-site scale locations, two of the ten scales have weigh-in-motion technology located on the entrance ramps, and four of the ten scales have TACS, or Tire Anomaly Classification System software incorporated. Each patrol vehicle is assigned 6 to 8 Haenni portable scales, which are used to weigh commercial vehicles in high-volume traffic corridors away from scale site locations, remote rural road areas of the state and on bypass routes near permanent fixed site scale facilities.

Every quarter MVE will hold planning and program effectiveness meetings with MVE, ISP and FMCSA Division staff. The focus of the meetings will be data quality, performance and reasonableness and necessity of activities conducted. MVE will not seek or offer

reimbursement for activities that cannot meet the reasonable and necessary activities for MVE or any subgrantees. While Iowa will not directly or indirectly suggest that any officer shall issue a certain number of violations or citations, outside of extenuating circumstances, Iowa will adhere to a standard that there should be a citation written when a violation is directly observed that could lead or contribute to a disqualification/withdrawal action upon a CMV driver (eg. 383.51 table, 391.15, etc.)

With the pandemic restrictions lessening, Officers have and will continue to return to normal enforcement activities. These activities will continue to be monitored and documented in the performance reports filed quarterly.

MVE plans to allow Officers and Sergeants to participate in planned MCSAP inspection overtime activity. The agency currently anticipates that each Officer and/or Sergeant will be permitted 360 hours each during FY 2022; however overtime activities are capped at \$500,000. Planned overtime will also be utilized for special checks, court time, and special operations to include deploying Sergeants & Officers to out-of-service notification received by the Smartview trailers. Planned overtime will be utilized to meet prescribed inspections goals and special project outputs (e.g. note all planned OT in the CVSP contributes to total outputs outlined in the inspection activity table).

Projected Goals for FY 2022 - 2024

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2022 - 2024. For FY 2022, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit [Part 1, MCSAP Structure](#).

Note: Per the [MCSAP Comprehensive Policy](#), States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

MCSAP Lead Agency

Lead Agency is: IOWA DEPARTMENT OF TRANSPORTATION - MOTOR VEHICLE ENFORCEMENT

Enter the total number of certified personnel in the Lead agency: 95

Projected Goals for FY 2022 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	3700	1000	100	4800	11.17%
Level 2: Walk-Around	9000	2000	50	11050	25.72%
Level 3: Driver-Only	27000		50	27050	62.95%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			70	70	0.16%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Lead Agency	39700	3000	270	42970	

MCSAP subrecipient agency

Complete the following information for each MCSAP subrecipient agency. A separate table must be created for each subrecipient.

IOWA DEPARTMENT OF PUBLIC

Subrecipient is: SAFETY - IOWA STATE PATROL

Enter the total number of certified personnel in this funded agency: 37

Projected Goals for FY 2022 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	0.00%
Level 2: Walk-Around	500			500	6.25%
Level 3: Driver-Only	7500			7500	93.75%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Funded Agencies	8000	0	0	8000	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	0
Enter the total number of inspections projected for FY 2022:	0

Summary

Projected Goals for FY 2022 - Roadside Inspections Summary

Projected Goals for FY 2022 Summary for All Agencies					
MCSAP Lead Agency: IOWA DEPARTMENT OF TRANSPORTATION - MOTOR VEHICLE ENFORCEMENT					
# certified personnel: 95					
Subrecipient Agencies: IOWA DEPARTMENT OF PUBLIC SAFETY - IOWA STATE PATROL					
# certified personnel: 37					
Number of Non-Funded Agencies: 0					
# certified personnel: 0					
# projected inspections: 0					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	3700	1000	100	4800	9.42%
Level 2: Walk-Around	9500	2000	50	11550	22.66%
Level 3: Driver-Only	34500		50	34550	67.78%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			70	70	0.14%
Level 6: Radioactive Materials				0	0.00%
Total MCSAP Lead Agency & Subrecipients	47700	3000	270	50970	

Note: If the minimum numbers for Level 1 and Level 3 inspections are less than described in the [MCSAP Comprehensive Policy](#), briefly explain why the minimum(s) will not be met.

Iowa conducted an analysis of all CMV crashes within the state and observed a clear indication that the number one cause of all crashes, by a wide margin, are moving violations committed by CMV drivers. In order to adequately address the cause of CMV crashes in the state, Iowa must focus on inspections that address driver behavior. Accordingly, MVE will place an emphasis on Level II and III inspections and conduct a lower percentage of Level I inspections than suggested in the MCP. We believe this approach will have the greatest impact on CMV crash reduction in our state.

Note: The table below is created in Year 1. It cannot be edited in Years 2 or 3 and should be used only as a reference when updating your plan in Years 2 and 3.

Projected Goals for FY 2023 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	43000	8000	0	51000
Enter total number of certified personnel	95	37	0	132
Projected Goals for FY 2024 Roadside Inspections				
Enter total number of projected inspections	44000	8000	0	52000
Enter total number of certified personnel	95	37	0	132

Part 2 Section 4 - Investigations

Describe the State’s implementation of FMCSA’s interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won't be displayed.

Trend Analysis for 2016 - 2020

Investigative Types - Interstate	2016	2017	2018	2019	2020
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	13	0
Total Investigations	0	0	0	13	0
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	3	0	1	19

Investigative Types - Intrastate	2016	2017	2018	2019	2020
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	3
Total Investigations	0	0	0	0	3
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	2	0	3	2

Narrative Overview for FY 2022 - 2024

Instructions:

Describe the State’s implementation of FMCSA’s interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort.

Projected Goals for FY 2022 - 2024

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2022 - 2024.

Projected Goals for FY 2022 - 2024 - Investigations						
Investigation Type	FY 2022		FY 2023		FY 2024	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	6	0	6	0	6
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0	0
Total Investigations	0	6	0	6	0	6
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

Add additional information as necessary to describe the carrier investigation estimates.

Iowa did not have a CR Program prior to FFY 2018. Iowa has since trained two part-time CR Investigators with their primary focus on high risk interstate carriers based in Iowa whose operations are primarily intrastate. Both investigators have worked with FMCSA and completed certification. In FFY22, Iowa CR investigators will continue to focus on the Intrastate Priority list in A&I and the intrastate complaint data. Due to one of the CR Investigators retiring in FY22, the goals have been reduced going forward until a new CR Investigator can be hired and trained. The remaining CR investigator will conduct six comprehensive on-site reviews in FY22. While the state has yet to develop an intrastate enforcement program, intrastate reviews conducted in FFY22 may include Federal enforcement actions as warranted.

Program Activities: Describe components of the State’s carrier investigation activities. Include the number of personnel participating in this activity.

Iowa intends to refocus efforts on intrastate carriers during **FFY22-FY24** using A&I and complaint data. On a periodic basis the Special Operations Captain will check the SMS data and assign cases to the compliance review Investigators. The Captain will ensure that Investigators maintain the number of investigations necessary for certification. At the completion of each review the Captain will meet with the Investigator to determine if Federal enforcement action is needed.

During **FFY 22**, Iowa DOT will also perform an analysis to determine what administrative rules and/or legislative changes may be necessary to deploy a compatible Intrastate CR Program. This will require a supervisor to effectively oversee and implement the compliance review program and Investigators.

Carrier & Industry outreach relative to the CR program will be incorporated into the State's ETA program.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.

The Special Operations Captain will partner with FMCSA Iowa Division to manage investigative assignments and will utilize MVE daily reports when monitoring and reviewing investigative activity.

The Special Operations Captain will review all activity for quality, completeness and accuracy on an ongoing basis and will provide work performance, oversight and guidance.

The Special Operations Captain conducts periodic meetings with Investigators for federal updates.

The Grant Manager will track and report relevant statistics related to investigative work completed on a quarterly basis and provide directional oversight and training implementation.

Iowa will meet quarterly with FMCSA Iowa Division and other relevant stakeholders to discuss progress towards deployment of an Intrastate CR Program with enforcement guidelines, standards and processes. The state recognizes the need to adopt 49 CFR 386 to establish a fully compatible review program; however, Iowa DOT notes that the control of adoption lies with legislative members.

Part 2 Section 5 - Traffic Enforcement

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2016 - 2020

Instructions:

Please refer to the [MCSAP Comprehensive Policy](#) for an explanation of FMCSA’s traffic enforcement guidance. Complete the tables below to document the State’s safety performance goals and outcomes over the past five measurement periods.

1. Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).
2. Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.
3. Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2019	09/30/2020	19660	49810
10/01/2018	09/30/2019	25331	65798
10/01/2017	09/30/2018	21642	55257
10/01/2016	09/30/2017	21563	56828
10/01/2015	09/30/2016	24758	65781

The State does not conduct CMV traffic enforcement stops without an inspection. If this box is checked, the “CMV Traffic Enforcement Stops without an Inspection” table is not required to be completed and won’t be displayed.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2019	09/30/2020	1113	232
10/01/2018	09/30/2019	1366	380
10/01/2017	09/30/2018	1705	289
10/01/2016	09/30/2017	2379	555
10/01/2015	09/30/2016	1165	5017

The State does not conduct documented non-CMV traffic enforcement stops and was not reimbursed by the MCSAP grant (or used for State Share or MOE). If this box is checked, the “Non-CMV Traffic Enforcement Stops” table is not required to be completed and won’t be displayed.

Enter the source and capture date of the data listed in the tables above.

Data Source: Per TraCS Ad Hoc report- FY 2015-2019. Number of Citations/Warnings were unable to be accurately captured through FFY 2016 as MVE did not differentiate between CMV vs Non CMV. The enhancement to capture this difference was created and accounts for the difference in FFY2017 to present. Note that the FFY 2016 number of documented CMV TE stops without an inspection cannot be accurately reported as Iowa shifted from a paper-based tracking mechanism to an electronic mechanism during that fiscal year which could not be effectively queried. These statistics are available from FFY 2017 forward. Iowa DOT will continue to report all requested TE elements to FMCSA on a quarterly basis.

Narrative Overview for FY 2022 - 2024**Instructions:**

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

To reduce the number and severity of commercial vehicle-related crashes, Motor Vehicle Enforcement (Lead Agency) and Iowa State Patrol (Subrecipient) will conduct traffic enforcement activities directed toward the drivers of commercial motor vehicles committing dangerous and negligent traffic violations. The number of activities and projects will be tracked with internal reports documenting the number of inspections performed, officer's hours worked, and the number and type of traffic enforcement violations detected. High CMV traffic volume, high CMV crash rate areas, work zones and **rural roads** will be selected for these events.

Motor Vehicle Enforcement (MVE) will conduct traffic enforcement related activities on CMVs while performing an estimated **4,800 Level I, 11,050 Level II, 27,050 Level III and 70 Level V** inspections during day-to-day activities and focused enforcement projects. MVE will conduct **30 crash corridor** projects in the identified high crash rate areas, and will include the 10 counties identified in the Crash Reduction Goal of the State CMV Safety Program Objectives. The high crash corridor projects will involve speed enforcement and other CMV driver-related enforcement activities. The projects will be conducted during one workday, will be at least 10 hours in duration, and will be staffed by at least 3 MCSAP certified officers. A minimum of 900 hours will be dedicated to high crash corridor traffic enforcement projects. The number of projects and resulting performance will be tracked with internal reports.

MVE will conduct a minimum of 30 Level III **special** checks in FFY **2022**. A Level III check will focus on "Driver Only" Level III inspections. Projects will be conducted during one workday, will be at least 10 hours in duration and will be staffed by at least 3 MCSAP certified officers. High CMV traffic volume areas and rural roadways will be selected for these events. A minimum of 900 officer hours will be dedicated to Level III checks.

MVE will conduct a minimum of 30 Area MCSAP checks in FFY **2022**. An Area MCSAP inspection project will focus on Level I inspections in an area not typically receiving Level I activity, such as an area in a rural location or along a **rural road**. The projects will be conducted during one workday, will be at least 10 hours in duration and will be staffed by at least 3 MCSAP certified officers. A minimum of 900 officer hours will be dedicated to the Area MCSAP check.

Iowa State Patrol (ISP) will conduct traffic enforcement related activities on CMVs while performing an estimated 500 Level II and 7,500 Level III inspections during day-to-day activities and focused enforcement projects. ISP will conduct 8 Level III traffic enforcement projects in selected high CMV traffic volume, high CMV crash rate areas, work zones and rural roads. A project will be conducted during 4 workdays, each day at least 8 work hours in duration, and will be staffed by MCSAP certified officers. A minimum of 1,200 officer hours will be dedicated to these 8 ISP projects. The number of activities and projects will be tracked with internal reports.

ISP will conduct high crash corridor Driver/Vehicle Inspection projects and Traffic Enforcement activities within the ten targeted counties. The project will be conducted during one workday. A total of 2,000 hours will be dedicated to overtime projects. Shift extension of four hours or eight hour shifts in duration will be used and will be staffed by MCSAP certified Troopers. All stops will result in CMV inspection with the goal of completing a total of 1,500 inspections. Inspection goals based on 6 inspections per 8 hour shift. Shift included up to 2 hours for contract negotiated breaks periods and travel time to project county.

MVE, through a joint effort with ISP, will conduct 4 traffic enforcement projects. These projects will focus on high CMV traffic volume, crash rate areas, work zones and rural roadways. The projects will be conducted during 2 workdays, will be at least 8 hours in duration, and will be staffed by at least 8 MCSAP certified officers. A minimum of 512 officer hours will be dedicated to these 4 joint projects.

Projected Goals for FY 2022 - 2024

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2022 - 2024. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2014/2015 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2022	FY 2023	FY 2024
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	10000	10000	10000
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	1000	1000	1000
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	1000	1000	1000

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2014 and 2015.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2014/2015 activities.

FY 2022 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2022 Activities	Average 2014/15 Activities
50970	6	672	51648	57670

The sum of your planned FY 2022 safety activities must equal or exceed the average number of 2014/2015 activities. To be reimbursed for non-CMV traffic enforcement activities, update the number of FY 2022 roadside inspections, investigations, and/or new entrant safety audits to reflect the allowable amount.

