

eCVSP

IOWA

Commercial Vehicle Safety Plan

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

Fiscal Years 2025 - 2027

Date of Approval: March 02, 2026

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 2025 - 2027)
- Part 2: Crash Reduction and National Program Elements (FY 2025 - 2027)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2025 - 2027)
- Part 4: Financial Information (FY 2025)
- Part 5: Certifications and Documents (FY 2025)

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 2025:

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 2024 plans. States must carefully review and update this information to reflect FY 2025 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 2025 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**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, 2027.

Part 1 Section 3 - MCSAP Structure Explanation

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

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

The CMVU is allocated 100 full-time positions (98 sworn / MCSAP Certified and 2 civilian). Administrative personnel located at headquarters include the Major, 2 Captains, 1 Training Sergeant, 1 IT Sergeant, 1 Secretary, and 1 Grant Manager. The state is divided into four enforcement areas, each supervised by a field Lieutenant. Assigned to the four areas are 5 Lieutenants, 12 Sergeants, and 57 Troopers. The New Entrant Program includes an additional Lieutenant and 5 New Entrant Troopers. Current staffing levels provide for 85 MCSAP certified full time staff and 13 vacant Trooper positions. In addition to full time CMVU staff, the Iowa State Patrol has 39 road Troopers that are MCSAP certified at varying levels (1-3) and conduct MCSAP inspections on a part-time basis.

Iowa enforcement emphasis is placed on detecting drivers who are operating in violation of traffic laws and hours of service 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.

Iowa does not include activities regarding Migrant Worker Transportation in Rural Areas in the CVSP, as there are very few Migrant Workers being transported in Iowa, and only for a short period of time. CMV activities involving Migrant Worker Transportation have not been an issue in Iowa, and therefore resources have been directed to higher priority areas.

Part 1 Section 4 - MCSAP Structure

Instructions:

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

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

The national program elements sub-categories represent the number of personnel involved in that specific 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	126
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	124
Traffic Enforcement Activities	124
Investigations*	5
Public Education and Awareness	7
Data Collection and Reporting	4
* 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 2025 - 2027 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

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 2019 - 2023

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			
01/01/2022	12/31/2022	80	0.19	0.2232
01/01/2021	12/31/2021	73	0.19	0.2028
01/01/2020	12/31/2020	73	0.19	0.2218
01/01/2019	12/31/2019	74	0.19	0.1968
01/01/2018	12/31/2018	64	0.19	0.1743

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			
01/01/2023	12/31/2023	6		
01/01/2022	12/31/2022	3		
01/01/2021	12/31/2021	2		
01/01/2020	12/31/2020	2		
01/01/2019	12/31/2019	1		

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			
01/01/2023	12/31/2023	0		
01/01/2022	12/31/2022	1		
01/01/2021	12/31/2021	2		
01/01/2020	12/31/2020	1		
01/01/2019	12/31/2019	2		

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 Fatality and CMV Fatal Crash Rate per 100 million Total Vehicle Miles Traveled CY 2016-2020, report pulled 7/17/2024. Data Source Table 2: A&I Summary statistics for Buses in Iowa based on the MCMIS data source pulled 7/17/2024 Data Source Table 3: A&I HM statistics for Large Trucks and Buses in Iowa based on the MCMIS data source reports pulled 07/17/2024.

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

CMV Crashes - With the exception of CY 2020, the Total VMT in Iowa has remained relatively stable from CY2016-2021.

State Motorcoach/Passenger Fatality Reduction - No goals were established during this time frame. The CMVU 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.

Narrative Overview for FY 2025 - 2027**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 2023 fatality crash reports submitted to MCMIS, there have been 2,298 crashes involving commercial vehicles statewide resulting in 83 fatalities and 844 injuries.

