



IOWA

Commercial Vehicle Safety Plan

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

**Fiscal Years 2022 - 2024
Annual Update FY 2024**

Date of Approval: July 30, 2024

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) 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 crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, 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 FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year 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 2024)
- Part 5: Certifications and Documents (FY 2024)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete 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 either a 3-year plan or an Annual Update. 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 2024:

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 if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If **"Yes"** is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If **"No"** is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2023 plans. States must carefully review and update this information to reflect FY 2024 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading **"FY 2024 Update"**. Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited 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

Please review the description of your State's lead CMV agency's goals or mission. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 Public Safety 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, 2025.

Data Source: USDOT/FHWA, Highway Statistics

Part 1 Section 3 - MCSAP Structure Explanation

Please review your State's CMV enforcement program description. You must answer the questions about your grant activities. You must select "yes" to make changes.

- ☒ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives involving rural roads included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding human trafficking/smuggling included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are activities regarding drug interdiction included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding work zone safety included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

Iowa Department of Public Safety

Iowa Department of Public Safety is headquartered out of the Oran Pape building in Des Moines, Iowa. Iowa Department of Public Safety has tasked its Iowa State Patrol Division - Commercial Motor Vehicle Unit (CMVU) with tasks, activities, and performance metrics outlined in the CVSP.

The CMVU team is comprised of 100 full-time positions (98 sworn and 2 civilian) of which 98 are MCSAP Certified and 16 positions are currently vacant.

Administrative personnel located at headquarters include the Major, 2 Captains, 1 secretary, and 1 Program Manager. The state is divided into four enforcement areas, each supervised by a field Lieutenant. Assigned to the four areas are 6 Lieutenants, 15 Sergeants, and 74 Troopers.

Iowa 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 10 fixed-site facilities and while on random patrol in all geographic areas of the state.

Part 1 Section 4 - MCSAP Structure

Please review your State's MCSAP structure information. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 activity area.

- **Driver and Vehicle Inspections** includes the number of personnel conducting inspection activities.
- **Traffic enforcement activities** includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.
- **Investigations** includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.
- **Public Education and Awareness** includes the number of personnel conducting public education and awareness on CMV topics.
- **Data Collection and Reporting** includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.

FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	IOWA DEPARTMENT OF PUBLIC SAFETY
Enter total number of personnel participating in MCSAP activities	100
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	98
Traffic Enforcement Activities	98
Investigations*	5
Public Education and Awareness	10
Data Collection and Reporting	2
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
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.

*For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, <https://ai.fmcsa.dot.gov/Grants>. Portal credentials are required to access this website.*

- **MCSAP Performance Dashboard** – States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.

It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.

- **Activity Dashboard** – This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.

Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).

- States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.
- States can also use internal State data sources.

It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.

Part 2 Section 2 - CMV Crash Reduction

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

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 **Number of 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 **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.
 - In the **Actual 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 2022 fatality crash reports submitted to MCMIS, there have been 2,503 crashes involving commercial vehicles statewide resulting in 80 fatalities and 839 injuries.

Iowa DPS 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. Iowa DPS and Iowa State University Data Analysts 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 and data indicated. Historically, there's an indication that these areas may include the following counties: Blackhawk, Johnson, Polk, Pottawattamie, Scott, and Sioux.

Targeted counties and areas may change quarterly depending where safety data suggests enforcement efforts 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 2020 - 2022 Data snapshot as of 11/01/2022, including crashes through 05/31/2022

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 would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2022	5
2023	5
2024	5

The State will conduct a minimum of 30 high crash corridor pop-up selective events targeting the top ten high crash counties to include construction areas, work zones, and rural areas throughout the State on a quarterly basis. 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 73 experienced in 2020 to 69 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 or a 15% reduction over a three year period. 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 pop-up selective events within the ten targeted counties and Area MCSAP pop-up selectives to provide level 1s in rural locations and counties. Other pop-up selective saturation activities will be determined by data derived from the Heavy Truck Crash tool to include traffic enforcement in work zones and construction areas. The selective events will be conducted during one work day, will be one shift in duration, and will be staffed by a minimum of three MCSAP certified Troopers.

Iowa resolves to reduce CMV crashes and has a state goal reducing crashes by 5% each year. Crash data shows that following too close and speeding are major contributors to CMV crashes. A Lidar unit with video capabilities would help DPS Troopers to measure the distance between a CMV and another vehicle and has been included later in this plan as a budgeted equipment item.

Per FMCSA's direction, the lead MCSAP agency for the state, Iowa Department of Public Safety, will respond to all CMV crashes in the state that result in a fatality by immediately dispatching a DPS Trooper trained to conduct Level I inspections and affirm that such inspections will indeed be conducted. DPS will also strongly encourage and support a commitment to deploying its Troopers 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 DPS's efforts to eliminate future crashes, and, as the state's sole provider of CVSA Level I certified law enforcement, DPS recognizes 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.

Acknowledging the FY24 Planning memo, Iowa is diligently working by using data to better predict where crashes will occur, particularly in work zones. At this time, Iowa does not have a mechanism to accurately determine the number of crashes occurring in work zones. Work zones pose tricky variables and at times can cause secondary crashes. DPS is developing coursework for the Iowa Law Enforcement Academy to utilize when training on crash management and investigation to ensure all incoming cadets for law enforcement documenting a crash will have a constant training message starting in the academy resulting in increased accuracy to develop baseline data. This baseline data over the next year will help Iowa determine a more accurate representation of crashes occurring in work zones, and from there, Iowa can make evidence-based decisions to drive down those crashes. Once the causal factors are identified coupled with the location and crash frequency data, Iowa will then be able to develop a targeted outreach and education campaign to promote work safety as CMVU staff will now be tasked with completing crash investigations for CMV related items.

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 will also be documented.

The Iowa Department of Public Safety Program 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 command staff 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 and the resulting percentage of year-to-date change. Because of the quarterly evaluation and evidence-based decision making, the identified ten counties can and can and do change each quarter.

Part 2 Section 3 - Roadside Inspections

Please review the description of your State's overall inspection program and identify if changes are needed for the upcoming fiscal year. You must also update the projected roadside inspection goals for the upcoming fiscal year. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 the roadside inspection application name(s) (e.g., Aspen) used by the State.

TraCS

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.

I thought the Iowa Department of Transportation is the lead agency for Size and Weight administration, the Iowa Department of Public Safety is the agency responsible for executing the performance plan specific to vehicle size and weight on Iowa's highways. DPS 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 CMVU staffing consists of 100 full-time positions (98 sworn and 2 civilian) of which 98 are MCSAP certified and 16 positions are currently vacant. At the time of this application, there are 8 staff eligible for retirement in FFY23. 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 2023-2024.

DPS anticipates conducting NAS A and B-side, General HazMat (with an emphasis on attentiveness to the presence of undeclared HM), Cargo Tank, and Passenger Vehicle certification classes. Other necessary training would include Other Bulk Packaging, DIAP, Field Training Troopers, Instructional Development, and other MCSAP related training courses allowed by FMCSA. This uptick of fully certified MCSAP Troopers will enable DPS to meet the CVSP goals and increase our efforts.