Describe how the State will report on, measure and monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

Iowa will monitor its traffic enforcement efforts through special check forms completed by the Sergeant and/or an activity report through TraCS. The special checks will be reported to MVE and captured by the MCSAP Manager. The MCSAP Manager will monitor and report on a quarterly basis the actual number of special checks completed and the results of the Officers' efforts.

Part 2 Section 6 - Safety Technology

Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). States must maintain, at a minimum, full PRISM participation. FMCSA defines “fully participating” in PRISM for the purpose of determining eligibility for MCSAP funding, as when a State’s or Territory’s International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and in the Financial Information Part per the method these costs are handled in the State’s accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year’s CVSP, please indicate that in the table below. Additionally, details must be in this section and in your Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core ITD Compliant	No
PRISM	Exceeds Full Participation	No

Available data sources:

- [FMCSA ITD website](#)
- [PRISM Data and Activity Safety Hub \(DASH\) website](#)

Enter the agency name responsible for ITD in the State: Same
Enter the agency name responsible for PRISM in the State: Same

Narrative Overview for FY 2022 - 2024

Problem Statement Narrative and Projected Goal:

If the State’s PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

Iowa is a premier PRISM state in full compliance.

Program Activities for FY 2022 - 2024: Describe any actions that will be taken to implement full participation in PRISM.

N/A

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Iowa will continue to submit quarterly PRISM Action/Withdrawal/Denial Reports on a quarterly basis to FMCSA Iowa Division.

Part 2 Section 7 - Public Education and Outreach

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2016 - 2020

In the table below, provide the number of public education and outreach activities conducted in the past 5 years.

Public Education and Outreach Activities	2016	2017	2018	2019	2020
Carrier Safety Talks	103	111	161	204	85
CMV Safety Belt Education and Outreach	0	1	1	0	0
State Trucking Association Meetings	2	2	2	5	2
State-Sponsored Outreach Events	31	23	32	35	7
Local Educational Safety Events	32	26	25	23	10
Teen Safety Events	14	4	3	1	0

Narrative Overview for FY 2022 - 2024

Performance Objective: To increase the safety awareness of the motoring public, motor carriers and drivers through public education and outreach activities such as safety talks, safety demonstrations, etc.

Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safety initiatives. Include the number of personnel that will be participating in this effort.

With Iowa adopting the "Zero Fatalities" initiative and the transportation industry in Iowa having an expectation of cooperation between Motor Vehicle Enforcement, ongoing outreach is imperative to the success of lowering transportation related deaths. MVE will continue to present educational seminars regarding state and federal regulations to assist the motoring public and industry to achieve compliance and reduce crashes.

MVE partners with motor carriers, passenger carriers, agribusinesses and hazardous material carriers to reach their drivers and employees. MVE Officers also present to other government entities, including law enforcement, civic groups, clubs and associations. **MVE will attempt to establish an anti-masking outreach program to area prosecuting offices where masking is known to occur or have indication that it will occur.**

MVE recognizes that 2022 will be a year of challenges for Industry as the nation works towards National Registry interphase 3 deployment, ELDT go-live, ELD phase 3 implementation and Drug and Alcohol Clearinghouse deployment. MVE will work toward including these new areas of focus along with other safety initiatives to include Human Trafficking, Safety on Rural Roads, Distracted Driving, and other national priorities recognized by FMCSA when working with the public and Industry.

Truckers Against Trafficking awareness training is presented to Motor Carriers, their drivers, and the general public. The Iowa Model includes outreach at truck stops and plazas to make drivers aware of this national trend of our children being transported across state lines for nefarious activity.

MVE will re-evaluate training topics and strategy to maintain educational presence as appropriate.

Projected Goals for FY 2022 - 2024

In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.

			Performance Goals		
Yes	No	Activity Type	FY 2022	FY 2023	FY 2024
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	60	60	60
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	10	10	10
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	5	5	5
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events	0	0	0

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly SF-PPR reports.

MVE will track the number of educational seminars conducted for the motor carrier industry, associations and other interested entities, the number of hours devoted to outreach, and the number of persons in attendance. The number of programs delivered and the number of attendees will be monitored by the MCSAP Manager who will report the information to FMCSA and MVE management on a quarterly basis.

MVE will conduct 77 educational seminars to interested motor carriers, government agencies and civic groups upon request.

In reevaluating past activities with Iowa DOT, MVE will be looking to take steps to ensure outreach happens with purpose among groups with known safety issues to affect accidents and safety. MVE will attempt to conduct 60 number carrier safety talks that will involve more than 1 active motor carrier focusing on regional safety issues. Regarding masking, Captains and Training Sergeants meet individually with their area District Attorney and Prosecutors to inform of masking.

A description of the Activity types are as follows:

Carrier Safety Talks pertains to events where MVE is invited to present information to a carrier/organization related to CMV safe operation.

State Trucking Association Meetings pertains to meetings with Industry carriers, typically at their request or invite, (such as IMTA), driving championships events & planning.

State-Sponsored Outreach pertains to State Fairs, County Fairs, Internet-based content events & planning.

Local Education Safety Events pertains to training for local agencies

Part 2 Section 8 - State Safety Data Quality (SSDQ)

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Safety Data Systems (SSDQ) if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year’s CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State’s accounting system (e.g., contractual costs, other costs, etc.).

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Good	No

Available data sources:

- [FMCSA SSDQ website](#)
- [FMCSA DataQs website](#)

Enter the agency name responsible for Data Quality:

In the table below, use the drop-down menus to indicate the State’s current rating within each of the State Safety Data Quality categories, and the State’s goal for FY 2022 - 2024.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2022	Goal for FY 2023	Goal for FY 2024
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Fair	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.

Data Source: MCMIS data snapshot as of 07/13/2021, including crash records through 06/25/2021.

Narrative Overview for FY 2022 - 2024

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as “Good” in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

In May 2021, Iowa slipped from a 'Good' rating to 'Fair' with 86% of crash records being reported within 90 days, based on records received from March 1, 2020 to February 28, 2021. Based on records reported April 1, 2021 to June 25, 2021, the leading indicator is predicting a very strong, positive upswing of 99%. To ensure the upward trend, and ultimately a 'Good' rating, MVE will set monthly status meetings with the data quality team in an effort to get ahead of negative trends and to assist in overcoming issues regarding volume of work and personnel limitations.

Program Activities FY 2022 - 2024: Describe activities that will be taken to maintain a “Good” overall SSDQ rating. These activities should include all measures listed in the table above. Also, describe program activities to achieve a “Good” rating for all SSDQ measures based upon the Problem Statement Narrative including measurable milestones.

Discussion was made with Driver Identification Services to identify that the appropriate resources and the dedication to the task was made. DIS allocated the manpower to ensure that the data is completed in a timely manner and MVE cross trained an officer to assist with CVRs. Discussions with Motor Vehicle Enforcement, FMCSA and the appropriate DIS staff will continue.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Iowa will continually monitor SSDQ performance metrics with a focus on timeliness and report on these monitoring efforts through each PPR in an effort to ensure all SSDQ ratings stay green.

Regardless of the indicator, meetings and discussions will be ongoing to obtain and maintain a 'Good' rating.

Part 2 Section 9 - New Entrant Safety Audits

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP (49 CFR 350.207.) A State may conduct intrastate New Entrant safety audits at the State’s discretion if the intrastate safety audits do not negatively impact their interstate new entrant program. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

- **Onsite safety audits** are conducted at the carrier’s principal place of business.
- **Offsite safety audit** is a desktop review of a single New Entrant motor carrier’s basic safety management controls and can be conducted from any location other than a motor carrier’s place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.
- **Group audits** are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

Note: A State or a third party may conduct New Entrant safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities.

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input type="radio"/>	<input checked="" type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2016 - 2020

In the table below, provide the number of New Entrant safety audits conducted in the past 5 years.

New Entrant Safety Audits	2016	2017	2018	2019	2020
Interstate	440	514	534	556	720
Intrastate	0	0	0	0	0
Total Audits	440	514	534	556	720

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

Narrative Overview for FY 2022 - 2024

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency:

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website	
Date information retrieved from NEWS Dashboard to complete eCVSP	07/01/2021
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	646
Current Number of Past Dues	11

Program Goal: Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State’s discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

Program Objective: Meet the statutory time limit for processing and completing interstate safety audits of 120 days for Motor Carriers of Passengers and 12 months for all other Motor Carriers.

Projected Goals for FY 2022 - 2024

Summarize projected New Entrant safety audit activities in the table below.

Projected Goals for FY 2022 - 2024 - New Entrant Safety Audits						
Number of Safety Audits/Non-Audit Resolutions	FY 2022		FY 2023		FY 2024	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	30	0	30	0	30	0
# of Safety Audits (Offsite)	641	0	600	0	500	0
# Group Audits	1	0	0	0	0	0
TOTAL Safety Audits	672	0	630	0	530	0
# of Non-Audit Resolutions	100	0	100	0	100	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

Motor Vehicle Enforcement’s Motor Carrier Investigators (MCIs) are assigned to conduct Safety Audits (SAs) on interstate motor carriers. MCIs are uniformed, sworn peace officers who drive fully marked patrol vehicles. They are located across the state and reside within their assigned areas of service. In addition to conducting SAs, they are required to attend quarterly training and maintain CVSA Level I, General Hazardous Material and Cargo Tank Inspection certifications by conducting appropriate number of roadside inspections.

For FFY 2022, MVE proposes to conduct 672 safety audits and upload completed documents to MCMIS within the statutory time frames by utilizing five full-time investigators supervised by the Special Operations Captain. Iowa may conduct group audits for inventory control purposes. Iowa’s current inventory as of 07/01/2021 shows 646 in the total New Entrant pool. Monthly incoming new entrants, on average, range between 28-29 new entrant carriers, resulting in compounding residual audits to be completed to get to goal. At this time, MVE is selecting a goal of 144 per investigator for 3 investigators totaling 432 per year, and 120 per investigator for 2 investigators totaling 240 for the year. Combined, MVE MCI’s will attempt to complete a total of 672 new entrant safety audits.

Activity Plan for FY 2022 - 2024: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

MVE New Entrant Program became fully staffed with a total of 5 investigators during FFY 2019. Two of the five investigators will conduct both Compliance Reviews and Safety Audits.

For FFY 2022, MVE proposes to conduct 30 on-site and 641 off-site safety audits. Completed documents will be uploaded to MCMIS within the statutory time frames.

FFY 2022 will see the cross-trained NE/CR investigators focusing more on intrastate companies for compliance reviews while new entrant safety audits will continue on interstate carriers.

Carrier No-Contact and Audit Refusal information will be entered in MCMIS in a timely manner. Iowa will follow FMCSAs no-contact policy for non-compliant new entrant carriers. Non-audit resolutions will be processed in accordance with FMCSA policies as well.

Educational information is provided to the carrier during the SA. Evidence of activity relevant to potential SA failure or possible federal enforcement activity will be scanned, retained electronically and forwarded to FMCSA investigators upon request.

Performance Measurement Plan: Describe how you will measure progress toward meeting the objective, such as quantifiable and measurable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks to be reported on in the quarterly progress report, or as annual outputs.

The Special Operations Captain assigns New Entrant caseloads and utilizes MVE daily reports and MCMIS monitoring reports in reviewing investigator's activity and non-audit resolutions.

The Special Operations Captain reviews all inspection and audit reports for quality, completeness and accuracy throughout the month and will provide work performance oversight and guidance.

Data collected is based on investigator's daily activity report, which is analyzed by the Program Grant Manager on a monthly basis. The Program Grant Manager tracks, on a monthly basis, the number of SAs, non-audit resolutions per MC Investigator, and prepares and submits billings for reimbursement.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2022 - 2024).

Part 3 Section 1 - Enforcement of Federal OOS Orders during Roadside Activities

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.

Check this box if:

As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal IH or UNSAT/UNFIT OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

Narrative Overview for FY 2022 - 2024

Enter your State's OOS Catch Rate percentage if below 85 percent: 80%

Projected Goals for FY 2022 - 2024: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2022	85
2023	85
2024	85

Iowa's Out-Of-Service catch rate as determined by FMCSA for FY2022 period YTD 10/1/21 through 5/31/22 is at 50% for IH and UNSAT/UNFIT carriers.

Program Activities for FY 2022 - 2024: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

Command and Control software used by Iowa named Mobile Architecture for Communications Handling (MACH) is interfaced with the roadside CMV inspection software in TraCS. MACH includes functionality in which a motor carrier USDOT number is submitted to identify motor carriers with outstanding federal out-of-service orders, enabling the officer to take enforcement action roadside.

A recent trend with missed OOS carriers is not entering in the USDOT number to all available systems. When a USDOT number is not available, officers will research the VIN of the vehicle and place the VIN number into CVIEW system at a minimum, to further research the history of the vehicle. This procedure will also be added as a refresher training course and reviewed quarterly during our joined meetings with Iowa State Patrol.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

MVE has a goal of identifying no less than 85 percent of OOS carriers during roadside inspections. Iowa understands the importance for meeting the 85% catch standard and will review every miss with each and every officer to

determine how the violation was missed. Each quarterly training will contain a component to educate officers on resources available to them to assist in reaching this goal.

MVE's program manager will document, in the quarterly progress report, the out-of-service catch rate and provide an explanation for each missed carrier.

Part 3 Section 2 - Passenger Carrier Enforcement**Instructions:**

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

Part 3 Section 3 - State Specific Objectives – Past
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Instructions:

Describe any State-specific CMV problems that were addressed with FY 2021 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2021 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2021 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2021 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

Activity: Describe State-specific activity conducted from previous year's CVSP.