The Iowa Department of Public Safety analyzes crash data to determine where the greatest concentration of injuries and fatal crashes have occurred. Data from the Iowa Department of Transportation Fatality Analysis Reporting team is utilized and additional consideration is also given to areas where the number of crashes have spiked. The Iowa State Patrol and Iowa State University Data Analysts 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 based on data from the Heavy Truck Crash Tool. These priority counties are updated each quarter to receive increased enforcement. 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 - 2023, captured 7/17/2024

Projected Goal for FY 2025 - 2027:

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
2025	5
2026	5
2027	5

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, Iowa has a goal to reduce the CMV related fatalities from the 79 experienced in FY2023 to 74 by the end of FY2025, to 69 by the end of FY2026 and to 64 by then end of FY2027. This represents a total reduction of 19% in CMV Fatal Crashes over a three-year period and will achieve the State target of .19 large truck fatal crashes per 100 VMT. Data Source: A & I Crash Statistics for Large Trucks and Buses - CY 2020 - 2023, captured 7/17/2024

Program Activities for FY 2025 - 2027: 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.

Activity 1: The Iowa Department of Public Safety will conduct a minimum of 30 high-crash corridor pop-up selective events each year, targeting ten priority counties each quarter and will include an emphasis in construction areas, work zones, and rural areas throughout the State. Locations for the events will be determined through data analysis from the Heavy Truck Crash tool. These 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 has a state goal of reducing CMV Fatal Crashes by 5 each year from FY25-FY27. Crash data shows that following too close and speeding are major contributors to CMV crashes.

Activity 2: The Iowa Department of Public Safety will respond to all CMV crashes in the state that result in a fatality by immediately dispatching a Level 1 certified Iowa State Patrol Trooper to conduct a Level I inspection. The Iowa State Patrol also deploys 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 the Department's efforts to eliminate future crashes. The Iowa State Patrol will work with local law enforcement agencies as well as emergency dispatch centers in the state to ensure that they are aware of the Patrol's obligations to respond to such events and that our department is immediately notified of all serious CMV crashes.

Activity 3: Acknowledging the FY25 Planning memo, Iowa is using data to better predict where crashes will occur, particularly in work zones. The Iowa State Patrol and CMVU currently partner with the Iowa DOT in preparation of long term work zones to identify and minimize potential work zone hazards to minimize the frequency and severity of work zone crashes. In addition, ongoing communication while the work zone is active allows for adjustments to be made as necessary to enforcement activities as well as traffic flow and work zone design.

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 the primary instructor for accident investigation at the Iowa Law Enforcement Academy and trains new cadets on crash management and investigation to ensure that accidents are documented consistently and accurately. This data 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. Iowa is considering applying for a HP-CMV grant in FFY26 or FFY27 to develop a targeted work zone enforcement campaign and an outreach and education campaign to promote work zone safety.

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.

Data collected from the 30 high-crash corridor pop-up events will include the number and levels of inspections, number of drivers and vehicles placed Out of Service, and the number of memos and citations issued. Fatality crash reports for each of the identified priority ten counties each quarter 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 ten priority counties regularly change each quarter.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2025 - 2027. 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 the Trend Analysis table, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.*

Trend Analysis for 2019 - 2023

Inspection Types	2019	2020	2021	2022	2023
Level 1: Full	9289	4303	6266	5093	5054
Level 2: Walk-Around	18949	13318	15107	12769	14924
Level 3: Driver-Only	27824	20450	23939	33349	25658
Level 4: Special Inspections					
Level 5: Vehicle-Only	91	78	96	115	76
Level 6: Radioactive Materials					
Total	56153	38149	45408	51326	45712

Narrative Overview for FY 2025 - 2027

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., SafeSpect) 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.

The Iowa Department of Public Safety works with the Iowa Department of Transportation to enforce the Size and Weight Plan. While Iowa DOT 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. The Department of Public Safety 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.

Current Commercial Motor Vehicle Unit staffing consists of 87 full-time positions (85 sworn and 2 civilian) of which 85 are MCSAP certified. In addition, the CMVU currently has 13 vacant Trooper positions. The Iowa State Patrol also has 39 Troopers that are MCSAP certified at varying levels (1-3) and conduct CMV inspections on a part-time basis. The entire Iowa State Patrol continues to face staffing challenges due to retirements and the low number of applicants for open positions. The Iowa State Patrol is reviewing alternatives to make CMVU positions more enticing to new recruits.