Supervisors will continue to utilize the FMCSA A&I and the heavy truck crash tool to analyze crash data when planning saturations and directing Troopers to needed areas of roadside enforcement to include workzones, rural roads, special events, etc. Iowa will continue to participate in CVSA sponsored events in partnership with FMCSA Operation Safe Driver, Road Check, Brake Safety, and others. Each day Troopers are expected to complete a daily time itemization; Sergeants & Lieutenants must review and accept each time itemization to ensure Troopers are completing tasks, inspections, special operations, and pop-up selectives to expectation. The Program Manager also sends out monthly notifications of current standing YTD with regard to all performance expectations.

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; CMVU Troopers are considered 'mobile' insectors.

DPS will strive to hold planning and program effectiveness meetings quarterly with FMCSA Division staff. The focus of the meetings will be data quality, performance, and reasonableness and necessity of activities conducted. DPS will not seek or offer reimbursement for activities that cannot meet the reasonable and necessary activities for DPS or any subgrantees. While Iowa will not directly or indirectly suggest that any Trooper 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 (e.g. 383.51 table, 391.15, etc.)

Iowa's use of e-screening pre-clearance at 4 out of 10 scale hubs allows carriers to be pre-sorted at scale facilities resulting in reduced wait times and, therefore, omission from idle trucks. Iowa will continue to remain proactive in this area.

Every inspector is trained on how to recognize human trafficking and drug interdiction as part of their normal activities. Additionally, completed inspection reports provide the hotline information and additional education on the signs of human trafficking through the Truckers Against Trafficking campaign. Iowa is currently in productive discussion with surround states to develop and execute a multi-state strikeforce along a major interstate. Details of the operation are still in development, but the mission of the operation will surround human trafficking and/or drug interdiction activities (or a combination of both) at some point in FY24. This operation will be for MCSAP certified Troopers only and will be conducted in conjunction with a CMV inspection.

Iowa's annual Title VI plan has been submitted and approved. Both the Title VI plan and DPS policy and procedure provides criteria used for selecting CMV for inspections while working at weigh stations and while on patrol. DPS staff adhere to DPS policy and procedures manual pertaining to unbiased enforcement and services at all times.

Due to the recent alignment requiring significant FTO time, the addition of additional duties like crash investigation, vacancy of numerous positions, and the implementation of a different schedule per the SPOC contract, Iowa acknowledges the FY24 planning memo, but is unable to commit to an increase in inspections for FY24 at this time. Regarding an increase in DACH prohibited driver catches, Iowa is committed to identifying and catching these prohibited drivers when access is made possible for all roadside. The current data being provided from FMCSA is not accurate with regard to intrastate carriers, and, therefore, our catch rate is skewed to Iowa's detriment. Iowa's current practice is to reach out to our 5 NEWE-Troopers who do have access, but are not always conveniently available to research a driver.

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 2024, 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 PUBLIC SAFETY

Enter the total number of certified personnel in the Lead agency: 98

Projected Goals for FY 2024 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	3960	700	100	4760	11.23%
Level 2: Walk-Around	12250	700	50	13000	30.67%
Level 3: Driver-Only	24500		50	24550	57.93%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			70	70	0.17%
Level 6: Radioactive Materials				0	0.00%
Sub-Total Lead Agency	40710	1400	270	42380	

MCSAP subrecipient agency

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

Subrecipient is:

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2024 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Subrecipients	0	0	0	0	

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 2024:	0

Summary

Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 Summary for All Agencies					
MCSAP Lead Agency: IOWA DEPARTMENT OF PUBLIC SAFETY					
# certified personnel: 98					
Subrecipient Agencies:					
# certified personnel: 0					
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	3960	700	100	4760	11.23%
Level 2: Walk-Around	12250	700	50	13000	30.67%
Level 3: Driver-Only	24500		50	24550	57.93%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			70	70	0.17%
Level 6: Radioactive Materials				0	0.00%
Total MCSAP Lead Agency & Subrecipients	40710	1400	270	42380	

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, DPS 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

Please review your State's investigation goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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.

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Traffic enforcement means documented enforcement activities by 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, the Iowa Department of Public Safety 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 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.

Department of Public Safety will conduct traffic enforcement related activities on CMVs while performing an estimated 4,760 Level I, 13,000 Level II, 24,550 Level III and 70 Level V inspections during day-to-day activities and focused enforcement projects.

DPS will conduct a minimum of 30 crash corridor pop-up selective events 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 work day, will be one full shift in duration, and will be staffed by at least 3 MCSAP certified Troopers. The number of projects and resulting performance will be tracked with internal reports.

DPS will conduct a minimum of 30 Area MCSAP checks in FFY 2024. 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 work day, will be **one full shift** in duration, and will be staffed by at least 3 MCSAP certified Troopers.

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	11000	11500	12000
<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

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 and recorded by the MCSAP Program Manager. The MCSAP Program Manager will monitor and report on a quarterly basis the actual number of special checks completed and the results of the DPS efforts.

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels with the ITD and PRISM programs, responsible agencies, and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

This section covers two of FMCSA's safety technology programs:

- Innovative Technology Deployment (ITD)
- Performance and Registration Information Systems Management (PRISM)

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.

Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Bipartisan Infrastructure Law (BIL), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- Is widely available not requiring any product development
- Can be fully deployed and operational within the period of performance
- Has a direct impact on CMV safety based on verified performance data
- Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.

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, specific details must be included both in this section and in your Part 4 Spending Plan.

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

Available data sources:

- The [Innovative Technology Deployment \(ITD\) website](#) is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The [PRISM Data and Safety Hub \(DASH\)](#) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

Enter the agency name responsible for ITD in the State: Iowa Department of Transportation

Enter the agency name responsible for PRISM in the State: Iowa Department of Transportation

Narrative Overview for FY 2022 - 2024

Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your ITD and PRISM program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

Iowa is a premier PRISM state in full compliance. No known issue with maintaining compliance.

Program Activities for FY 2022 - 2024: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and 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 ITD and PRISM progress (e.g., including 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

Please review the description of your State's public education and outreach activities, projected goals and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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: 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 activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safety initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.

With Iowa adopting the "Zero Fatalities" initiative, ongoing outreach is imperative to the success of lowering transportation related deaths. DPS will present educational seminars regarding state and federal regulations to assist the motoring public and industry to achieve compliance and reduce crashes.

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

Human Trafficking awareness training is presented to Motor Carriers, their drivers, the lodging industry, and the general public by the Office to Combat Human Trafficking and DPS employees. Iowa will continue with outreach at truck stops and plazas to make drivers aware of the national human trafficking trend. Within the construct of the human trafficking awareness campaign, DPS will provide a presence at the Walcott Jamboree and the State Fair.

DPS 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.

DPS 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 Lieutenant who will report the information to the MCSAP Program Manager and thereby FMCSA and on a quarterly basis.

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

DPS will be looking to take steps to ensure outreach happens with purpose among groups with known safety issues to affect accidents and safety. DPS 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, command staff is in the process of developing a presentation for the annual prosecutorial convention. Based off of the relationships cultivated at the convention, Captains and Lieutenants will work with area Sergeants to meet individually with their area District Attorney and Prosecutors to inform of masking. DPS is also currently working on a syllabus item to include during their agency academy classes to discuss masking with new certified law enforcement and provide practical scenarios during a routine travel stop when masking may present.

A description of the activity types are as follows:

Carrier Safety Talks pertains to events where DPS-CMVU 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 and 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)

Please review your State's SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

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: Iowa Department of Transportation

Enter the agency or agencies name responsible for DataQs: Iowa Department of Public Safety

Enter the agency name responsible for the Crash Data Repository: Iowa Department of Transportation

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 all SSDQ measures not rated as "Good/Green" 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, DPS 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.