CMV Safety Improvement Iowa recognizes that there is a correlation between certain high-risk driving behaviors and other poor safety choices made by drivers. For example, drivers who engaged in texting while driving and drivers who choose not to wear seatbelts are exponentially more likely to be involved in severe crashes and sustain serious injury respectively. Iowa will focus special efforts in reducing these high-risk behaviors.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

Iowa intends to work a minimum of 30 high-risk driver behavior traffic enforcement projects spread throughout FFY 2022. MVE will make every effort to partner with other law enforcement agencies while conducted these enforcement projects. MVE will consider the use of innovative enforcement techniques inclusive of cover/unmarked patrol vehicles in identifying high-risk traffic violations.

Actual: Insert year to date progress (#, %, etc., as appropriate).

As of the third quarter, Iowa has only conducted 1 traffic enforcement project due to limitations from the recent COVID-19 pandemic. When conducting normal traffic enforcement projects, MVE officers use covert methods to detect bad driving behavior to include texting while driving, CMVs failing to use hands-free devices, speeding and no seat belt use. Our singular enforcement project was a joint Traffic Enforcement project with the Iowa State Patrol that resulted in 17 inspections and 49 violations for FFY 2021.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Iowa has concluded that unconventional methods of identifying high-risk driving behaviors has served to increase the public's awareness that Law Enforcement officers are working together across agency lines to improve driving behavior. Iowa is not on track this particular year to achieve the goal due to the restrictions put in place during the pandemic.

Part 3 Section 4 - State Specific Objectives – Future**Instructions:**

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2022 - 2024. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

Part 4 - Financial Information

Part 4 Section 1 - Overview

The *Spending Plan* is an explanation of each budget component, and should support the cost estimates for the proposed work. The *Spending Plan* should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The *Spending Plan* must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the *Spending Plan* include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable and necessary ([2 CFR §200.403](#) and [2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable and Necessary** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
 - For example, a Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

Instructions

The *Spending Plan* should include costs for FY 2022 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The *Spending Plan* data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe *Spending Plan* terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. The budget category tables use 85.01 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 14.99 percent in the state share calculation. A State is only required to contribute 14.99 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 14.99 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

The system performs a number of edit checks on *Spending Plan* data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- Calculation of Federal and State Shares

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates an 85.01 percent Federal share and 14.99 percent State share automatically and populates

these values in each line. Federal share is the product of Total Project Costs x 85.01 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share values will not be recalculated by the system and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must insure that Total Project Costs equal Federal share for each line in order to proceed.

- **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

- **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed the FMCSA limit.
- Planned MOE Costs equal or exceed FMCSA limit.
- States' proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' proposed Total Project Costs are within \$5 of \$350,000.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$7,121,884.00	\$374,836.00	\$7,496,720.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,124,508.00
MOE Baseline:	\$642,899.82

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project.

Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.

The percent of each person’s time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

Note: Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer’s time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer’s salary to this project. For more information on this item see [2 CFR §200.430](#).

In the salary column, enter the salary for each position.

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 14.99 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 14.99 percent limitation as provided in the MCP. Any deviation from the 14.99 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,124,508.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Chief	1	70.0000	\$145,000.00	\$101,500.00	\$95,000.00	\$6,500.00	\$0.00
Assistant Chief	1	70.0000	\$115,000.00	\$80,500.00	\$76,475.00	\$4,025.00	\$0.00
Grant Manager	1	70.0000	\$72,528.33	\$50,769.83	\$48,450.34	\$2,319.49	\$0.00
Captain	6	60.0000	\$104,914.03	\$377,690.50	\$358,805.96	\$18,884.54	\$0.00
Special Operations NE Captain	1	60.0000	\$109,754.16	\$65,852.49	\$62,559.87	\$3,292.62	\$0.00
Lieutenant	2	40.0000	\$85,297.67	\$68,238.13	\$64,826.22	\$3,411.91	\$0.00
Sergeant	10	45.0000	\$82,546.61	\$371,459.74	\$352,886.75	\$18,572.99	\$0.00
Training Sergeant	3	50.0000	\$84,140.06	\$126,210.09	\$119,899.59	\$6,310.50	\$0.00
Hazmat Specialist	5	40.0000	\$84,140.06	\$168,280.12	\$159,866.12	\$8,414.00	\$0.00
Motor Carrier Investigator	5	100.0000	\$81,677.00	\$408,385.00	\$347,168.09	\$61,216.91	\$0.00
Officer	63	40.0000	\$68,321.08	\$1,721,691.21	\$1,654,095.66	\$67,595.55	\$0.00
NE Grant Manager	1	25.0000	\$72,528.33	\$18,132.08	\$17,225.48	\$906.60	\$0.00
Secretary 2	1	20.0000	\$46,500.00	\$9,300.00	\$8,835.00	\$465.00	\$0.00
Training Captain	1	60.0000	\$92,554.06	\$55,532.43	\$52,755.81	\$2,776.62	\$0.00
Subtotal: Salary				\$3,623,541.62	\$3,418,849.89	\$204,691.73	\$0.00
Overtime Project Costs							
Sergeant	13	100.0000	\$9,615.39	\$125,000.07	\$118,750.07	\$6,250.00	\$0.00
Officer	63	100.0000	\$5,952.38	\$374,999.94	\$356,249.94	\$18,750.00	\$0.00
Subtotal: Overtime				\$500,000.01	\$475,000.01	\$25,000.00	\$0.00
TOTAL: Personnel				\$4,123,541.63	\$3,893,849.90	\$229,691.73	\$0.00
Accounting Method:	Cash						

Enter a detailed explanation of how the personnel costs were derived and allocated to the MCSAP project.

The Iowa Department of Transportation’s (DOT) Office of Motor Vehicle Enforcement (MVE) and the Iowa Department of Public Safety’s (DPS) Office of Iowa State Patrol (ISP), propose MCSAP program budgets based upon a long-standing sharing agreement that divides the Motor Carrier Safety Assistance Program (MCSAP) allocation by 70 percent DOT and 30 percent DPS. This agreement has effectively utilized available MCSAP funding and has enhanced good stewardship of the money.

MVE uses MCSAP funds to pay officer salaries, expenses, and activities associated with performing MCSAP eligible enforcement and educational efforts. State matching funds are provided for and paid through the operating budgets of the respective agencies. Maintenance of Effort (MOE) obligations are historically met by MVE support operations and may be submitted for reimbursement after reaching the obligation.

As the lead MCSAP agency, the Iowa Department of Transportation supports the MCSAP program by fully funding the \$14,319,226.00 annual operating budget of the Motor Vehicle Enforcement Bureau. Eligible MCSAP expenses are tracked through a payroll accounting system that records employee hours worked and the expenses generated on MCSAP assignments. MOE and state match obligations are met by payment of MCSAP eligible direct expenses, which are not claimed for reimbursement. MCSAP billings for state match and MOE are processed in monthly increments.

PERSONNEL

Full-time positions are based on 2,080 hours of available hours per person/per year. MCSAP reimbursements are based on actual time spent conducting the eligible activity, calculated from bi-weekly payroll time and activity records prepared by the employee. Hourly salary rates represent projected FY 2022 wages. Dedication rates were adjusted based on the limited funds available and actual dedication rates to the program may exceed eCVSP documented % of MCSAP time and will be recorded/monitor for the purposed of MOE tracking.

Personnel costs are utilized to pay salaries of employees working directly on MCSAP-related projects (i.e., conducting inspections, administrative oversight, training, etc.). Listed below is a breakdown of positions and staff involvement in achieving proposed goals and objectives:

Chief

The Chief of Motor Vehicle Enforcement oversees activities and is the Project Manager of the MCSAP Program and spends 70% of the time supervising staff, working with Assistant Chief in setting MCSAP performance goals and attending MCSAP related conferences.

Assistant Chief

The Assistant Chief supervises activities of the project and spends 70% of the time implementing this project, supervising staff and conducting activities to meet the objectives of this project. Activities include: supervising daily operation of staff, through subordinate Captains, for approximately 98 peace officers deployed statewide; setting MCSAP performance goals; working with Captains to chart progress of Officers and Sergeants toward those goals; managing the delivery/operation of federal and state law enforcement programs with a primary focus on commercial vehicles and drivers; resolving problems with high-profile external customers ranging from trucking company owners/safety directors to FMCSA personnel and state representatives and senators; reviewing activity reports for safety belt compliance submitted by field Captains.

MCSAP and New Entrant Manager

The MCSAP Manager is responsible for development of annual Commercial Vehicle Safety Plan and spends 95% of the time implementing this project. MCSAP activities(70%) include: Monitor inspection projection trends; prepare and submit quarterly MCSAP program performance reports to FMCSA; submit monthly billing to Office of Finance for reimbursement, audit subrecipient activity and billings. The MCSAP Manager is also responsible for tracking the New Entrant Program (25%) to include tracking the number of SAs and non-audit resolutions on a monthly basis, preparing and submitting performance quarterly report to FMCSA and submitting monthly billing.

Captain

The Captain oversees activities of the project and spends 60% of the time implementing this project, supervising sergeants and officers and conducting activities to meet the objectives of this project. Activities include: supervising and reviewing daily reports of officers and sergeants to assure uniformity and compliance with department policies and procedures; coordinating MCSAP projects throughout the state and with other law enforcement agencies; inspects and weighs vehicles and drivers for compliance with all state and federal laws; conducts roadside inspections to fulfill MCSAP reporting requirements.

Captain of Special Operations-New Entrant Program

The Captain of Special Operations oversees activities of the project and spends 60% of the time implementing this project supervising staff and conducting activities to meet the objectives of this project. Supervising daily operation of Motor Carrier Investigators located throughout the state. The MCIs are aligned with the New Entrant Program. The Captain's activities related to NE include: assigned NE caseloads, review and monitoring daily activity/inspection/audit reports, conducting on-site visits with MCI staff, and setting up yearly NE training/updates.

Lieutenant

The Lieutenant maintains TraCS software and database for downloading inspections to SAFETYNET and spends 40% of the time implementing this project. Activities include: maintaining SAFETYNET database and conducting roadside inspections to fulfill MCSAP reporting requirements.

Sergeant

The Sergeant assists supervisor with instructing and scheduling Officers and spends 45% of the time implementing this project. Activities include: checking commercial motor vehicles for carrier and driver compliance; conducting inspection surveillance; working on special checks throughout the state; conducting roadside inspections to fulfill MCSAP reporting requirements.

Sergeant -Training

The Sergeant of Training develops, review and updates outreach material and spends 50% of the time implementing this project. Activities include: schedule, coordinate and present outreach training with industry; provide guidance, updates and training to officers and other trainers in issues related to commercial vehicle safety; updates websites, printed and presented materials; conducts roadside inspections to fulfill MCSAP reporting requirements.

Hazardous Material Specialist

The Hazardous Materials Specialist is accountable for the highly specialized responsibilities of inspecting hazardous materials loads for compliance with federal and state laws and spends 40% of the time implementing this project. Other activities include: escorting spent nuclear fuel through Iowa; working with and training other MVE Officers in HM inspections; providing detailed training to members of the HM industry to provide a high level of voluntary compliance; conducts roadside inspections to fulfill MCSAP reporting requirements.

Motor Carrier Investigators

Motor Carrier Investigators are uniformed sworn peace officers who are located across the state and reside within their assigned areas of service. MCIs spend 100% of their time conducting CRs and SAs on interstate motor carriers, CRs, providing educational training and maintaining CVSA Level I, General Hazardous Material, and Cargo Tank Inspection certifications.

Officers

The Officer inspects commercial motor vehicles for compliance, observes drivers for impairment and places unsafe drivers out of service and spends 40% of the time implementing this project. Activities include: conducting roadside inspections to fulfill MCSAP reporting requirements.

Secretary 2

The Secretary 2 is responsible for providing clerical support to Motor Vehicle Enforcement staff and spends 20% of the time implementing this project. Activities include: producing monthly and year-to-date officer reports; working with TraCS dashboard; ordering uniforms and supplies.

Captain - Training

The Captain oversees activities of the project and spends 70% of the time implementing this project, supervising sergeants and conducting activities to meet the objectives of this project. Activities include: development of outreach and education efforts, and supervising sergeants to assure uniformity and compliance with department policies and procedures; coordinating MCSAP projects throughout the state and with other law enforcement agencies; inspects and weighs vehicles and drivers for compliance with all state and federal laws; conducts roadside inspections to fulfill MCSAP reporting requirements.

Overtime

MVE Officers and Sergeants will be working overtime in an effort to meet prescribed inspection goals and special project outputs (e.g. note all planned OT in the CVSP contributes to total outputs outlined in the inspection activity table in Crash Reduction Section, Roadside Inspections Table, and does not represent any additional inspection outputs outside of that table. All TE contacts will be recorded/reported to FMCSA in the PPRs). Chart above reflects amount of funding available to OT eligible MCSAP Staff (Officers and Sergeants) per year. Overtime is paid at 1.5 times the hourly rate. Overtime use will be concentrated on MCSAP activity, to include and total hour usage may fluctuate in accordance with planned activities. Only actual costs will be billed to the MCSAP project. Officers average rate of overtime pay is \$52.90/hour for 63 officers with Sergeants having an average rate of overtime pay at \$58.06/hour. Overtime will be capped at \$500,000 for eligible OT MCSAP staff. Overtime Project Costs table is based at MVE being full staff and to have a placeholder in the event hiring goals are met.

MVE plans to allow Officers and Sergeants to participate in planned MCSAP inspection overtime activity. The agency currently anticipates that each Officer and/or Sergeant will be permitted up to 360 hours each during FFY 2022. Planned overtime will also be utilized for special checks, court time, and special operations to include deploying Sergeants/Officers to Out-Of-Service notifications received by the Smartview trailers. Overtime will be utilized to offset existing FTE caps and tough hiring times. Projects will be based upon real-time data as provided in the InTrans crash assessment tool and will allow MVE to significantly augment current MCSAP levels.