The Iowa Department of Public Safety 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.

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. Troopers complete a daily time itemization and Sergeants & Lieutenants review and accept each time itemization to ensure Troopers are completing tasks, inspections, special operations, and pop-up

selectives to expectations. The Program Manager also sends out regular notifications of current YTD standings with regard to all performance expectations.

Iowa has ten permanent fixed-site scale locations, two of the scales have weigh-in-motion technology located on the entrance ramps, and four have Tire Anomaly Classification System (TACS) 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' inspectors.

Iowa's use of e-screening pre-clearance at all 10 scales allows carriers to be pre-sorted at scale facilities resulting in reduced wait times and therefore, omissions 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. The Iowa State Patrol is planning to work with the Iowa Office to Combat Human Trafficking (also within the DPS) to develop an approach to increase awareness of human trafficking and to reduce human trafficking across the state.

The Iowa State Patrol holds regular planning and program effectiveness meetings with FMCSA Division staff. The focus of the meetings is data quality, performance, and reasonableness and necessity of activities conducted. 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 annual Title VI plan has been submitted and approved. Both the Title VI plan and the Iowa Department of Public Safety policy and procedure provides criteria used for selecting CMV for inspections while working at weigh stations and while on patrol. Iowa Department of Public Safety staff adhere to the policy and procedures manual pertaining to unbiased enforcement and services at all times.

Projected Goals for FY 2025 - 2027

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2025 - 2027. For FY 2025, 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: 124

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	5607	700	50	6357	15.00%
Level 2: Walk-Around	12250	700	50	13000	30.67%
Level 3: Driver-Only	22853		50	22903	54.04%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			120	120	0.28%
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 2025 - 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 2025:	0

Summary

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
MCSAP Lead Agency: IOWA DEPARTMENT OF PUBLIC SAFETY					
# certified personnel: 124					
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	5607	700	50	6357	15.00%
Level 2: Walk-Around	12250	700	50	13000	30.67%
Level 3: Driver-Only	22853		50	22903	54.04%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only			120	120	0.28%
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 2026 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	42380	0	0	42380
Enter total number of certified personnel	124	0	0	124
Projected Goals for FY 2027 Roadside Inspections				
Enter total number of projected inspections	42380	0	0	42380
Enter total number of certified personnel	124	0	0	124

Part 2 Section 4 - Investigations

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

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

Part 2 Section 5 - Traffic Enforcement

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 2019 - 2023

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		
10/01/2022	09/30/2023	20386	62428
10/01/2021	09/30/2022	24108	70074
10/01/2020	09/30/2021	21011	69767
10/01/2019	09/30/2020	19660	49810
10/01/2018	09/30/2019	25331	65798

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		
10/01/2022	09/30/2023	1088	27
10/01/2021	09/30/2022	1200	93
10/01/2020	09/30/2021	1641	102
10/01/2019	09/30/2020	1113	232
10/01/2018	09/30/2019	1366	380

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 2019-2023.

Narrative Overview for FY 2025 - 2027

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.

The CMVU is currently comprised of 85 full-time MCSAP certified Troopers and currently has 13 Trooper vacancies. In addition to full time CMVU Troopers, the Iowa State Patrol has 39 road Troopers that are MCSAP certified at varying levels (1-3) and conduct MCSAP inspections and CMV enforcement on a part-time basis.

The Iowa Department of Public Safety will conduct traffic enforcement related activities on CMVs while performing an estimated 6,357 Level I, 13,000 Level II, 22,903 Level III and 120 Level V inspections during day-to-day activities and focused enforcement projects.

The Iowa Department of Public Safety 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.

The Iowa Department of Public Safety will conduct a minimum of 30 Area MCSAP checks in FFY 2025. 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 2025 - 2027

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2025 - 2027. 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.

			Performance Goals		
Yes	No	Traffic Enforcement Activities	FY 2025	FY 2026	FY 2027
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	21000	21750	22500
<input checked="" type="radio"/>	<input type="radio"/>	CMV Non-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.