For 2023-2024 all SSDQ measures are rated as "Good".

Program Activities FY 2022 - 2024: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ. Also, describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

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. Discussions between DPS, FMCSA and the appropriate DIS staff will continue.

DPS - Iowa State Patrol Data Qs:

DataQ Sergeant reviews the inspection, reviews pertinent Code of Federal Regulations as well as video and audio from the disputed interaction. If unable to resolve individually, the DataQ Sergeant may reach out to the **Lieutenant** for review of video/audio as well as interview the responding Trooper. The DataQ Sergeant then either denies or upholds the challenge. If the challenge is denied, the petitioner can appeal.

During the first appeal, video/audio are again reviewed along with the Code of Federal regulations in concert with the roadside Trooper interview prior to rendering a decision. First appeal panel members include, **Captain & DataQ Sergeant**, Information Trooper

If petitioner does not agree with the first appeal decision, the petitioner has the right to the second appeal process.

During the second appeal process, video/audio are reviewed along with the Code of Federal regulations in concert with the roadside Trooper interview prior to rendering a decision. Second appeal panel members include **Captain, DataQ Sergeant**, Information Trooper, and IMTA board member.

The petitioner has the right to appeal for a third and final decision; this appeal would be filed through District Court in the county where the inspection was conducted.

Performance Measurements and Monitoring: Describe all performance measures that will be used to monitor data quality and DataQs performance 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.

Iowa attempts to resolve DataQs in a timely manner, typically 10 working days.

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☒ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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: Iowa Department of Public Safety

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: [New Entrant website \(NEWS\)](#)

Date information retrieved from NEWS Dashboard to complete eCVSP	08/11/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	713
Current Number of Past Dues	5

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						
	FY 2022		FY 2023		FY 2024	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	24	0	30	0	35	0
# of Safety Audits (Offsite)	572	0	550	0	650	0
# Group Audits	1	0	0	0	0	0
TOTAL Safety Audits	597	0	580	0	685	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. Describe how the State will reduce past due Safety Audits. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

DPS' NEWE-Troopers (MCIs) are assigned to conduct Safety Audits (SAs) on interstate motor carriers. NEWE-Troopers are uniformed and sworn. They are located across the state and reside within their assigned areas of service. In addition to conducting SAs, they are required to attend semi-annual training* and maintain CVSA Level I, General Hazardous Material and Cargo Tank Inspection certifications by conducting appropriate number of roadside inspections.

For FFY 2024, DPS proposes to conduct 685 safety audits, a 15% increase from the previous year, and upload completed documents to MCMIS within the statutory time frames by utilizing five full-time investigators supervised by the NEWE-Lieutenant. Iowa's current inventory as of 08/11/2023 shows 713 in the total New Entrant pool. Monthly incoming new entrants, on average, range between 2-5 new entrant carriers, resulting in compounding residual audits to be completed to get to goal. At this time, DPS selects a goal of 137 per investigator for 5 investigators totalling 685 per year. Overdue new entrant audits are currently at 5. Iowa will strive to reduce that pool to less than 5 for the year acknowledging the FY24 planning memo.

Because of their ability to continue meeting their program requirements year after year, Iowa will continue to complete offsite audits at a higher rate than onsite audits. Covid protocols moving the majority of audits offsite has demonstrated this method as effective for Iowa in FY2022 and FY2023.

* Quarterly training may take place as administrative, legislative, or policy changes necessitate.

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.

DPS New Entrant Program became fully staffed with a total of 5 investigators during FFY 2019; however, due to retirements and promotions none of the five investigators are trained to conduct Compliance Reviews.

For FFY 2024, Iowa proposes to conduct 35 on-site and 650 off-site safety audits. Completed documents will be uploaded to MCMIS within the statutory time frames.

FFY 2024 will see the NEWE Troopers will focus 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 **NEWE-Lieutenant** assigns New Entrant caseloads and utilizes DPS' daily reports and MCMIS monitoring reports in reviewing investigator's activity and non-audit resolutions.

The **NEWE-Lieutenant** 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**Part 3 Section 1 - Overview**

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 national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.

Specific goals and activities must be projected for the three fiscal year period (FYs 2022 - 2024).

Part 3 Section 2 - Enforcement of Federal OOS Orders during Roadside Activities

Please review your State's Federal OOS catch rate during roadside enforcement activities, projected goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH) and unsatisfactory/unfit (UNSAT/UNFIT) OOS** order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.

The OOS Catch Rate report is located on the [A&I Online website](#) in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

Your State's FY 2022 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 100.00%

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/28/2023

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.

Part 3 Section 3 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. 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 4 - State Specific Objectives – Past

No updates are required for this section.

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 5 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 human trafficking/smuggling initiatives, work zone safety details, 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.

State Objective #1

Enter the title of your State-Identified Objective.

Anti-Human Trafficking Efforts

Narrative Overview for FY 2022 - 2024

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

Every year millions of men, women, and children are trafficked in countries around the world, including the United States. The most recently published Global Slavery Index in 2018 reports 8,524 suspected human trafficking cases in 2017. As the lead Commercial Motor Vehicle Unit in the state of Iowa, DPS can help reduce the probability of trafficking through awareness campaigns and enforcement efforts. DPS has already created their own in-state hotline and the Office to Combat Human Trafficking. Iowa State Patrol intends to partner with the Office to Combat Human Trafficking to increase the number of hotline calls to the Iowa call center or national hotline and decrease the number of victims trafficked.

Projected Goals for FY 2022 - 2024:

Enter performance goal.

Iowa intends to develop, plan, and implement one or more sting operations in trafficking hot spots or areas brought to DPS' attention via FBI intel, victim reports, or information derived through the CMV inspection process. Iowa has concluded that unconventional and covert methods to identify human trafficking may be necessary in order to capture intel and victims in real-time. Iowa DPS, through their daily inspection operations, intends to work collaboratively with the Office to Combat Human Trafficking and, if necessary, Truckers Against Trafficking to ensure the delivery of a consistent, monthly, outreach message throughout Iowa. DPS, in concert with its partners, intends to educate, empower, and mobilize members of the trucking industry and the motoring public to combat human trafficking as part of their enforcement activities. Troopers will work the Walcott Jamboree and State Fair events to answer questions and bring attention to Human Trafficking in Iowa. Additionally, staff will continue outreach and education at local CDL colleges and awareness campaigns at local truck stops. The outreach performance goal would be to increase hotline calls by 3% over a one-year period to both the Iowa call center and/or the national hotline and provide refresher training to MCSAP personnel on the signs of human

trafficking. The enforcement performance goal would be to conduct one covert operation to gain intel on victims being trafficked with the ultimate goal of rescuing 1 trafficking victim.

Program Activities for FY 2022 - 2024: Describe the activities that will be implemented including level of effort.

All inspections will house information containing trafficking indicators and the national hotline. Campaign items will be updated with Iowa logo's and hotline information. One consistent message of recognize & report will be provided to Troopers as refresher information and public outreach events.

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.

All reports of suspected trafficking and or trafficking intel will be utilized to develop an area of interest for a covert operation.