Part 4 Section 3 - Fringe Benefits

Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that use the **accrual basis** of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate. If using an approved rate by the applicant's Federal cognizant agency for indirect costs, a copy of the indirect cost rate agreement must be provided in the "My Documents" section in eCVSP and through grants.gov. For more information on this item see [2 CFR §200.431](#).

Show how the fringe benefit amount is calculated (i.e., actual fringe rate, rate approved by HHS Statewide Cost Allocation or cognizant agency, or an aggregated rate). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

Actual Fringe Rate: a fringe rate approved by your cognizant agency or a fixed rate applied uniformly to each position.

Aggregated Rate: a fringe rate based on actual costs and not a fixed rate (e.g. fringe costs may vary by employee position/classification).

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc. For more information on this item see the [Fringe Benefits Job Aid below](#).

Fringe costs method: Aggregated Rate - documentation added to 'My Documents' to describe rate calculation

Total Project Costs equal the Fringe Benefit Rate x Percentage of Time on MCSAP grant x Base Amount divided by 100.

Fringe Benefit Rate: The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.

Base Amount: The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Traditional MCSAP	43.5800	45.0000	\$3,131,172.05	\$614,054.15	\$600,000.00	\$14,054.15	\$0.00
NE/CR Fringe	43.5800	100.0000	\$492,369.57	\$214,574.65	\$210,000.00	\$4,574.65	\$0.00
TOTAL: Fringe Benefits				\$828,628.80	\$810,000.00	\$18,628.80	\$0.00

Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.

Fringe benefits are calculated with a rate approved by Office of Finance and are included on the FY 2022 Fringe Benefit Additive Rate letter attached (the State has not determined FY 2022 rate at the time of the CVSP preparation). The FY 2022 rate of 43.58 percent is being used as a placeholder pending release of the FY 2023 Fringe Rate. Such rate includes FICA, IPERS, Deferred Compensation plans, and the employer's portion of Health and Life insurance. Only actual costs will be billed.

Base amount is calculated by multiplying total cost of each employee by .4358.

Current budget and billing plans for MC Investigator staff and using actual costs for remaining MVE Staff to meet MOE requirements. MVE may submit billing for other MCSAP staff, if the budget allows, after the MOE requirement is realized.

Part 4 Section 4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, airfare, lodging, meals, transportation, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Routine MCSAP Related Travel	50	10	100.0000	\$58,500.00	\$55,000.00	\$3,500.00	\$0.00
CVSA Annual Conference	3	5	100.0000	\$7,024.00	\$6,674.00	\$350.00	\$0.00
CVSA Workshop	3	5	100.0000	\$6,975.00	\$6,775.00	\$200.00	\$0.00
FMCSA Grant Workshop	3	3	100.0000	\$3,422.00	\$3,250.90	\$171.10	\$0.00
COHMED Conference	3	6	100.0000	\$7,620.00	\$7,500.00	\$120.00	\$0.00
NAIC	1	6	100.0000	\$2,627.00	\$2,500.00	\$127.00	\$0.00
NAS A&B Training	10	10	100.0000	\$11,700.00	\$11,000.00	\$700.00	\$0.00
GHM Training	5	5	100.0000	\$2,925.00	\$2,800.00	\$125.00	\$0.00
CTI Training	5	5	100.0000	\$2,925.00	\$2,700.00	\$225.00	\$0.00
PVI Training	5	3	100.0000	\$1,755.00	\$1,600.00	\$155.00	\$0.00
FTO Certification	5	5	100.0000	\$2,925.00	\$2,800.00	\$125.00	\$0.00
DIAP/MCTC Training	7	3	100.0000	\$2,716.00	\$2,600.00	\$116.00	\$0.00
NE/CR Training Travel	5	10	100.0000	\$5,850.00	\$5,500.00	\$350.00	\$0.00
NE/CR Routine Related Travel	5	25	100.0000	\$14,625.00	\$14,000.00	\$625.00	\$0.00
Other Bulk Packaging	3	5	100.0000	\$2,340.00	\$2,200.00	\$140.00	\$0.00
Data Quality Workshop	2	5	100.0000	\$4,340.00	\$4,200.00	\$140.00	\$0.00
Compliance Rev. Course	1	14	100.0000	\$5,308.47	\$5,200.00	\$108.47	\$0.00
Annual Drug Inter. Conf. MVEI	2	5	100.0000	\$3,028.00	\$3,000.00	\$28.00	\$0.00
FMCSA Cargo Tank	2	2	100.0000	\$234.00	\$200.00	\$34.00	\$0.00
Instructor Development	1	5	100.0000	\$1,205.00	\$1,150.00	\$55.00	\$0.00
TOTAL: Travel				\$148,044.47	\$140,649.90	\$7,394.57	\$0.00

Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.

Travel costs represents necessary travel funds for law enforcement officers to provide adequate coverage within the state. Travel is necessary to patrol, conduct high crash corridor checks within the state, conduct roadside inspections, and other enforcement projects in addition to attending CVSA and other training workshops. Reimbursement is based upon the current State-approved rate/GSA estimates. Actual costs will be billed.

Routine MCSAP-Related Travel:

In-state MCSAP project travel to include: quarterly training; HM quarterly training; special checks, such as Passenger Vehicle Inspection Checks; Farm Progress Shows; FTO for new officers and recruitment efforts such as background checks, and the like. MVE has a staff of 100 but only about half accrue travel costs, estimating here for 50 officers with a \$37/day meal allowance (\$18,500) and \$80/day hotel accommodation (\$40,000) for a total of \$58,500.

Conference Travel (In chronological order):

January 2022: COHMED Conference (5-day conference +1 day travel) in San Diego, California (considered level 4 for state reimbursement purposes) for 3 MVE staff with an average cost per staff member of \$450 airfare (\$1,350), \$65/day meal allowance (\$1,170) and \$200/day hotel accommodation (5 nights = \$3,000) and event registration of \$700 each (\$2,100) for a total of \$7,620.

April 2022: CVSA 5-day Workshop in Bellevue, WA (considered level 4 for state reimbursement purposes) for 3 MVE staff with an average cost per staff member of \$500 airfare (\$1,500), \$65/day meal allowance (\$975), \$200/day hotel accommodation (4 nights = \$2,400) and event registration of \$700 each (\$2,100), for a total of \$6,975.

May 2022 FMCSA 3-day Grant Workshop in St. Louis for 3 MVE staff with an average cost per staff member of \$300 mileage costs for 1 staff (\$300) \$50/day meal allowance (\$450) and \$200/day hotel accommodation (4 nights = \$2,400) and parking fees of \$24.00 (\$72.00) for a total of \$3,422. Travel costs will need to be further considered once location is determined.

August 2022:North American Inspector's Competition in Indianapolis, Indiana (5-day conference, 2 travel days) (considered level 2 for state reimbursement purposes) for 1 MVE officer with an average cost of \$525 airfare/mileage (\$525); \$44/day meal allowance (\$308.00) and \$250/day hotel accommodation (6 nights = \$1,500), \$49 per day parking x 6 nights (\$294) for a total of \$2,627.

August 2022: CVSA Data Quality and FMCSA Systems Workshop (3-day conference, 2 travel days) for 2 attendees with an average cost per attendee of \$450 airfare (\$900), \$44/day meal allowance (\$440) and \$200/day hotel accommodation (4 nights = \$1,600) and event registration of \$700 each (\$1,400) for a line total of \$4,340.

September 2022: The CVSA Annual 5-day Conference will be held in September 2022, in South Dakota (considered level 3 for state reimbursement purposes) for 4 MVE staff with an average cost per staff member of \$51/day meal allowance (\$1224), \$150/day hotel accommodation (4 nights = \$2,400) and event registration at \$700 (\$2,800) \$600 mileage costs for 1 travel with other staff utilizing a state vehicle (\$600) for a total of \$7,024.

Training Travel:

Given the number of current MVE vacancies and the potential number of staff eligible to retire in FFY2022, MVE will respond to training needs throughout the year as staffing dictates. Those needs may result in additional attendees to conferences or an increased number of training/travel expenses incurred.

NAS A&B training for 15 officers with only 10 accruing travel expenses at \$37/day meal allowance (\$3,700) and \$80/day hotel accommodation (\$8,000) for a total of \$11,700.

GHM training for 10 officers and only 5 accruing travel expenses at \$37/day meal allowance (\$925) and \$80/day hotel accommodation (\$2,000) for a total of \$2,925.

CTI Training for 10 officers with only 5 accruing travel expenses a \$37/day meal allowance (\$925) and \$80/day hotel accommodation (\$2,000) for a total of \$2,925.

PVI Training for 15 officers and only 5 accruing travel expenses with a \$37/day meal allowance (\$555) and \$80/day hotel accommodation (\$1,200) for a total of \$1,755.

FTO Certification Training for 5 officers with a \$37/day meal allowance (\$925) and \$80/day hotel accommodation (\$2,000) for a total of \$2,925.

DIAP/MCTC Training for 15, of which we anticipate 7 officers will incur travel costs, officers with a \$37/day meal allowance (3 conference days + 1 travel day = \$1,036) and \$80/day hotel accommodation (3 nights = \$1,680) for a total of \$2,716.

Other Bulk Packaging Training Course (estimate 5-day, 1 travel day), locations for 2022 to be determined, for 3 HM Specialists at \$50/day meal allowance (\$900) and \$96/day hotel accommodation (\$1,440) for a total of \$2,340.

Compliance Review 14-day Course for 1 MVE staff (14 day course with 2 travel days) \$545.76 airfare (\$545.76) with a \$51/day meal allowance (\$816.00), hotel accommodation at \$187 a day for 15 nights (\$2,805), luggage costs of \$60 (\$60), rental car costs of \$886.71 (\$886.71), and parking costs of \$195.00 (\$195.00) for a total of \$5,308.47

Annual Drug Interdiction Conference (MCVI): 5-day conference with 2 travel days for 2 MVE staff with registration costs of \$375 per attendee (\$750), a hotel accommodation for 6 nights @\$138.50 per night (\$1,662), a \$41/day meal allowance (\$616) for a total cost of \$3,028.00.

FMCSA Cargo Tank Seminar location is TBD for 2022. This seminar is a 2-day training with no registration fee. The course teaches cargo tank inspectors about the US DOT HM regulations pertaining to cargo tank testing. Hotel @ \$80/night x 2 attendees = \$160. Meal allowance @ \$37/day x 2 attendees = 74.00. Total \$234.00.

Instructor Development 5-day course for 1 attendee, location TBD. Hotel accommodation @ \$80/night for 4 nights = \$320.00. Meal allowance @ \$37.00/day = 185.00. Registration @ \$700 Total estimated course costs = \$1,205.00.

New Entrant/Compliance Review Travel:

NE/CR Training Travel—Motor Carrier Investigators are required to attend quarterly training and maintain CVSA Level I, General Hazardous Material, and Cargo Tank Inspection certifications by conducting appropriate numbers of roadside inspections. Reimbursement is based upon the current state per diem rate and rules. Training for 5 Motor Carrier Investigators with a \$37/day meal allowance (\$1,850) and \$80/day hotel accommodation (\$4,000) for a total of \$5,850.

NE/CR Routine-Related Travel—Motor Carrier Investigators are assigned to conduct SAs on interstate motor carriers, attend team meetings, etc. They are located across the state and reside within their assigned areas of service. Travel for 5 Motor Carrier Investigators with a \$37/day meal allowance (\$4,625) and \$80/day hotel accommodation (\$10,000) for a total of \$14,625.

Part 4 Section 5 - Equipment

Equipment is tangible or intangible personal property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

- If your State’s equipment capitalization threshold is below \$5,000, check the box below and provide the threshold amount. See [§200.12](#) Capital assets, [§200.20](#) Computing devices, [§200.48](#) General purpose equipment, [§200.58](#) Information technology systems, [§200.89](#) Special purpose equipment, and [§200.94](#) Supplies.

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for \$5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost ([2 CFR §200.436](#) and [2 CFR §200.439](#)). If vehicles or large IT purchases are listed here, the applicant must disclose their agency’s capitalization policy.

Provide a description of the equipment requested. Include the quantity, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP grant.

Total Project Costs equal the Number of Items x Full Cost per Item x Percentage of Time on MCSAP grant.

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Lidar	1	\$5,717.75	40	\$2,287.10	\$2,282.10	\$5.00	\$0.00
TOTAL: Equipment				\$2,287.10	\$2,282.10	\$5.00	\$0.00
Equipment threshold is greater than \$5,000.							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.

MVE is focused on reducing CMV crash fatalities and has adopted Iowa's Zero Fatalities initiative. Two leading contributors to CMV crashes is Following Too Close and speeding. This Lidar unit has the capability to record an event where an officer can measure the distance from a vehicle to a CMV to determine the length of separation between the two vehicles. The unit can also measure the speed of a vehicle traveling on the interstate system. The Lidar unit will be used by MVE Officers dedicated to the MCSAP project. **Percent of time on MCSAP grant is based on past known PARS rate.**

The Lidar unit was priced using Law Enforcement equipment provider websites and will have to be vetted through the state's purchasing procedures.

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also §200.20 Computing devices and §200.33 Equipment.

Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.

Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Uniform	40 1 uniform	\$1,785.00	0.0000	\$0.00	\$0.00	\$0.00	\$71,400.00
MCSAP Inspection Supplies	1 Annual	\$5,000.00	100.0000	\$5,000.00	\$4,900.00	\$100.00	\$0.00
NE-Supplies	1 Annual	\$3,500.00	0.0000	\$0.00	\$0.00	\$0.00	\$3,500.00
NE-Uniform	5 1 uniform	\$200.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,000.00
Ballistic Vests	40 each	\$1,300.00	0.0000	\$0.00	\$0.00	\$0.00	\$52,000.00
Office Supplies	12 Month	\$500.00	0.0000	\$0.00	\$0.00	\$0.00	\$6,000.00
Laptops	10 each	\$1,500.00	0.0000	\$0.00	\$0.00	\$0.00	\$15,000.00
Ammo - 223 REM	60 cases	\$177.45	0.0000	\$0.00	\$0.00	\$0.00	\$10,647.00
Ammo-9mm LUG+P	60 cases	\$344.70	0.0000	\$0.00	\$0.00	\$0.00	\$20,682.00
TOTAL: Supplies				\$5,000.00	\$4,900.00	\$100.00	\$180,229.00

Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.

Uniform MVE sworn staff wear the standard uniform when conducting MCSAP inspections and attending MCSAP training. The uniform price listed here includes a shirt, pant, belt and leather boots. Cost listed is a placeholder based on established contractual costs with an Iowa DOT vendor with actual costs being billed against the grant at the 80% PARS rate.

MCSAP inspection supplies include those tools and items necessary to inspect commercial motor vehicles to include creepers, chocks, soap sticks, bump hats, tint meters, tinted-safety glasses, gloves, and other items required to complete post-crash activities. Billing is at 100% due to supplies being in direct support of MCSAP activities.

NE-Supplies include paper, pens, in-car printer paper, travel printer ink and paper, software and other miscellaneous items used by investigators to perform and support NE related expenses. Supply costs are based on known past expenditures, actual costs will be billed.

NE-Uniform MC Investigators wear the standard uniform as part of their job duties, performing MCSAP inspections, audits and attending MCSAP training. One uniform includes a pair of pants, a shirt, belt and leather boots. Cost listed is a placeholder based on established contractual costs with an Iowa DOT vendor with actual costs being billed against the grant.

Ballistic vests are worn by all sworn officers for part of their standard issued equipment/body armor and must be worn while on duty. These vests are on a 5 year life-cycle. MVE will cycle out old vests at a rate of 30 vests per year @ \$1,300 (\$39,000) per vest plus the additional vests required for any new hires (expected new hires = 10) (\$13,000) for a total of \$52,000.

Office Supplies include paper, postage, pens, in-car printer paper, software and other miscellaneous items used by officers to perform and support traditional MCSAP related expenses. Supply costs are based on known past expenditures. 80% PARS rate is a placeholder based on past expenditures. Only actual costs will be billed.

Laptops are utilized by each officer while on patrol or for use at the scale. The laptops allow officers access to required software and systems necessary to complete MCSAP activities as well as complete submissions of inspections, citations, and memos. This line is being used as a placeholder for the expected cost to provide a laptop to new hires in FY22. MVE is anticipating purchasing 10 laptops at \$1,500 (\$15,000) for 10 new hires.

Ammo - 223 REM & 9mmLUG+p are used by sworn officers for qualification purposes. Officers must qualify once a year to maintain LEO certification. MVE purchases, on average, 60 cases of each type of ammo annually. 60 cases of 223 REM @ 177.45 per case for a total of \$10,647 and 60 cases of 9mm LUG+P at \$344.70 per case for a total of \$20,682.00.

Part 4 Section 7 - Contractual and Subaward

This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#) and [2 CFR §200.330](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

Operations and Maintenance-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Department of Public Safety-Iowa State Patrol	DUNS 808349021	Subrecipient	100.0000	\$2,376,318.00	\$2,257,502.10	\$118,815.90	\$0.00
Description of Services: Roadside Inspections							
TOTAL: Contractual and Subaward				\$2,376,318.00	\$2,257,502.10	\$118,815.90	\$0.00

Enter a detailed explanation of how the contractual and subaward costs were derived and allocated to the MCSAP project.

Per directive from the Governor's Office, 30 percent of the traditional MCSAP formula funding is provided to the Iowa Department of Public Safety, Iowa State Patrol, to execute roadside inspection activities. Iowa State Patrol will participate in coordinated National Emphasis activities with MVE, to include Operation Safe Driver and Road Check.

ISP will file a complete plan including a budget with project narrative with MVE. A quarterly progress performance report will be filed with MVE to monitor performance, data quality and participation with MCSAP activities.

As the lead agency, MVE will have a complete budget, project spending plan and quarterly progress performance reports on file.

Part 4 Section 8 - Other Costs

Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

Operations and Maintenance—*If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.*

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, the cost per unit/item, and the percentage of time dedicated to the MCSAP grant for each Other Cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for \$2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$400.

Total Project Costs equal the Number of Units x Cost per Item x Percentage of Time on MCSAP grant.

Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the “My Documents” area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

- **Cost Basis** — *is the accumulated direct costs (normally either total direct salaries and wages or total direct costs exclusive of any extraordinary or distorting expenditures) used to distribute indirect costs to individual Federal awards. The direct cost base selected should result in each Federal award bearing a fair share of the indirect costs in reasonable relation to the benefits received from the costs.*
- **Approved Rate** — *is the rate in the approved Indirect Cost Rate Agreement.*
- **Eligible Indirect Expenses** — *means after direct costs have been determined and assigned directly to Federal awards and other activities as appropriate. Indirect costs are those remaining to be allocated to benefitted cost objectives. A cost may not be allocated to a Federal award as an indirect cost if any other cost incurred for the same purpose, in like circumstances, has been assigned to a Federal award as a direct cost.*
- **Total Indirect Costs** *equal Approved Rate x Eligible Indirect Expenses divided by 100.*

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
HazMat 49 CFR	90 Yearly	\$24.99	0.0000	\$0.00	\$0.00	\$0.00	\$2,249.10
FMCSR	115 Yearly	\$9.99	0.0000	\$0.00	\$0.00	\$0.00	\$1,148.85
CVSA OOS Criteria	100 Yearly	\$25.00	0.0000	\$0.00	\$0.00	\$0.00	\$2,500.00
CVSA Membership Dues	1 Yearly	\$12,900.00	100.0000	\$12,900.00	\$12,700.00	\$200.00	\$0.00
CVSA Decals	4 Yearly	\$792.00	0.0000	\$0.00	\$0.00	\$0.00	\$3,168.00
Laptop Air Cards	12 Yearly	\$3,802.36	0.0000	\$0.00	\$0.00	\$0.00	\$45,628.32
Vehicle Fleet Costs	614286 miles	\$0.35	0.0000	\$0.00	\$0.00	\$0.00	\$215,000.01
Recruiting & Advertising	2 cycles	\$1,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$2,000.00
Law Enforcement Academy	10 each	\$10,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$100,000.00
Medical Examinations	1 annual	\$15,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$15,000.00
Taser	1 annual	\$25,602.80	0.0000	\$0.00	\$0.00	\$0.00	\$25,602.80
Language Link Translation	1 annual	\$1,026.00	0.0000	\$0.00	\$0.00	\$0.00	\$1,026.00
IT Servers	1 annual	\$40,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$40,000.00
Clear View Software	106 laptop	\$225.00	0.0000	\$0.00	\$0.00	\$0.00	\$23,850.00
TOTAL: Other Costs				\$12,900.00	\$12,700.00	\$200.00	\$477,173.08

Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.

HazMat 49 CFR books are updated yearly and utilized by all officers and MVE staff for a total cost of \$2,249.10 (90 @ \$24.99 ea.).

FMCSR books are updated yearly and utilized by all officers, MVE staff and ISP troopers for a total cost of \$1,148.85 (115 @ \$9.99 ea.).

CVSA OOS Criteria books are updated yearly and utilized by all officers and ISP troopers for a total cost of \$2,500 (100 @ \$25 ea.).

CVSA Membership Dues are paid yearly for a total cost of \$12,900.

CVSA Decals are ordered and assigned to each officer for use while performing inspections. **Decals are ordered based on the projected inspections to be completed per quarter plus anticipated decals used during road check and other special check or special project activities which totals 800 decal sheets per year (@\$3.96 per decal sheet = total cost of \$3,168 per year, or \$792 per quarter.**

Laptop air cards are used to conduct PRISM checks, which total **\$3,802.36/month for MVE**, or total cost of **\$45,628.32**. While there may be some incidental non-MCSAP usage of these devices, the service would not exist aside from the need to utilize it for its primary function, which is performing these PRISM checks. Because the State would otherwise not have these services at all, and the services are so heavily dedicated towards MCSAP usage with only inconsequential non-MCSAP usage, which cannot be reasonably measured or prorated, MVE does not propose to pro-rate these costs commensurate with PARs and will instead bill 100% of actual costs to the grant.

Vehicle fleet costs are generated from the mileage used for the MVE fleet. These miles are compiled for all MCSAP certified staff and multiplied by the percentage of time recorded on each officer's time sheet. Iowa DOT vehicle costs are based on a last known dedication rate/mileage usage and is figured at per mile rate of 0.35. Costs shown are related to MCSAP activity and serve as a placeholder based on past known dedication levels and actual allocable costs will be billed.

Recruiting and Advertising costs are used to purchase social media advertising to notify and recruit for open Officer positions. Recruiting costs will also be attributed to job fairs, booth fees, and the like when attempting to attract and notify new hires of vacant MVE positions. MVE plans to spend around \$750 for two rounds (1,500) of social media blasts to promote hiring throughout the year and has allocated \$500 for job fair/booth costs for a total cost of \$2,000.

Law Enforcement Academy costs are generated from sending new recruits through ILEA, a required 13-week basic training school for Iowa Peace Officers outlined in the Iowa Code. Recruits must be enrolled to be completed one year from hire date. New hires must successfully complete/graduate the academy to continue employment with MVE as a certified Peace Officer. MVE plans to hire 10 new Officers who may or may not require certification. Costs for attending the academy = \$10,000 per cadet x 10 new hires = a total of \$100,000.

Medical Examinations - as part of the hiring process, MVE must complete polygraph testing for new hires \$500 per Officer (\$5,000), physical examinations (\$300 per Officer (\$3,000), and psychological reviews \$350 per Officer (\$3,500) as well as critical incidents for new and existing hires (\$5,000) for a total budgeted amount of \$15,000.

Tasers - There are 98 sworn/uniformed officers in MVE. Each of these members are required to carry a taser as part of their standard issued uniform and is a department-wide purchase. The tasers have a life span of 5 years. We are budgeting for the first invoiced annual cost of \$64,007.00 per year X the last known PARs rate of 40% totals \$25,602.80 for FY22. Only actual costs will be billed.

Language Link costs are generated from inspection officers requiring translation services while on duty. At times, MVE Officers inspect carriers who do not speak English as a first language and this service allows for translation services to be available 24 hours a day, 7 days a week. MVE is only billed for the hours they use, and when requesting services, Officers are required to identify if the stop is a MCSAP stop or a non-MCSAP stop. Grant Manager will then compile all MCSAP eligible billing and count the total amount paid toward MOE. Should MVE incur above the MOE threshold, only actual MCSAP costs will be billed. MVE estimates they will utilize 150 minutes per month @ \$0.57 per minute x 12 months out of the year equals a total of \$1,026.00.

IT Servers maintenance - MVE has 11 field servers and 1 agency server at HQ. Servers are required to store, encrypt and process highly sensitive information. For FY22, MVE has an annual server support cost of \$40,000 to monitor and maintain all 12 MVE servers.

Clear View Software - this software disallows use of the computer while Officers are driving or in pursuit. This software replaces an older, now defunct software company. This software is required to be on every MVE staff's computer. Costs for the software are \$225 per lap x 106 laptops = \$23,850.00.

Part 4 Section 9 - Comprehensive Spending Plan

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$7,121,884.00	\$374,836.00	\$7,496,720.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,124,508.00
MOE Baseline:	\$642,899.82