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 justify 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 2024 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 95 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 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 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 a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 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 ensure 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 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- States' planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$7,061,322.00	\$371,649.00	\$7,432,971.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,114,946.00
MOE Baseline:	\$642,899.82

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

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 15 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 15 percent limitation as provided in the MCP. Any deviation from the 15 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 prior approval (15% of MCSAP Award Amount):	\$1,114,946.00
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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
Major	1	80.0000	\$140,000.00	\$112,000.00	\$112,000.00	\$0.00	\$0.00
Captain	2	75.0000	\$122,000.00	\$183,000.00	\$183,000.00	\$0.00	\$0.00
Program Manager	1	75.0000	\$80,000.00	\$60,000.00	\$60,000.00	\$0.00	\$0.00
Program Manager-NEWE	1	25.0000	\$80,000.00	\$20,000.00	\$20,000.00	\$0.00	\$0.00
Lieutenant-NEWE	1	70.0000	\$119,000.00	\$83,300.00	\$83,300.00	\$0.00	\$0.00
Lieutenant	5	65.0000	\$120,000.00	\$390,000.00	\$390,000.00	\$0.00	\$0.00
Sergeant	15	60.0000	\$100,000.00	\$900,000.00	\$900,000.00	\$0.00	\$0.00
Trooper	59	50.0000	\$97,500.00	\$2,876,250.00	\$2,504,601.00	\$371,649.00	\$0.00
Secretary 2	1	25.0000	\$50,000.00	\$12,500.00	\$12,500.00	\$0.00	\$0.00
NEWE Trooper	5	100.0000	\$100,000.00	\$500,000.00	\$500,000.00	\$0.00	\$0.00
MOE portion of Pay	100	0.0000	\$437,972.11	\$0.00	\$0.00	\$0.00	\$306,580.47
Subtotal: Salary				\$5,137,050.00	\$4,765,401.00	\$371,649.00	\$306,580.47
Overtime Project Costs							
Lieutenant	6	100.0000	\$7,820.00	\$46,920.00	\$46,920.00	\$0.00	\$0.00
Sergeant	15	100.0000	\$7,820.30	\$117,304.50	\$117,304.50	\$0.00	\$0.00
Trooper	75	100.0000	\$3,810.34	\$285,775.50	\$285,775.50	\$0.00	\$0.00
Subtotal: Overtime				\$450,000.00	\$450,000.00	\$0.00	\$0.00
TOTAL: Personnel				\$5,587,050.00	\$5,215,401.00	\$371,649.00	\$306,580.47
Accounting Method:		Modified Accrual					

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

DPS uses MCSAP funds to pay Trooper salaries, expenses, and activities associated with performing MCSAP eligible enforcement and educational efforts. State matching funds are provided for and paid through the operating budget.

As the lead MCSAP agency, the Iowa Department of Public Safety supports the MCSAP program by fully funding the \$18,000,000 annual operating budget of the Iowa State Patrol. Eligible MCSAP expenses are tracked through individualized time and reporting reports that record employee hours worked. Iowa utilized a separate software system to track expenses and payroll generated on MCSAP assignments. MOE and state match obligations are met by payment of MCSAP eligible direct expenses, which are not claimed for reimbursement.

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 2024 wages. Dedication rates were adjusted based on the limited funds available and actual dedication rates to the program may exceed that and be recorded/reported in the billings.

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:

Major

The Major of the CMV Unit oversees activities and is the Project Manager of the MCSAP Program spending 80% of his time supervising staff, working with command staff in setting MCSAP performance goals and attending MCSAP related conferences.

Captain

The Captains supervises activities of CMVU projects and spend 75% of their time implementing MCSAP projects, supervising staff, and conducting activities to meet the objectives of the projects. Activities include: supervising daily operation of staff, through subordinate Lieutenants, for approximately 98 peace Troopers deployed statewide; setting MCSAP performance goals; working with Lieutenants to chart progress of Troopers 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 Lientenants.

MCSAP and New Entrant Manager

The MCSAP Manager is responsible for development of annual Commercial Vehicle Safety Plan and spends 75% of the time implementing this project. MCSAP activities 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 monthly, preparing and submitting performance quarterly report to FMCSA and submitting monthly billing.

Lieutenant

The Lieutenants oversees field activities of the project and spends 65% of their time implementing this project, supervising field sergeants and roadside Troopers, and conducting activities to meet the objectives of this project. Activities include: supervising and reviewing daily reports of field sergeants and roadside Troopers 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.

NEWE-Lieutenant

The Captain of Special Operations oversees 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. 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.

Sergeant

The Sergeant assists supervisor with instructing and scheduling Troopers and spends 60% 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.

NEWE-Troopers

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

Troopers

The Troopers inspect commercial motor vehicles for compliance, observes drivers for impairment and places unsafe drivers out of service and spends 50% 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 CMVU staff and spends 25% of their time implementing this project. Activities include: producing monthly and year-to-date Troopers reports; working with TraCS dashboard; reviewing payroll; creating spend authorizations for out of state travel; ordering uniforms and supplies.

Overtime

Troopers and Sergeants will be working planned 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 the Crash Reduction Section, Roadside Inspection Table section, and does not represent any additional inspection outputs outside that table. All TE contacts will be recorded/reported to FMCSA in the PPRs). Planned overtime will also be utilized for special checks, court time, travel time, public outreach events, and special operations to include human trafficking and/or traffic enforcement selectives and post-crash activities. The chart above reflects amount of funding available to OT eligible MCSAP staff per year. Overtime is paid at 1.5 times the hourly rate. Overtime use will be concentrated on MCSAP activity and total hour usage may fluctuate in accordance with planned activities. Only actual costs will be billed to the MCSAP project. Overtime will be utilized to offset existing FTE caps and tough hiring times.

MOE Portion of pay:

This item represents contract covered articles of pay that are above and beyond the base pay, but are not considered fringe and do not occur every paycheck. These articles include acting hiring rank, red circle, shift differential, per diem, and cleaning clothing allowance. This calculation was determined based on projected figures provided by the Director of Public Safety. Only actual costs will contribute to MOE.

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: Actual Fringe Rate

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	49.0000	53.0000	\$4,552,500.00	\$1,182,284.25	\$1,182,284.25	\$0.00	\$0.00
NEWE	49.0000	100.0000	\$591,400.00	\$289,786.00	\$289,786.00	\$0.00	\$0.00
TOTAL: Fringe Benefits				\$1,472,070.25	\$1,472,070.25	\$0.00	\$0.00

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

The Iowa Department of Public Safety charges actual fringe costs associated with the MCSAP hours worked. The percentage above is based on an estimation of actual costs based on prior state fiscal years. The estimated FY 2024 fringe rate of 49% percent is being used as a placeholder with a reduced dedication rate of 40% of MCSAP to account for budget constraints. Only actual costs will be billed. Fringe rate includes FICA, IPERS, Deferred Compensation plans, and the employer's portion of Health and Life insurance and 'other' (including but not limited to premium pay, severance pay, vacation liquidation, worker's compensation, insurance for early retirees, and unemployment compensation) is added together and divided by regular pay totals for each position. Each percentage is then multiplied by the projected total costs for each position; however, it may not be an accurate reflection of the elective coverage costs incurred by each individual employee.

Base amount is calculated by multiplying total cost by the estimated dedication rate by 49%.

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 §200.475](#).

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
Post Crash Inspection School	2	5	100.0000	\$1,130.00	\$1,130.00	\$0.00	\$0.00
FMCSA Cargo Tank Seminar	1	2	100.0000	\$154.00	\$154.00	\$0.00	\$0.00
Instructor Development Class	1	5	100.0000	\$1,205.00	\$1,205.00	\$0.00	\$0.00
Routine MCSAP Related Travel	25	10	100.0000	\$29,250.00	\$29,250.00	\$0.00	\$0.00
FMCSA Grant Workshop	3	5	100.0000	\$3,165.00	\$3,165.00	\$0.00	\$0.00
NAS A&B Training	20	10	100.0000	\$11,700.00	\$11,700.00	\$0.00	\$0.00
GHM Training	10	5	100.0000	\$2,925.00	\$2,925.00	\$0.00	\$0.00
CTI Training	10	5	100.0000	\$2,925.00	\$2,925.00	\$0.00	\$0.00
PVI Training	5	3	100.0000	\$1,755.00	\$1,755.00	\$0.00	\$0.00
DIAP/MCTC Training	5	3	100.0000	\$1,940.00	\$1,940.00	\$0.00	\$0.00
NE/CR Training Travel	5	10	100.0000	\$5,850.00	\$5,850.00	\$0.00	\$0.00
NE/CR Routine Related Travel	5	5	100.0000	\$2,925.00	\$2,925.00	\$0.00	\$0.00
Other Bulk Packaging	2	5	100.0000	\$1,560.00	\$1,560.00	\$0.00	\$0.00
COHMED	1	6	100.0000	\$2,556.00	\$2,556.00	\$0.00	\$0.00
CVSA Instruc/Data Qual	5	4	100.0000	\$6,520.00	\$6,520.00	\$0.00	\$0.00
CVSA-Spring	5	5	100.0000	\$12,025.00	\$12,025.00	\$0.00	\$0.00
NAIC	2	6	100.0000	\$3,812.00	\$3,812.00	\$0.00	\$0.00
CVSA - Fall	5	5	100.0000	\$12,025.00	\$12,025.00	\$0.00	\$0.00
CVSA Board - Summer	1	4	100.0000	\$1,360.00	\$1,360.00	\$0.00	\$0.00
CVSA Board - Winter	1	4	100.0000	\$1,360.00	\$1,360.00	\$0.00	\$0.00
Safety Summit	1	4	100.0000	\$860.00	\$860.00	\$0.00	\$0.00
TOTAL: Travel				\$107,002.00	\$107,002.00	\$0.00	\$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 DPS staff 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 semi-annual* training, HM training, livestock crash training, MATAI, Farm Progress Show, and special checks such as Passenger Vehicle Inspection Checks. DPS has a staff of 100, but only about a quarter accrue travel costs, estimating here for 25 Troopers with a \$37/day meal allowance (\$9,250) and \$80/day hotel accommodation (\$20,000) for a total of \$29,250.

*Training may be held quarterly as administrative, legislative, or policy changes necessitate.

Conference Travel:

January 2024: COHMED Conference (5-day conference +1 day travel) in Savannah, Georgia (considered level 3 for state reimbursement purposes) for 1 DPS staff with an average cost per staff member of \$500 airfare (\$500), \$51/day meal allowance (\$306) and \$200/day hotel accommodation (5 nights = \$1,000) and event registration of \$750 each (\$750) for a total of \$2,556.

March 2024: CVSA Instructor In-Service/Data Quality, 3-day, 1 travel day location TBD (estimating here a level 3 for state reimbursement purposes) for 5 staff (4 instructors and 1 data quality staff) with an average cost per staff member of \$500 airfare (\$2,500), \$51/day meal allowance (\$1,020), \$200/day hotel accommodation (3 nights = \$3,000), Registration is \$0.00. Total (\$6,520)

April 2024: CVSA 5-day Spring Workshop in Louisville, Kentucky (considered level 3 for state reimbursement purposes) for 5 DPS staff with an average cost per staff member of \$600 airfare (\$3,000), \$51/day meal allowance (\$1,275), \$200/day hotel accommodation (4 nights = \$4,000) and event registration of \$750 each (\$3,750) for a total of \$12,025.

August 2024: North American Inspector's Competition in Indianapolis, Indiana (5-day conference, 1 travel day) (considered level 3 for state reimbursement purposes) for 2 DPS staff with an average cost of \$600 airfare (\$1,200); \$51/day meal allowance (\$612) and \$200/day hotel accommodation (5 nights = \$2,000) for a total of \$3,812.

September 2024: The CVSA Fall Annual 5-day conference will be held in Big Sky, Montana (considered level 3 for state reimbursement purposes) for 5 DPS staff with an average cost per staff member of \$600 airfare (\$3,000), \$51/day meal allowance (\$1,275), \$200/day hotel accommodation (4 nights = \$4,000) and event registration at \$750 (\$3,750) for a total of \$12,025.

TBD: FMCSA 5-day Grant Workshop in (location to be determined) for 3 DPS staff with an average cost per staff member of \$51/day meal allowance (\$765) and \$200/day hotel accommodation (4 nights = \$2,400) for a total of \$3,165. Travel costs will need to be further considered once location is determined.

TBD: Winter CVSA Board Meeting: 2 day conference 2 travel days, dates TBD, location TBD for 1 attendee. Estimating here a level 4 for state reimbursement purposes: \$65/day meals x 4 = \$260, airfare = \$500, hotel accommodations = \$200/night x 3 nights = \$600. Total \$1,360. Iowa houses the Chair of the CVSA Vehicle Committee. The Winter and Summer board meetings require committee chairs to attend in order to prepare committee agendas, discuss updates on petitions, exceptions, ANPRMs, and to meet with federal partners in D.C. to discuss the importance of road safety.

TBD: Summer CVSA Board Meeting: 2 day conference 2 travel days, dates TBD, location TBD for 1 attendee. Estimating here a level 4 for state reimbursement purposes: \$65/day meals x 4 = \$260, airfare = \$500, hotel accommodations = \$200/night x 3 nights = \$600. Total \$1,360. Iowa houses the Chair of the CVSA Vehicle Committee. The Winter and Summer board meetings require committee chairs to attend in order to prepare committee agendas, discuss updates on petitions, exceptions, ANPRMs, and to meet with federal partners in D.C. to discuss the importance of road safety.

TBD: Safety Summit: 2 day conference 2 travel days, dates TBD, location TBD for 1 attendee. Estimating here a level 4 for state reimbursement purposes: \$65/day meals x 4 = \$260; hotel accommodations \$200/night x 3 = \$600; total = \$860.

Training Travel:

NAS A&B training for 20 Troopers 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 Troopers 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 Troopers 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 Troopers 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.

DIAP/MCTC Training for 15 Troopers (of which we anticipate 5 Troopers will incur travel costs) a \$37/day meal allowance (3 conference days +1 travel day = \$740) and \$80/day hotel accommodation (3 nights = \$1200) for a total of \$1,940.

Other Bulk Packaging Training Course (estimate 5 -day, 1 travel day), locations for 2024-2025 TBD, for 2 Troopers at \$50/day meal allowance (\$600) and \$96/day hotel accommodation (\$960) for a total of \$1,560.

FMCSA Cargo Tank Seminar location is TBD for 2024. 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 1 attendees = \$80. Meal allowance @ \$37/day x 1 attendees = \$74.00. Total \$154.00.

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.