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Chief	\$95,000.00	\$6,500.00	\$101,500.00	\$0.00
Assistant Chief	\$76,475.00	\$4,025.00	\$80,500.00	\$0.00
Grant Manager	\$48,450.34	\$2,319.49	\$50,769.83	\$0.00
Captain	\$358,805.96	\$18,884.54	\$377,690.50	\$0.00
Special Operations NE Captain	\$62,559.87	\$3,292.62	\$65,852.49	\$0.00
Lieutenant	\$64,826.22	\$3,411.91	\$68,238.13	\$0.00
Sergeant	\$352,886.75	\$18,572.99	\$371,459.74	\$0.00
Training Sergeant	\$119,899.59	\$6,310.50	\$126,210.09	\$0.00
Hazmat Specialist	\$159,866.12	\$8,414.00	\$168,280.12	\$0.00
Motor Carrier Investigator	\$347,168.09	\$61,216.91	\$408,385.00	\$0.00
Officer	\$1,654,095.66	\$67,595.55	\$1,721,691.21	\$0.00
NE Grant Manager	\$17,225.48	\$906.60	\$18,132.08	\$0.00
Secretary 2	\$8,835.00	\$465.00	\$9,300.00	\$0.00
Training Captain	\$52,755.81	\$2,776.62	\$55,532.43	\$0.00
Salary Subtotal	\$3,418,849.89	\$204,691.73	\$3,623,541.62	\$0.00
Sergeant	\$118,750.07	\$6,250.00	\$125,000.07	\$0.00
Officer	\$356,249.94	\$18,750.00	\$374,999.94	\$0.00
Overtime subtotal	\$475,000.01	\$25,000.00	\$500,000.01	\$0.00
Personnel total	\$3,893,849.90	\$229,691.73	\$4,123,541.63	\$0.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Traditional MCSAP	\$600,000.00	\$14,054.15	\$614,054.15	\$0.00
NE/CR Fringe	\$210,000.00	\$4,574.65	\$214,574.65	\$0.00
Fringe Benefits total	\$810,000.00	\$18,628.80	\$828,628.80	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Routine MCSAP Related Travel	\$55,000.00	\$3,500.00	\$58,500.00	\$0.00
CVSA Annual Conference	\$6,674.00	\$350.00	\$7,024.00	\$0.00
CVSA Workshop	\$6,775.00	\$200.00	\$6,975.00	\$0.00
FMCSA Grant Workshop	\$3,250.90	\$171.10	\$3,422.00	\$0.00
COHMED Conference	\$7,500.00	\$120.00	\$7,620.00	\$0.00
NAIC	\$2,500.00	\$127.00	\$2,627.00	\$0.00
NAS A&B Training	\$11,000.00	\$700.00	\$11,700.00	\$0.00
GHM Training	\$2,800.00	\$125.00	\$2,925.00	\$0.00
CTI Training	\$2,700.00	\$225.00	\$2,925.00	\$0.00
PVI Training	\$1,600.00	\$155.00	\$1,755.00	\$0.00
FTO Certification	\$2,800.00	\$125.00	\$2,925.00	\$0.00
DIAP/MCTC Training	\$2,600.00	\$116.00	\$2,716.00	\$0.00
NE/CR Training Travel	\$5,500.00	\$350.00	\$5,850.00	\$0.00
NE/CR Routine Related Travel	\$14,000.00	\$625.00	\$14,625.00	\$0.00
Other Bulk Packaging	\$2,200.00	\$140.00	\$2,340.00	\$0.00
Data Quality Workshop	\$4,200.00	\$140.00	\$4,340.00	\$0.00
Compliance Rev. Course	\$5,200.00	\$108.47	\$5,308.47	\$0.00
Annual Drug Inter. Conf. MVCI	\$3,000.00	\$28.00	\$3,028.00	\$0.00
FMCSA Cargo Tank	\$200.00	\$34.00	\$234.00	\$0.00
Instructor Development	\$1,150.00	\$55.00	\$1,205.00	\$0.00
Travel total	\$140,649.90	\$7,394.57	\$148,044.47	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Lidar	\$2,282.10	\$5.00	\$2,287.10	\$0.00
Equipment total	\$2,282.10	\$5.00	\$2,287.10	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Uniform	\$0.00	\$0.00	\$0.00	\$71,400.00
MCSAP Inspection Supplies	\$4,900.00	\$100.00	\$5,000.00	\$0.00
NE-Supplies	\$0.00	\$0.00	\$0.00	\$3,500.00
NE-Uniform	\$0.00	\$0.00	\$0.00	\$1,000.00
Ballistic Vests	\$0.00	\$0.00	\$0.00	\$52,000.00
Office Supplies	\$0.00	\$0.00	\$0.00	\$6,000.00
Laptops	\$0.00	\$0.00	\$0.00	\$15,000.00
Ammo - 223 REM	\$0.00	\$0.00	\$0.00	\$10,647.00
Ammo-9mm LUG+P	\$0.00	\$0.00	\$0.00	\$20,682.00
Supplies total	\$4,900.00	\$100.00	\$5,000.00	\$180,229.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Department of Public Safety-Iowa State Patrol	\$2,257,502.10	\$118,815.90	\$2,376,318.00	\$0.00
Contractual and Subaward total	\$2,257,502.10	\$118,815.90	\$2,376,318.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
HazMat 49 CFR	\$0.00	\$0.00	\$0.00	\$2,249.10
FMCSR	\$0.00	\$0.00	\$0.00	\$1,148.85
CVSA OOS Criteria	\$0.00	\$0.00	\$0.00	\$2,500.00
CVSA Membership Dues	\$12,700.00	\$200.00	\$12,900.00	\$0.00
CVSA Decals	\$0.00	\$0.00	\$0.00	\$3,168.00
Laptop Air Cards	\$0.00	\$0.00	\$0.00	\$45,628.32
Vehicle Fleet Costs	\$0.00	\$0.00	\$0.00	\$215,000.01
Recruiting & Advertising	\$0.00	\$0.00	\$0.00	\$2,000.00
Law Enforcement Academy	\$0.00	\$0.00	\$0.00	\$100,000.00
Medical Examinations	\$0.00	\$0.00	\$0.00	\$15,000.00
Taser	\$0.00	\$0.00	\$0.00	\$25,602.80
Language Link Translation	\$0.00	\$0.00	\$0.00	\$1,026.00
IT Servers	\$0.00	\$0.00	\$0.00	\$40,000.00
Clear View Software	\$0.00	\$0.00	\$0.00	\$23,850.00
Other Costs total	\$12,700.00	\$200.00	\$12,900.00	\$477,173.08

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$7,121,884.00	\$374,836.00	\$7,496,720.00	\$657,402.08
Total Costs Budgeted	\$7,121,884.00	\$374,836.00	\$7,496,720.00	\$657,402.08

Part 4 Section 10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

- The system will confirm that percentages for Federal and State shares are correct for Total Project Costs. The edit check is performed on the **“Total Costs Budgeted”** line only.
- The system will confirm that Planned MOE Costs equal or exceed FMCSA funding limitation. The edit check is performed on the **“Total Costs Budgeted”** line only.
- The system will confirm that the Overtime value does not exceed the FMCSA funding limitation. The edit check is performed on the **“Overtime subtotal”** line.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$7,121,884.00	\$374,836.00	\$7,496,720.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,124,508.00
MOE Baseline:	\$642,899.82

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$3,418,849.89	\$204,691.73	\$3,623,541.62	\$0.00
Overtime Subtotal	\$475,000.01	\$25,000.00	\$500,000.01	\$0.00
Personnel Total	\$3,893,849.90	\$229,691.73	\$4,123,541.63	\$0.00
Fringe Benefits Total	\$810,000.00	\$18,628.80	\$828,628.80	\$0.00
Travel Total	\$140,649.90	\$7,394.57	\$148,044.47	\$0.00
Equipment Total	\$2,282.10	\$5.00	\$2,287.10	\$0.00
Supplies Total	\$4,900.00	\$100.00	\$5,000.00	\$180,229.00
Contractual and Subaward Total	\$2,257,502.10	\$118,815.90	\$2,376,318.00	\$0.00
Other Costs Total	\$12,700.00	\$200.00	\$12,900.00	\$477,173.08
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$7,121,884.00	\$374,836.00	\$7,496,720.00	\$657,402.08
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$7,121,884.00	\$374,836.00	\$7,496,720.00	\$657,402.08

Part 5 - Certifications and Documents

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.

Part 5 Section 1 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State? Stefani Meyer
2. What is this person's title? Grant Program Manager
3. Who is your Governor's highway safety representative? Stephen Bayens, Iowa Department of Public Safety
4. What is this person's title? Commissioner

The State affirmatively accepts the State certification declaration written below by selecting 'yes'.

- Yes
- Yes, uploaded certification document
- No

State Certification declaration:

I, Stefani Meyer, Grant Program Manager, on behalf of the State of IOWA, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

Part 5 Section 2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Stefani Meyer
2. What is the title of your certifying State official? Grant Program Manager
3. What are the phone # and email address of your State official? 515-239-1519 Stefani.Meyer@iowadot.us

The State affirmatively accepts the compatibility certification declaration written below by selecting 'yes'.

- Yes
- Yes, uploaded certification document
- No

I, Stefani Meyer, certify that the State has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety

Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?

Yes No

Has the State adopted/enacted any new administrative actions or policies impacting CMV safety since the last CVSP?

Yes No

Iowa State Patrol FFY2022 MCSAP Goals		
Inspection Level	non-HM	Total Projected Goal
Level 2		500
Level 3		7,500
Total Inspections	0	8,000

Iowa State Patrol FY2022 MCSAP Budget Summary			
Budget Category	Total Cost	95% Federal Share	5% State Share
Personnel	\$1,376,699.60	\$1,307,864.62	\$68,834.98
Fringe Benefits	\$645,874.32	\$613,580.60	\$32,293.72
Travel	\$51,530.00	\$48,953.50	\$2,576.50
Equipment	\$37,862.23	\$35,969.12	\$1,893.11
Supplies	\$73,891.17	\$70,196.61	\$3,694.56
Other Costs	\$190,460.69	\$180,937.65	\$9,523.03
TOTAL MCSAP Grant Costs:	\$2,376,318.00	\$2,257,502.10	\$118,815.90

OLD AWARD
\$1,700,010.00
-\$676,308.00
Total Award
\$2,376,318.00
\$0.00

Personnel: Salary and Overtime Project Costs

Salary Project Costs

Position	# of Staff	% of Time on MCSAP Grant	Salary	TOTAL Project Costs	Federal Share	State Share
Captain	1	8%	\$57.56	\$9,577.98	\$9,099.08	\$478.90
Lieutenant	1	35%	\$50.89	\$37,047.92	\$35,195.52	\$1,852.40
Sergeant	1	67%	\$47.55	\$66,265.68	\$62,952.40	\$3,313.28
Trooper (full-time)	13	67%	\$42.14	\$763,441.95	\$725,269.85	\$38,172.10
Trooper (part-time)	25	9%	\$38.99	\$182,473.20	\$173,349.54	\$9,123.66
Administrative Assistant	1	20%	\$26.41	\$10,986.56	\$10,437.23	\$549.33
Budget Analyst III	1	7%	\$39.99	\$5,822.54	\$5,531.42	\$291.13
Subtotal: Salary				\$1,075,615.84	\$1,021,835.05	\$53,780.79

Overtime Project Costs						
Trooper Overtime	34	100%	\$60.85	\$191,669.63	\$182,086.14	\$9,583.48
Supervisor OT	8	100%	\$65.22	\$45,914.88	\$43,619.14	\$2,295.74
TOTAL: Personnel				\$237,584.51	\$225,705.28	\$11,879.23

Budget Narrative

PERSONNEL
 Full-time positions are based on 2,080 hours of available hours per person/per year. MCSAP reimbursements are based on actual time spent conducting

MCSAP eligible activities, calculated from bi-weekly payroll time and activity records prepared by the employee. Hourly salary rates represent Projected State FY 2022 wages. Personnel costs are utilized to pay salaries of employees working directly on MCSAP-related projects (i.e. conducting inspections, administrative oversight, training etc.).

Listed below is a breakdown of Positions and staff involvement in achieving proposed goals and objectives:

Captain- The Captain oversees activities of the project and spends 8% of his/her time supervising the Lieutenant, Sergeant and Troopers and conducting activities to meet the objectives of the project. Activities include: supervising daily operation of projects and staff, and providing staff training/technical assistance.

Lieutenant- The Lieutenant oversees activities of the project and spends 35% of his/her time supervising the Sergeant and Troopers and conducting activities to meet the objectives of the project. Activities include: supervising daily operation of projects and staff, grant writing and compliance, providing staff training/technical assistance, coordinating staff work schedules and assignments, ensuring data entry, tracking and following-up on procedures to meet quality assurance, tracking policies to ensure compliance, evaluate requests for data review, conduct roadside inspections to fulfill MCSAP reporting requirements, and attending training.

Sergeant- The Sergeant oversees activities of the project and spends 67% of his/her time supervising Troopers and conducting activities to meet the objectives of the project. Activities include: supervising daily operation of projects and staff, grant writing and compliance, providing staff training/technical assistance, coordinating staff work schedules and assignments, ensuring data entry, tracking and following-up on procedures to meet quality assurance, tracking policies to ensure compliance, evaluate requests for data review, conduct roadside inspections to fulfill MCSAP reporting requirements, and attending training.

Trooper (full-time)- There are currently 13 Troopers who spend 67% of their time conducting roadside inspections to fulfill MCSAP reporting requirements, observing impaired drivers, evaluating OOS violations and participating in Grant related projects. Activities include: conducting roadside inspections, evaluating and processing impaired drivers, attending training, and evaluating requests for data review.

Trooper (part-time)- There are currently 25 Troopers who spend 9% of their time conducting roadside inspections to fulfill MCSAP reporting requirements, observing impaired drivers, evaluating OOS violations and participating in Grant related projects. Activities include: conducting roadside inspections, evaluating and processing impaired drivers, and attending training.

Admin Assistant- Secretary 2 is responsible for clerical support to ISP MCSAP staff and spends 20% of the time implementing this project. Activities include: payroll records, producing bi-weekly reports, answering phones, assist with court proceeding preparation, ordering supplies and other administrative functions.

Budget Analyst III- Spends 7% of his/her time maintaining financial records. Activities include: analyzing and reviewing accounts payable, submitting billing to Lead Agency for reimbursement and monitoring Project expenditures.

Overtime (10% of budget)-ISP will conduct high crash corridor Driver/Vehicle Inspection projects and Traffic Enforcement activities within the ten targeted counties. The project will be conducted during one workday. A total of 3,854 hours will be dedicated to the overtime projects. Shift extension of four, eight, or 10 hour shifts in duration will be used, and will be staffed by MCSAP certified Troopers and Supervisors. Cost for each overtime hour is based on state labor practices computed at 1.5 times the average Trooper's salary or \$60.85 per overtime hour. Cost of each overtime shift for a Supervisor will be calculated at the set hourly rate of \$65.22.

Fringe Benefits Project Costs						
Position	Number of Staff	% of Time on MCSAP Grant	Fringe Benefit Rate	TOTAL Project Costs	Federal Share	State Share
Captain	1	8%	\$32.97	\$5,486.21	\$5,211.90	\$274.31
Lieutenant	1	35%	\$31.43	\$22,881.04	\$21,736.99	\$1,144.05
Sergeant	1	67%	\$29.87	\$41,626.83	\$39,545.49	\$2,081.34
Trooper (full-time)	13	67%	\$25.11	\$454,912.85	\$432,167.21	\$22,745.64
Trooper (part-time)	25	9%	\$23.91	\$111,898.80	\$106,303.86	\$5,594.94
Administrative Assistant	1	20%	\$15.44	\$6,423.04	\$6,101.89	\$321.15
Budget Analyst II	1	7%	\$18.17	\$2,645.55	\$2,513.27	\$132.28
Total: Fringe Benefits				\$645,874.32	\$613,580.60	\$32,293.72
Budget Narrative						

The personnel fringe benefits are derived from 2,080 available hours and the amount of time spent performing MCSAP eligible activities. Personnel Fringe benefits include costs for the employer's share of FICA, POR, Health insurance, Dental insurance, Life insurance, Accidental Disability, dry cleaning, longevity and Deferred Compensation benefits.

Salary Project Costs- Post-Crash Investigation/ Crash Reconstruction						
Position	Units	% of Time on MCSAP Grant	Salary	TOTAL Project Costs	Federal Share	State Share
Reconstructionist- Trooper	1	100%	\$42.14	\$51,747.92	\$49,160.52	\$2,587.40
Tech. Accident Inv.- Trooper	1	100%	\$38.99	\$43,044.96	\$40,892.71	\$2,152.25
Troopers	1	100%	\$38.99	\$14,621.25	\$13,890.19	\$731.06
Total		100%		\$109,414.13	\$103,943.42	\$5,470.71
Budget Narrative						

The Iowa Department of Public Safety -Iowa State Patrol, in partnership with, The Iowa Department of Transportation - Office of Motor Vehicle Enforcement will establish and implement effective roadside driver/vehicle inspection and enforcement, educational outreach and Accident Reconstruction. Per FMCSA's direction, the lead MCSAP agency for the state (MVE) will respond to all CMV crashes in the state that result in a fatality by immediately dispatching a MVE officer(s) trained to conduct Level I inspections, and affirm that such inspections will indeed be conducted. The ISP Technical Accident Office, Accident Reconstructionists, and Technical Accident Investigators will work with MVE to conduct thorough crash investigations and analysis of CMV related major personal injuries and fatal crashes. The ISP currently has 8 full-time reconstruction Troopers dedicating 2080 hours per year calendar year to accident reconstruction. ISP has 31 part-time Technical accident investigators who also work patrol duties. In 2020 the Iowa State Patrol Technical Accident Investigators spent 1,160 hours and Reconstruction Troopers spent 1,423 hours investigating 37 CMV related fatal/major PI crashes. In calendar year 2021 the Iowa State Patrol Technical Accident Investigators spent 1,048 hours and Reconstruction Troopers spent 1,033 hours investigating 34 CMV related fatal/PI crashes. An

average Iowa State Patrol Technical Accident Investigators spent 1,104 hours and Reconstruction Troopers spent 1,228 hours spent on post-crash investigations per year. Troopers spent 446 hours in calendar year 2020 and 304 hours in 2021 assisting with CMV related fatal/PI crashes that were reconstructed.

ISP Crash Corridor Inspection Hours							
County	Q1	County	Q2	County	Q3	County	Q4
TOTAL	0		0		0		0

Project Narrative

Based on calendar year 2019 fatality crash reports submitted to MCMIS, there have been 2,378 crashes involving commercial motor vehicles statewide resulting in 74 fatalities and 1,044 injuries. Based on calendar year 2020 (1/1/20 to 11/30/20) fatality crash reports submitted to MCMIS, there have been

1,796 crashes involving commercial motor vehicles statewide resulting in 61 fatalities and 702 injuries. (MCMIS Data snapshot as of 3/26/21, including crashes through 11/30/20.)

Iowa DOT, in conjunction with the Iowa State Patrol, have analyzed crash data to determine where the greatest concentration of injuries and fatal crashes have occurred. In addition, consideration was also given to areas in which increases in the number of crashes have spiked. MVE and ISP will meet on a quarterly basis to analyze the most recent crash statistics available in order to conduct enforcement activities in those targeted areas. The target areas will be based on the top ten geographic areas that this data points to. Historically, there's an indication that these areas may include the following counties: Black Hawk, Jasper, Johnson, Polk, Pottawattamie, Scott, Sioux, Story, and Woodbury.

Targeted Counties may change quarterly depending where safety data suggests MVE/ISP will have the greatest impact. A summary of quarterly efforts will be provided in PPRs submitted to FMCSA. Iowa currently receives 93% of the crash reports within 90 days. This timely access to crash data allows the state to monitor and react more responsively to problematic issues and areas.

ISP will conduct high crash corridor Driver/Vehicle Inspection projects and Traffic Enforcement activities within the ten targeted counties. The project will be conducted during one workday. Shift extension of four hours or eight hour shifts in duration will be used, and will be staffed by MCSAP certified Troopers.

ISP Overtime Inspections						
	Q1	Q2	Q3	Q4	FY22 TOTAL	Projected Total
Overtime Hours					0	3,854
CMV Inspections					0	2,892

Citations					0	
Warnings					0	
Driver OOS					0	
Vehicle OOS					0	

Project Narrative

Based on calendar year 2019 fatality crash reports submitted to MCMIS, there have been 2,378 crashes involving commercial motor vehicles statewide resulting in 74 fatalities and 1,044 injuries. Based on calendar year 2020 (1/1/20 to 11/30/20) fatality crash reports submitted to MCMIS, there have been 1,796 crashes involving commercial motor vehicles statewide resulting in 61 fatalities and 702 injuries. (MCMIS Data snapshot as of 3/26/21, including crashes through 11/30/20.)

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ISP will conduct high crash corridor Driver/Vehicle Inspection projects and Traffic Enforcement activities within the ten targeted counties. The project will be conducted during one workday. A total of 3,854 hours will be dedicated to the overtime projects. Shift extension of four hours or eight hour shifts in duration will be used, and will be staffed by MCSAP certified Troopers. All stops will result in CMV inspection with the goal of completing a total of 2,892 inspections. Inspection goals based on 6 inspections per 8 hour shift. Shift includes up to 2 hours for contract negotiated break periods and travel time to project county.

ISP Level 3 Traffic Enforcement Project						
	1Q	2Q	3Q	4Q	FY22 Total	Projected Total
Number of Events					0	8
Officer Hours					0	1,200
MCSAP Inspections					0	
Number of Violations					0	
Driver OOS					0	

Project Narrative

Iowa State Patrol (ISP) will conduct traffic enforcement related activities on CMVs while performing an estimated 500 Level II and 7,500 Level III inspections during day-to-day activities and focused enforcement projects.

ISP will conduct eight Level III traffic enforcement projects in selected high CMV traffic volume, high CMV crash rate areas, work zones and rural roadways. A

project will be conducted during four workdays, each day at least eight work hours in duration, and will be staffed by MCSAP certified Troopers. A minimum of 1,200 Troopers hours will be dedicated to these eight ISP projects. The number of activities and projects will be tracked with internal reports.

Iowa State Troopers are assigned to enforcement projects in high crash areas to enhance traffic safety. Iowa State Troopers will perform monthly In-State Enforcement Projects involving 6 Troopers and 1 Sergeant in travel status. Costs associated with the projects include meals and lodging. These costs are derived from actual reimbursement amounts allowable by the State of Iowa. (see In-State travel costs below).

ISP Traffic Stops					
	1Q	2Q	3Q	4Q	Total
CMV Inspections					0
Traffic Stops					0

Project Narrative

It is the policy of the Iowa State Patrol that all CMV traffic stops by a certified MCSAP Trooper shall include at least a level 3 inspection.

MVE/ISP Joint Agency Projects						
	1Q	2Q	3Q	4Q	FY22 Total	Projected Total
Number of Events					0	4
Officer Hours					0	512
Inspections					0	
Violations					0	
Driver OOS					0	
Vehicle OOS					0	

Project Narrative

MVE and ISP, through a joint effort, will conduct four traffic enforcement projects. These projects will focus on high CMV traffic volume, crash rate areas, work zones and rural roadways. The projects will be conducted during two workdays, will be at least eight hours in duration, and will be staffed by at least eight MCSAP certified Troopers. A minimum of 512 officer hours will be dedicated to these four MVE/ISP projects. (See crash corridor narrative above.)

Travel Project Costs

Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs	Federal Share	State Share
Routine MCSAP-related travel	6	48	100	\$30,744.00	\$29,206.80	\$1,537.20
NAS Part A Training	4	5	100	\$2,228.00	\$2,116.60	\$111.40
NAS Part B Training	4	5	100	\$2,228.00	\$2,116.60	\$111.40
2022 CVSA Workshop, Bellevue, WA	2	5	100	\$5,700.00	\$5,415.00	\$285.00
2022 CVSA/FMCSA Quality and Systems Training, Indianapolis, IN	2	4	100	\$3,720.00	\$3,534.00	\$186.00
2022 CVSA Annual Conference and Exhibition 2021, Rapid City, SD	2	5	100	\$4,300.00	\$4,085.00	\$215.00
MCSAP Grant Conference TBD	3	3	100	\$2,610.00	\$2,479.50	\$130.50
TOTAL: Travel				\$51,530.00	\$48,953.50	\$2,576.50
Budget Narrative						

Explain each event and how arrived at costs

Routine MCSAP-Related Travel:

Travel for ISP and Joint IDOT/MVE Projects. In-state MCSAP project travel for 6 Troopers for 4 days per month with a \$37/day meal allowance and \$93/day (3 nights) hotel accommodation.

Training Travel:

NAS A-side training for 4 Troopers, with a \$37/day (5 days) meal allowance and \$93/day (4 nights) hotel accommodation.

NAS B-Side training for 4 Troopers, with a \$37/day (5 days) meal allowance and \$93/day (4 nights) hotel accommodation.

Conference Travel:

2022 CVSA Annual Workshop in Bellevue, WA for 2 Troopers with an average cost per officer of \$700 registration; \$65/day meal allowance; \$225/day hotel accommodation, and \$700 airfare.

2022 CVSA/FMCSA Data Quality and Systems Training Indianapolis, IN for 2 Troopers with an average cost per officer of \$700 registration; \$65/day (5 days) meal allowance; and \$225/day (5 nights) hotel accommodation.

2022 CVSA Annual Conference and Exhibition in Rapid City, SD for 2 Troopers with an average cost per officer of \$700 registration; \$65/day (6 days) meal allowance; and \$225/day (5 nights) hotel accommodation.

2022 MCSAP Grant Conference Saint Louis, MO for 2 Troopers and Budget Analyst with an average cost per person of \$65/day (3 days) meal allowance; \$225 per/day (3 nights) hotel accommodation.

Equipment Project Costs						
Item Name	# of Items	Full Cost / Item	% of Time of MCSAP Grant	Total Project Costs	Federal Share	State Share
LIDAR FTC and Video	2	\$6,390.00	100.00%	\$12,780.00	\$12,141.00	\$639.00
Arbitrators- 5 yr	14	\$5,886.85	67%	\$11,043.73	\$10,491.54	\$552.19
CF 33 Computer bundle- 5 yr	14	\$5,013.75	100%	\$14,038.50	\$13,336.58	\$701.93
TOTAL: Equipment				\$37,862.23	\$35,969.12	\$1,893.11

Budget Narrative

LIDAR unit will be provided to the Iowa State Patrol's fully dedicated MCSAP Troopers that have advanced LIDAR technology. This unit are specifically designed to measure following distance between moving vehicles. The Iowa Department of Transportation, Motor Vehicle Enforcement Division and the Iowa State Patrol conducted CMV crash analysis and determined the leading cause of CMV collisions is directly attributed to following too close. The Motor Vehicle Enforcement Division and the Iowa State Patrol have prioritized enforcement actions related to CMV following too close violations to reduce fatalities in support of Iowa's Zero Fatalities initiative. This LIDAR unit will enhance our ability to take appropriate enforcement action for following to close and speeding. Guilty pleas and prosecution have been greatly enhanced with the video recording and photos that provide evidence of the event. Purchase of two LIDARs will allow us to have one per ISP Area for use during projects and routine patrols. This supports the Federal Motor Carrier Safety Administrations goal to reduce crashes that lead to injury and death.

CF 33 Computer Bundle- Based on a 5 year replacement cycle. The primary uses of the mobile computers are to carry out MCSAP activities including: CMV inspection reports, issue citations, verify driver and company statuses in CDLIS and FMCSA Portal, complete accident reports, and time and activity reports. ISP did not prorate the cost of the computers because they are in the enforcement vehicles for MCSAP activities and connectivity for MCSAP activities for the 13 troopers and 1 Sergeant assigned as Full-time MCSAP officers.

Arbitrator Video Recorders- Based on a 5 year replacement cycle. Prorated for the 13 troopers and 1 Sergeant assigned as Full-time MCSAP officers.

Supplies Project Costs						
Item Name	# of Units	Cost / Unit	% of Time of MCSAP Grant	Total Project Costs	Federal Share	State Share
Office and Misc Supplies	1	\$9,938.74	100	\$9,938.74	\$9,441.80	\$496.94
Sierra Wireless AirLink MG90 Vehicle Router- 5 yr	14	\$3,205.45	100	\$8,975.26	\$8,526.50	\$448.76
TruckCRYPT Software- CDR	5	\$2,000.00	100	\$10,000.00	\$9,500.00	\$500.00
Stinger Spike Strips	14	\$739.00	100	\$10,346.00	\$9,828.70	\$517.30

Controllors- 10 yr	14	\$2,927.52	67%	\$2,746.01	\$2,608.71	\$137.30
Consoles- 5 yr	14	\$838.07	67%	\$1,572.22	\$1,493.61	\$78.61
Gun Locks- 10 yr	14	\$372.00	67%	\$348.94	\$331.49	\$17.45
Light Bars- 10 yr	14	\$2,927.52	67%	\$2,746.01	\$2,608.71	\$137.30
Radar- 5 yr	14	\$2,250.00	67%	\$4,221.00	\$4,009.95	\$211.05
Havis Computer Dock- 5 yr	14	\$894.24	67%	\$1,677.59	\$1,593.71	\$83.88
Thermal Printer- 5 yr	14	\$255.00	67%	\$478.38	\$454.46	\$23.92
Bar Code Scanner- 5 yr	14	\$325.00	67%	\$609.70	\$579.22	\$30.49
Uniforms- 1 yr	14	\$140.00	67%	\$1,313.20	\$1,247.54	\$65.66
Ballistic Vest- 5 yr	14	\$801.00	67%	\$1,502.68	\$1,427.54	\$75.13
Radio, In-Car- 10 yr	14	\$9,694.90	67%	\$9,093.82	\$8,639.13	\$454.69
Radio, Portable- 10 yr	14	\$5,151.60	67%	\$4,832.20	\$4,590.59	\$241.61
ALCO Sensor- 7 yr	14	\$427.45	67%	\$572.78	\$544.14	\$28.64
Taser- 5 yr	14	\$1,554.71	67%	\$2,916.64	\$2,770.80	\$145.83
TOTAL: Supplies				\$73,891.17	\$70,196.61	\$3,694.56

Budget Narrative

Office and Misc Supplies- include paper, pens, in-car printer paper, postage, FMCSR books, NAS OOS Criteria books, OOS stickers, gloves, glasses, inspection mirrors, wheel chokes, misc. tools, PC Miler upgrades, and other miscellaneous items used by Troopers to perform and support traditional MCSAP related expenses. Supply costs are based on known past expenditures for fiscal year.