Post Crash Inspector School 5-day course for 2 attendees in Grand Island, NE. Hotel accommodations @ \$95/night for 4 nights = \$760. Meal allowance @ \$37.00/day = \$370. Total \$1,130.

New Entrant/Compliance Review Travel:

NE/CR Training Travel (10 days)—NEWE-Troopers are required to attend semi-annual* 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 NEWE-Troopers with a \$37/day meal allowance (\$1,850) and \$80/day hotel accommodation (\$4,000) for a total of \$5,850.

**Training may be held quarterly as administrative, legislative, or policy changes necessitate.*

NE/CR Routine-Related Travel—NEWE-Troopers 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 NEWE-Troopers for 5 days with a \$37/day meal allowance (\$925) and \$80/day hotel accommodation (\$2,000) for a total of \$2,925.

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 equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.

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 how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

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 unit with FTC and video	1	\$5,000.00	40	\$2,000.00	\$2,000.00	\$0.00	\$0.00
TOTAL: Equipment				\$2,000.00	\$2,000.00	\$0.00	\$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.

DPS 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 a Trooper 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 DPS Troopers dedicated to the MCSAP project. **Percent of time on MCSAP grant is reduced to comply with budget limitations. Actual costs x PARs rate will be billed.** The Lidar unit was priced using Law Enforcement equipment provider websites and will have to be vetted through the state's purchasing procedures.

Portable Scales: Troopers frequently weight CMVs roadside in concert with an appropriate inspection to enforce state and federal safety regulations. When interacting with the public, away from fixed scale sites, the MCSAP certified Troopers use portable scales to conduct the proper weight checks and understand this check must be exclusively coupled with the appropriate inspection to positively impact CMV and driver safety. Iowa often operates with numerous harvest proclamations and agricultural exemptions throughout the year allowing many carriers to carry more weight. In an effort to reduce serious injuries and or fatal crashes involving CMVs, MCSAP Troopers frequently weight CMVs and verify proper driver/carrier credentials when roadside. **Percent of time on MCSAP grant is reduced to comply with budget limitations. Actual costs x PARs rate will be billed.**

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. 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.

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
Ballistic Vests	40 each	\$1,375.00	0.0100	\$5.50	\$5.50	\$0.00	\$54,994.50
Laptops	10 each	\$1,500.00	0.0340	\$5.10	\$5.10	\$0.00	\$14,994.90
Uniform Outfitting	40 1 outfitting	\$1,857.00	0.0068	\$5.05	\$5.05	\$0.00	\$74,274.95
MCSAP Inspection Supplies	1 Annual	\$7,685.00	100.0000	\$7,685.00	\$7,685.00	\$0.00	\$0.00
NE-Supplies	1 Annual	\$2,500.00	100.0000	\$2,500.00	\$2,500.00	\$0.00	\$0.00
Office Supplies	12 month	\$500.00	0.0834	\$5.00	\$5.00	\$0.00	\$5,994.75
NE-Uniform	5 1 uniform	\$200.00	100.0000	\$1,000.00	\$1,000.00	\$0.00	\$0.00
Wireless Vehicle Router	80	\$3,200.00	0.0017	\$4.35	\$4.35	\$0.00	\$0.00
Stinger Spikes	85	\$750.00	0.0157	\$10.00	\$10.00	\$0.00	\$63,740.00
TruckCRYPT	80	\$2,000.00	0.0025	\$4.00	\$4.00	\$0.00	\$159,996.00
TOTAL: Supplies				\$11,224.00	\$11,224.00	\$0.00	\$373,995.10

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

MCSAP inspection supplies include those tools and items necessary to inspect commercial motor vehicles to include creepers, chocks, soap sticks, tint meters (and accompanying batteries), bolt cutters, metal crayons, thermal paper, out of service stickers, tinted-safety & clear glasses, bump hats, and gloves. Billing is at 100% due to supplies being in direct support of MCSAP activities. Vehicle hitches required for post-crash inspections are to be considered MCSAP inspection supplies as enhanced level 1 inspections cannot take place without the inspection trailer towed to the inspection destination.

NEWE-Supplies include paper, pens, in-car printer paper, postage, 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.

NEWE-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.

All items listed below will be used primarily as Maintenance of Effort. Any costs exceeding the outlaid MOE in the chart above may be billed at it's appropriate dedication rate. MCSAP time noted on CVSP is reduced due to CVSP budget constraints.

Office Supplies include paper, pens, in-car printer paper, postage, software and other miscellaneous items used by Troopers & DPS staff to perform and support traditional MCSAP related expenses. Supply costs are based on known past expenditures.

Uniform: CMVU sworn staff are outfitted with the standard uniform when conducting MCSAP inspections and attending MCSAP training. The uniform price listed here includes 4-short sleeve shirts (\$111.39 x 4 = **\$445.55**) , 4-long sleeve (\$136.26 x 4 = **\$545.04**), 4-pants (\$170.84 x 4 = **683.36**), 1-belt (**\$39.90**) and 1- pair of leather boots (**\$143.15**) for a total uniform outfitting cost of \$1,857.00. 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 quarterly PARS rate.

Ballistic vests are worn by all Troopers 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. DPS will cycle out old CMVU vests at a rate of 40 vests per year @ \$1,375 per vest for a total of \$55,000.

Laptops are utilized by each Trooper while on patrol or for use at the scale. The laptops allow Troopers 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 replace laptops for current staff in FY24. CMVU is anticipating purchasing 10 laptops at \$1,500 (\$15,000).

Wireless Vehicle Router- Mobile routers allow for video to be downloaded roadside at the completion of each stop. This allows for more hours to conduct inspections, routine patrol and enforcement of serious traffic violations to enhance safer roadways. It also allows administration instant access to video for complaints and review. CMVU anticipates purchasing 80 units at \$3,200/per unit.

Stinger Spikes - Tire deflation devices designed specifically for CMVs. Cost per spike strip is \$750, and CMVU anticipates purchasing 85 spike strips.

TruckCRYPT- software annual subscription for one 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 80 units. Software is used by Technical Accident Investigators to download CMV data recorders for CMVs involved in accidents.

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 §200.1 Definitions](#)). All contracts issued under a Federal award must comply with the procurement standards described in [2 CFR §200.317](#), [2 CFR §200.318](#), and [Appendix II to Part 200](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.331](#) 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 §200.1 Definitions](#) and [2 CFR §200.331](#)).

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 §200.1 Definitions](#)).

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.

The Unique Entity Identifier (UEI) is the non-proprietary identifier that replaced the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

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	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Media Corporation		Contract	100.0000	\$5,007.30	\$5,007.30	\$0.00	\$0.00
Description of Services: Development of creative assets for outreach campaign							
TOTAL: Contractual and Subaward				\$5,007.30	\$5,007.30	\$0.00	\$0.00

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

Development of human trafficking campaign creative assets needed for outreach events.

Development costs = \$2,000 (20 hours dedicated development time x \$100/hr = \$2,000).

Assets =

4 banner ads, 5 billboard designs, 3 30-second videos including captions, 1 social media graphic, and 1 cinemagraphic loop = \$3,008.