TruckCRYPT Software- TruckCRYPT software annual subscription for one- Ultimate Kit- DG DPA5 Pro & SSS2 Truck and Engine CDR Desktop Kit and four- Forensic Link Adapter and DG DPA 5 Pro Vehicle Diagnostic Adapter. Annual subscription is \$2,000 per unit times 5 units. Software is used by Technical Accident Investigators to download CMV data recorders for CMVs involved in accidents.

Stinger Spike Strips- Tire deflation devices designed specifically for CMVs.

ISP currently has 13 full-time troopers and 1 Sergeant assigned to the MCSAP Unit, for total of 14. Below items are to equip the full-time officers assigned to the MCSAP Unit.

Sierra Wireless AirLink MG90 Vehicle Router- ISP Currently downloads video via wireless router at the District offices. The download speed is very slow, causing excessive amount of hours spent at the District office. Mobile routers will allow for video to be downloaded roadside at the completion of each stop. This will allow for more hours to conduct inspections, routine patrol and enforcement of serious traffic violations to enhance safer roadways. Will also allow administration instant access to video for complaints and review.

Controllors, Gun Locks, Light Bars, In- Car Mobile Radios, Portable Radios- Based on a 10 year replacement cycle. Prorated for the 13 troopers and 1 Sergeant assigned as Full-time MCSAP officers.

Consoles, Radar units, Havis Computer Docks, thermal printers, in-car bar code scanners, ballistic vests, Tasers- Based on a 5 year replacement cycle. Prorated for the 13 troopers and 1 Sergeant assigned as Full-time MCSAP officers.

Alco Sensors- Based on a 7 year replacement cycle. Prorated for the 13 troopers and 1 Sergeant assigned as Full-time MCSAP officers.

Other Costs Project Costs						
Item Name	# of Units	Cost per month per unit	% of Time of MCSAP Grant	Total Project Costs	Federal Share	State Share
Laptop Air Cards	14	\$40.01	100%	\$6,721.68	\$6,385.60	\$336.08
Sierra Wireless Air Cards	14	\$42.63	100%	\$7,161.84	\$6,803.75	\$358.09
Cellular Phones	14	\$41.51	100%	\$6,973.68	\$6,625.00	\$348.68
Vehicle Fleet	14	\$1,500.28	67%	\$168,871.66	\$160,428.07	\$8,443.58
Sergeant Office Phone	1	\$29.00	100%	\$348.00	\$330.60	\$17.40
Misc. DAS Services	1	\$47.74	67%	\$383.83	\$364.64	\$19.19
TOTAL: Misc. Supplies				\$190,460.69	\$180,937.65	\$9,523.03

Budget Narrative

2022 Laptop air cards, Sierra Wireless air cards, and cellular phone charges are actual costs for those services. Air card mobile lap top computer cost is \$40.01 per month, air card for Sierra Wireless Router is \$42.63 per month, and cellular phone cost is \$41.51 per month per officer (13 Troopers and 1 Sergeant at current rate. Services are needed to provide connectivity for mobile computers, conduct thorough CMV inspections, driver and company status checks, and perform other MCSAP related activities. MCSAP Sergeant office phone- ICN \$29.00 per month at current rate.

Vehicle Fleet- Mileage reimbursement calculated on a monthly basis for usage based on FY 2021 Federal Business guideline of \$0.585 per mile prorated for MCSAP time spent per month for each officer (13) and 1 Sergeant. Annual average mileage for FFY2019 is 29,859 miles; annual average mileage for FFY2020 is 31,690 miles; total average miles for period was 30,775. Billing submitted for average mileage divided percentage of MCSAP time.

Misc Iowa DAS Services for payroll and benefit administration, averages \$47.74 per month.

In-State Hotel Rate	\$93.00
In-State Meal Rate	\$37.00
TOTAL In-State	\$130.00

MCSAP time Percentage	67%
Federal Mileage Rate	\$0.585
Average Miles/year	30,775

\$1,500.28

CVSA Conferences	
Registration	\$700.00
Air-Fare	\$700.00
Accomodations	\$225.00
Meals	\$65.00



Date November 9th, 2020
To Patty King, Office of Finance
From Scott Anderson, External Audit *SA*
Subject FY 2021 Fringe Benefit Additive Rate

We have reviewed the mathematical calculations of the proposed FY 2021 Fringe Benefit Additive Rate as developed by Accounting. We find that the schedule provided to us contains calculations similar to previous years, as described in a document entitled Accounting Operating Instructions - 1995 revision.

We have attached a simplified schedule that reflects the calculations provided by Project Accounts and Payables for the additive rate of employer related payroll taxes of 44.04%. Such rate includes FICA, IPERS, deferred compensation plans and the employer's portion of employee health and life insurance.

Annual Review of Laws, Regulations, Policies and Compatibility Certification

I, **Chief Ridout**, on behalf of the State of **Iowa** have the authority to make the following certification on behalf of the State. I certify that the State has conducted the annual review required by 49 C.F.R. section 350.303 of its laws, regulations, standards, and orders on commercial motor vehicle (CMV) safety and that the State's safety laws, regulations, standards, and orders on CMV safety are compatible with the Federal Motor Carrier Safety Regulations (49 C.F.R. parts 390, 391, 392, 393, 395, 396, and 397) and the Hazardous Material Regulations (49 C.F.R. parts 107 (subparts F and G only), 171-173, 177, 178, and 180), except as may be determined by the Administrator to be inapplicable to a State enforcement program.

For the purpose of this certification, *compatible* means State laws, regulations, standards, and orders on CMV safety that:

- (1) As applicable to interstate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) If in addition to or more stringent than the FMCSRs, have a safety benefit, do not unreasonably frustrate the Federal goal of uniformity, and do not cause an unreasonable burden on interstate commerce when enforced;
- (2) As applicable to intrastate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) Fall within the limited variances from the FMCSRs allowed under 49 C.F.R. sections 350.305 or 350.307; and
- (3) As applicable to interstate and intrastate commerce involving the movement of hazardous materials, are identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation below.

MCSAP REVIEW - REGULATORY FINDINGS AND PROGRESS IA/FI-1a As written, Iowa Code section 321.449, paragraph 7, is incompatible due to a lack of clarity on applicability based on, vehicle weight, and hazardous material or passenger vehicle usages. This issue has been discussed at meetings with representatives of the trucking, construction, and agricultural industries. Amended Code language to achieve the necessary level of clarity and compatibility is still needed. IA/FI-1b Iowa Code section 321.449, paragraph 4, includes driver exceptions for intrastate farm operations, but the exception language is broader than the federal exception for "Farm Vehicle Drivers." Having been enacted in 1995, the exception is not eligible for consideration as an industry exception under the tolerance guidelines. The issue has been discussed with representatives of the agricultural industry and work on resolution of this issue will continue in 2020 along with implementation of MAP-21 amendments. Other agricultural interest still remains undefined. IA/FI-1c Iowa Code section 321.450, paragraph 3, provides an exception for minimum driver age on intrastate drivers employed by retail dealers of petroleum and fertilizer products. Incompatibility is based upon the code language lacking sufficient clarity and not clearly limiting the exception to intrastate commerce only. The issue has been presented to representatives of the petroleum and agricultural industries. Efforts to resolve this issue will continue in 2020. IA/FI-1d Iowa Code section 321.449, paragraph 4 and Iowa Administration Code 761.520-4(1) make references to each other and provide for a broad exception from Parts 391 and 395 intended for intrastate drivers

employed by retail dealers of petroleum and fertilizer products. As written, the exceptions have been deemed incompatible due to lack of clarity and the possibility that they are too broad scope. These two codes and the issues have been discussed with representatives of the trucking, construction and agricultural industries. Amended Code language to achieve the necessary level of clarity and compatibility needed is being developed and will be proposed for the 2020 legislative session. IA/FI-1e Iowa Code section 321.449, paragraph 5 provides an exception intended to grandfather intrastate drivers with medical conditions precluding medical qualification that existed prior to the state adopting Part 391 rules for intrastate drivers. As written, the section lacks sufficient clarity and does not require the drivers to meet all of the requirements necessary to be an approved variance. This issue has been discussed with representatives of the trucking, construction, and agricultural industries. Amended code language to achieve the necessary level of clarity and compatibility is still needed. IA/FI-1f Iowa Code section 321.449, paragraph 1 and Iowa Administrative Code 761-520.1(2)(c) are intended to require compliance to Hours of Service rules in Part 395 by intrastate drivers of for-hire passenger carrying vehicles with a seating capacity of 7 to 8 and 9 to 15 persons. The requirement was declared incompatible during the 2008 MCSAP Review because it was more stringent than the federal rules for vehicles this size, due to drivers of 9 to 15 capacity vehicles operating for direct compensation within a 75-mile radius being eligible for a Part 395 exception in 390.3(f)(6)(ii). Further, it was stated the Iowa Code language lacked clarity and could be interpreted to include vehicles operated in interstate commerce. On February 1, 2010, the FMCSA published a Final Rule in the Federal Register, Volume 75, No. 20, which has bearing on this find. The Final Rule removed from the FMCSR the exception in 390.3(f)(6)(ii) which allowed 9-15 passenger vehicles used for direct compensation within 75 air miles of their work reporting location to be relieved of compliance to regulations in Parts 395. The Final Rule became effective on May 3, 2010 with compliance by for-hire carriers using 9 to 15 capacity passenger vehicles required by June 1, 2010. Now in effect, the exception in 390.3(f)(6)(ii) is removed from the FMCSR and the conflict between the Iowa Hours of Service rules for 9-15 passenger for-hire vehicles and the FMCSR no longer exists. Because the FMCSR are also silent regarding rules for passenger carrying vehicles with seating capacities of less than nine persons that don't otherwise meet the definition of a commercial vehicle, the Iowa Hours of Service rules applicable to vehicles with a seating capacity of seven or eight passengers is more stringent than federal rules, not in conflict with any federal exceptions, and also compatible. IA/FI-1h Iowa Administrative Code 761.520.3(1) contains an exception from annual vehicle inspection requirements that was determined to be partially incompatible because it appears to go beyond regulatory guidance found in Part 390.5 for off-road equipment and agricultural equipment. Many vehicles subject to this exception are operated by the construction and road building industries, and include vehicles such as mobile cranes, concrete pumps and other truck-chassis mounted equipment. Agricultural equipment could potentially be interpreted to include nurse tanks. Due to the lack of clarity of this language, meetings have been held with representatives of the trucking, construction and agricultural communities.

Signature of Certifying Official: BJ RO

Title of Certifying Official: Chief - Iowa DOT - Motor Vehicle Enforcement

Date of Certification: 07/21/21

FY 2022 Certification of MCSAP Conformance (State Certification)

I, Ryan Ridout, Chief, on behalf of the State of Iowa, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has designated Iowa Department of Transportation Motor Vehicle Enforcement as the Lead State Agency to administer the Commercial Vehicle Safety Plan (CVSP) throughout the State for the grant sought and Iowa DOT Motor Vehicle Enforcement and Iowa State Patrol to perform defined functions under the CVSP.
2. The State has assumed responsibility for and adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
3. The State will cooperate in the enforcement of financial responsibility requirements under 49 C.F.R. part 387.
4. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C §§ 13902 and 31134 by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
5. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved.
6. The Lead State Agency and any subrecipient of MCSAP funds have the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
7. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
8. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
9. The State will maintain the maintenance of effort required under 49 C.F.R. § 350.225.
10. The State requires that all reports required in the CVSP be available to FMCSA upon request, meets the reporting requirements, and uses the forms for recordkeeping, inspections, and investigations that FMCSA prescribes.
11. The State implements performance-based activities, including deployment and maintenance of technology, to enhance the efficiency and effectiveness of CMV safety programs.

12. The State dedicates sufficient resources to a program to ensure that accurate, complete, and timely motor carrier safety data are collected and reported, and to ensure the State's participation in a national motor carrier safety data correction system prescribed by FMCSA.
13. The State will ensure that the Lead State Agency will coordinate the CVSP, data collection, and information systems with the State highway safety improvement program under 23 U.S.C. § 148(c).
14. The State will ensure participation in information technology and data systems as required by FMCSA for jurisdictions receiving MCSAP funding.
15. The State will ensure that information is exchanged with other States in a timely manner.
16. The laws of the State provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
17. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
18. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
19. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).
20. The State will address activities in support of the national program elements listed in 49 C.F.R. § 350.203.
21. The State will ensure that detection of criminal activities and CMV size and weight enforcement activities described in 49 C.F.R. § 350.227(b) funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
22. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
23. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.

24. The State has in effect a requirement that registrants of CMVS demonstrate their knowledge of the applicable FMCSRs, HMRs, or compatible State laws, regulations, standards, and orders on CMV safety.
25. The State will transmit to its roadside inspectors at the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 C.F.R. §§ 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
26. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. §31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
27. The State willfully participates in the performance and registration information systems management program under 49 U.S.C. §31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
28. The State will ensure that it cooperates in the enforcement of hazardous materials safety permits issued under subpart E of part 385 of this subchapter by verifying possession of the permit when required while conducting vehicle inspections and investigations, as applicable.
29. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
30. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 C.F.R. subpart D.

Date 07/21/21

Signature R. Reid