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 §200.1](#) Definitions) 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. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

- **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	\$30.00	0.1670	\$4.50	\$4.50	\$0.00	\$2,695.50
FMCSR	115 Yearly	\$20.00	0.1740	\$4.00	\$4.00	\$0.00	\$2,296.00
CVSA OOS Criteria	100 Yearly	\$25.00	0.2000	\$5.00	\$5.00	\$0.00	\$0.00
CVSA Membership Dues	1 Yearly	\$12,900.00	100.0000	\$12,900.00	\$12,900.00	\$0.00	\$0.00
CVSA Decals	620 Yearly	\$5.00	0.1613	\$5.00	\$5.00	\$0.00	\$3,095.00
Laptop Air Cards/hot spots	98 monthly	\$492.00	0.0080	\$3.85	\$3.85	\$0.00	\$48,212.15
Vehicle Fleet Cost	1000000 Yearly	\$0.65	36.2570	\$235,670.50	\$235,670.50	\$0.00	\$414,329.50
Medical Examinations	1 annual	\$2,500.00	0.2000	\$5.00	\$5.00	\$0.00	\$2,495.00
Taser	1 annual	\$38,400.00	0.0120	\$4.60	\$4.60	\$0.00	\$38,395.40
VULock Software	1 annual	\$23,850.00	0.0210	\$5.00	\$5.00	\$0.00	\$23,845.00
IT Server Maintenance	1 annual	\$40,000.00	0.0125	\$5.00	\$5.00	\$0.00	\$39,994.76
Cell phones	12 monthly	\$4,166.67	0.0100	\$5.00	\$5.00	\$0.00	\$49,995.00
TOTAL: Other Costs				\$248,617.45	\$248,617.45	\$0.00	\$625,353.31

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

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

Vehicle fleet costs are generated from the mileage used for the CMVU fleet. Mileage reimbursement calculated monthly based on federal business guidelines (currently set at \$0.655/per mile) for the entire fiscal year prorated for MCSAP time spend per month for each Trooper. Costs shown are related to MCSAP activity and serve as a placeholder based on past known dedication levels and only actual costs will be billed.

All items listed below will be used primarily as Maintenance of Effort. Any costs exceeding the outlaid MOE in the chart above may be billed at it's appropriate rate.

HazMat 49 CFR books are updated yearly and utilized by all certified troopers staff for a total cost of \$2,700 (90 @ \$30ea.).

FMCSR books are updated yearly and utilized by all MCSAP certified troopers for a total cost of \$2,300 (115 @ \$20 ea.).

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

CVSA Decals are ordered and assigned to each Trooper 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 620 decal sheets per year + shipping = (@\$5.00 per decal sheet = total estimated cost of \$3,100 per year.

Laptop air cards are used to conduct PRISM checks, which total \$4,166.67/month for the CMVU, or approximately \$50,000. 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, CMVU does not propose to pro-rate these costs commensurate with PARs and will instead bill 100% of actual costs to the grant.

Medical Examinations - critical incidents for CMVU Troopers (\$2,500) for a total budgeted amount of \$2,500.

Tasers - There are 98 sworn/uniformed Troopers in the CMVU. Each of these members are required to carry a taser as part of their standard issued uniform, and the taser is a department-wide purchase. The tasers have a life span of 5 years. We are budgeting for the first invoiced annual lease cost of \$64,000.00 per year X the last known PARs rate of 60% totals \$38,400 for FY24. Only actual costs above MOE may be billed.

VULock Software - this software disallows use of the computer while Troopers are driving or in pursuit. This software replaces an older, now defunct software company. This software is required to be on every Trooper's computer. Costs for the software are billed annually with a total cost of \$23,850.00.

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

cell phones - cost \$41.67 per Trooper per month for an estimated cost of \$50,000 annually.

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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$7,061,322.00	\$371,649.00	\$7,432,971.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,114,946.00
MOE Baseline:	\$642,899.82

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Major	\$112,000.00	\$0.00	\$112,000.00	\$0.00
Captain	\$183,000.00	\$0.00	\$183,000.00	\$0.00
Program Manager	\$60,000.00	\$0.00	\$60,000.00	\$0.00
Program Manager-NEWE	\$20,000.00	\$0.00	\$20,000.00	\$0.00
Lieutenant-NEWE	\$83,300.00	\$0.00	\$83,300.00	\$0.00
Lieutenant	\$390,000.00	\$0.00	\$390,000.00	\$0.00
Sergeant	\$900,000.00	\$0.00	\$900,000.00	\$0.00
Trooper	\$2,504,601.00	\$371,649.00	\$2,876,250.00	\$0.00
Secretary 2	\$12,500.00	\$0.00	\$12,500.00	\$0.00
NEWE Trooper	\$500,000.00	\$0.00	\$500,000.00	\$0.00
MOE portion of Pay	\$0.00	\$0.00	\$0.00	\$306,580.47
Salary Subtotal	\$4,765,401.00	\$371,649.00	\$5,137,050.00	\$306,580.47
Lieutenant	\$46,920.00	\$0.00	\$46,920.00	\$0.00
Sergeant	\$117,304.50	\$0.00	\$117,304.50	\$0.00
Trooper	\$285,775.50	\$0.00	\$285,775.50	\$0.00
Overtime subtotal	\$450,000.00	\$0.00	\$450,000.00	\$0.00
Personnel total	\$5,215,401.00	\$371,649.00	\$5,587,050.00	\$306,580.47

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Traditional MCSAP	\$1,182,284.25	\$0.00	\$1,182,284.25	\$0.00
NEWE	\$289,786.00	\$0.00	\$289,786.00	\$0.00
Fringe Benefits total	\$1,472,070.25	\$0.00	\$1,472,070.25	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Post Crash Inspection School	\$1,130.00	\$0.00	\$1,130.00	\$0.00
FMCSA Cargo Tank Seminar	\$154.00	\$0.00	\$154.00	\$0.00
Instructor Development Class	\$1,205.00	\$0.00	\$1,205.00	\$0.00
Routine MCSAP Related Travel	\$29,250.00	\$0.00	\$29,250.00	\$0.00
FMCSA Grant Workshop	\$3,165.00	\$0.00	\$3,165.00	\$0.00
NAS A&B Training	\$11,700.00	\$0.00	\$11,700.00	\$0.00
GHM Training	\$2,925.00	\$0.00	\$2,925.00	\$0.00
CTI Training	\$2,925.00	\$0.00	\$2,925.00	\$0.00
PVI Training	\$1,755.00	\$0.00	\$1,755.00	\$0.00
DIAP/MCTC Training	\$1,940.00	\$0.00	\$1,940.00	\$0.00
NE/CR Training Travel	\$5,850.00	\$0.00	\$5,850.00	\$0.00
NE/CR Routine Related Travel	\$2,925.00	\$0.00	\$2,925.00	\$0.00
Other Bulk Packaging	\$1,560.00	\$0.00	\$1,560.00	\$0.00
COHMED	\$2,556.00	\$0.00	\$2,556.00	\$0.00
CVSA Instruc/Data Qual	\$6,520.00	\$0.00	\$6,520.00	\$0.00
CVSA-Spring	\$12,025.00	\$0.00	\$12,025.00	\$0.00
NAIC	\$3,812.00	\$0.00	\$3,812.00	\$0.00
CVSA - Fall	\$12,025.00	\$0.00	\$12,025.00	\$0.00
CVSA Board - Summer	\$1,360.00	\$0.00	\$1,360.00	\$0.00
CVSA Board - Winter	\$1,360.00	\$0.00	\$1,360.00	\$0.00
Safety Summit	\$860.00	\$0.00	\$860.00	\$0.00
Travel total	\$107,002.00	\$0.00	\$107,002.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Lidar unit with FTC and video	\$2,000.00	\$0.00	\$2,000.00	\$0.00
Equipment total	\$2,000.00	\$0.00	\$2,000.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Ballistic Vests	\$5.50	\$0.00	\$5.50	\$54,994.50
Laptops	\$5.10	\$0.00	\$5.10	\$14,994.90
Uniform Outfitting	\$5.05	\$0.00	\$5.05	\$74,274.95
MCSAP Inspection Supplies	\$7,685.00	\$0.00	\$7,685.00	\$0.00
NE-Supplies	\$2,500.00	\$0.00	\$2,500.00	\$0.00
Office Supplies	\$5.00	\$0.00	\$5.00	\$5,994.75
NE-Uniform	\$1,000.00	\$0.00	\$1,000.00	\$0.00
Wireless Vehicle Router	\$4.35	\$0.00	\$4.35	\$0.00
Stinger Spikes	\$10.00	\$0.00	\$10.00	\$63,740.00
TruckCRYPT	\$4.00	\$0.00	\$4.00	\$159,996.00
Supplies total	\$11,224.00	\$0.00	\$11,224.00	\$373,995.10

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Media Corporation	\$5,007.30	\$0.00	\$5,007.30	\$0.00
Contractual and Subaward total	\$5,007.30	\$0.00	\$5,007.30	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
HazMat 49 CFR	\$4.50	\$0.00	\$4.50	\$2,695.50
FMCSR	\$4.00	\$0.00	\$4.00	\$2,296.00
CVSA OOS Criteria	\$5.00	\$0.00	\$5.00	\$0.00
CVSA Membership Dues	\$12,900.00	\$0.00	\$12,900.00	\$0.00
CVSA Decals	\$5.00	\$0.00	\$5.00	\$3,095.00
Laptop Air Cards/hot spots	\$3.85	\$0.00	\$3.85	\$48,212.15
Vehicle Fleet Cost	\$235,670.50	\$0.00	\$235,670.50	\$414,329.50
Medical Examinations	\$5.00	\$0.00	\$5.00	\$2,495.00
Taser	\$4.60	\$0.00	\$4.60	\$38,395.40
VULock Software	\$5.00	\$0.00	\$5.00	\$23,845.00
IT Server Maintenance	\$5.00	\$0.00	\$5.00	\$39,994.76
Cell phones	\$5.00	\$0.00	\$5.00	\$49,995.00
Other Costs total	\$248,617.45	\$0.00	\$248,617.45	\$625,353.31

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$7,061,322.00	\$371,649.00	\$7,432,971.00	\$1,305,928.88
Total Costs Budgeted	\$7,061,322.00	\$371,649.00	\$7,432,971.00	\$1,305,928.88

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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$7,061,322.00	\$371,649.00	\$7,432,971.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,114,946.00
MOE Baseline:	\$642,899.82

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$4,765,401.00	\$371,649.00	\$5,137,050.00	\$306,580.47
;;;Overtime Subtotal	\$450,000.00	\$0.00	\$450,000.00	\$0.00
Personnel Total	\$5,215,401.00	\$371,649.00	\$5,587,050.00	\$306,580.47
Fringe Benefits Total	\$1,472,070.25	\$0.00	\$1,472,070.25	\$0.00
Travel Total	\$107,002.00	\$0.00	\$107,002.00	\$0.00
Equipment Total	\$2,000.00	\$0.00	\$2,000.00	\$0.00
Supplies Total	\$11,224.00	\$0.00	\$11,224.00	\$373,995.10
Contractual and Subaward Total	\$5,007.30	\$0.00	\$5,007.30	\$0.00
Other Costs Total	\$248,617.45	\$0.00	\$248,617.45	\$625,353.31
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$7,061,322.00	\$371,649.00	\$7,432,971.00	\$1,305,928.88
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$7,061,322.00	\$371,649.00	\$7,432,971.00	\$1,305,928.88

Part 5 - Certifications and Documents
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Part 5 Section 1 - Overview

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to and abide by 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.

These certifications must be completed and signed on an annual basis.

Part 5 Section 2 - 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? Darren Reid
2. What is this person's title? Major
3. Who is your Governor's highway safety representative? Stephen Baynes
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, Darren Reid, Major, 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 3 - 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? Darren Reid
2. What is the title of your certifying State official? Major
3. What are the phone # and email address of your State official? Reid@dps.state.ia.us 515-802-6469

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

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

I, Darren Reid, certify that IOWA 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 4 - New Laws/Legislation/Policy Impacting CMV Safety
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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

In the table below, provide the section changed and the effective date of the administrative change or policy adoption. Include a brief description of the policy or action. Please include a hyperlink or URL, in the summary if available.

Administrative and Policy Adoption		
Section Changed	Effective Date	Summary of Changes
HF 335 - Rule 607.49	04/28/2023	Prior law only allowed "suppliers of agricultural inputs or their employees" to obtain a restricted CDL. o The proposed amendments to rule 607.49 (Restricted commercial driver's license) remove references to "agricultural inputs" and instead adopts the federal language for restricted CDL eligibility, which includes "employees of... agri-chemical businesses, custom harvesters, farm retail outlets and suppliers, and livestock feeders."
HF 258 Rules 607.3 & 607.51	06/01/2023	Under federal regulations, states are required to comply with these requirements by November 18, 2024. The proposed amendments to rules 607.3 (Definitions) and 607.51 (National drug and alcohol clearinghouse) establish the procedures the department will follow when issuing, renewing, upgrading, or transferring any type of CDL or commercial learner's permit (CLP), and when downgrading a CDL or CLP holder due to a notification from the DACH that a driver is in a "prohibited" status. The proposed rule clarifies which individuals are subject to DACH requirements and clarifies the scope of hearings and appeals concerning DACH-initiated denials or downgrades. Definitions concerning CDL downgrades and the national Drug and Alcohol Clearinghouse are adopted to conform with federal regulations.

Gaede Stefani

From: Finkle, Lester (FMCSA) <Lester.Finkle@dot.gov>
Sent: Tuesday, August 8, 2023 7:02 AM
To: Gaede Stefani
Subject: ** External Email Alert ** FMCSA Approval Of Iowa DPS' Final Signed Title VI Program Plan For FY 2024

****External Email Alert**** This email is from outside DPS. **DO NOT CLICK** links or attachments unless you expected them. If unsure please forward to ITOC for review.

Great! Thank you. I have reviewed Iowa DPS' final Title VI Program Compliance Plan for FY 2024 and find all elements identified in the FY 2024 Title VI Program Compliance Plan Checklist. Therefore, DPS' final Title VI Program Compliance Plan for FY 2024 is hereby approved.

I will appreciate receiving a final version of General Order 01-02.08 (Unbiased Enforcement and Services) once it has been made final and distributed to affected personnel/made effective.

I have appreciated coordinating with you. I look forward to coordinating with you in the future.

Lester

Lester Finkle
FMCSA National Title VI Program Manager

From: Gaede Stefani <gaede@dps.state.ia.us>
Sent: Monday, August 7, 2023 2:02 PM
To: Finkle, Lester (FMCSA) <Lester.Finkle@dot.gov>
Subject: Final Signed Title VI Program Plan for Iowa Department of Public Safety

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Stefani Gaede, MPA
Program Manager
Iowa State Patrol
Commercial Motor Vehicle Unit
515-715-0116
Gaede@dps.state.ia.us