The Iowa Department of Public Safety 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 the quarterly PPR the actual number of special checks completed and the results of these efforts.

The Traffic Enforcement Goal for the number of CMVs with inspection has been increased from the FY24 goal of 12,000 to the FY25 Goal of 21,000. This represents a 75% increase in the CMV with Inspection goal from FY24 to FY25. In FY 24, Iowa completed 18,451 Traffic Enforcement Inspections.

The Iowa Department of Public Safety will work to increase the number of DACH Prohibited CMV drivers identified by 15% over FY25-27. This will be accomplished by reviewing and updating processes for evaluating driver eligibility as a part of the inspection process. In addition, a prohibited driver topic will be included in biannual training in FY25.

Part 2 Section 6 - Safety Technology

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 Infrastructure Investment and Jobs Act (IIJA), 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 2025 - 2027

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 2025 - 2027: 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.

The Iowa Department of Public Safety has an ongoing collaboration with the Iowa Department of Transportation to ensure compliance is met.

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).

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

Part 2 Section 7 - Public Education and Outreach

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

Trend Analysis for 2019 - 2023

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

Public Education and Outreach Activities	2019	2020	2021	2022	2023
Carrier Safety Talks	204	85	61	96	153
CMV Safety Belt Education and Outreach	0	0	0	0	0
State Trucking Association Meetings	5	2	1	1	2
State-Sponsored Outreach Events	35	7	7	9	10
Local Educational Safety Events	23	10	11	11	5
Teen Safety Events	1	0	0	0	0

Narrative Overview for FY 2025 - 2027

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.

Ongoing outreach is imperative to the success of lowering transportation related deaths. The Iowa Department of Public Safety will present educational seminars regarding state and federal regulations to assist the motoring public and industry to achieve compliance and reduce crashes.

The Iowa Department of Public Safety partners with motor carriers, passenger carriers, agribusinesses, and hazardous material carriers to reach their drivers and employees. Troopers also present to other government entities, including law enforcement, civic groups, clubs and associations. The Iowa Department of Public Safety 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.

The Iowa Department of Public Safety regularly evaluates training topics and strategy to maintain educational presence as appropriate.

Projected Goals for FY 2025 - 2027

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 2025	FY 2026	FY 2027
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	65	70	75
<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.

The Iowa Department of Public Safety 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 Training Sergeant who will report the information to the MCSAP Program Manager and thereby FMCSA through the quarterly PPR.

The Iowa Department of Public Safety will conduct 82 educational seminars in FY25, 87 in FY26, and 92 in FY27 to interested motor carriers, government agencies and civic groups upon request.

The Iowa Department of Public Safety will be looking to take steps to ensure outreach happens with purpose among groups with known safety issues to affect accidents and safety. The Iowa Department of Public Safety will attempt to conduct 65 carrier safety talks in FY25 that will involve more than 1 active motor carrier focusing on regional safety issues. The number of carrier talks will increase to 70 in FY26 and to 75 in FY27.

A description of the activity types are as follows:

Carrier Safety Talks pertains to events where the Iowa Department of Public Safety / Commercial Motor Vehicle Unit 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 Iowa Motor Trucking Association), 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)

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 Public Safety

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 2025 - 2027.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2025	Goal for FY 2026	Goal for FY 2027
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	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 07/22/2024, including crash records through 06/28/2024.

Narrative Overview for FY 2025 - 2027

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.).

Iowa has maintained a "Good" rating in all Crash and Investigation measures since at least June 2023. The Iowa Department of Public Safety has established processes regarding work load and personnel limitations to ensure that a "Good" rating is maintained.

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

Program Activities FY 2025 - 2027: 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.

Iowa has maintained a "Good" rating in all Crash and Investigation measures since at least June 2023. The Iowa Department of Public Safety has established processes regarding work load and personnel limitations to ensure that a "Good" rating is maintained.

Program Activities FY 2025 - 2027: Describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

The Iowa Department of Public Safety – Iowa State Patrol DataQ's:

Individuals assigned by the Major to process DataQ requests will review the inspection, relevant code of federal regulations, relevant State of Iowa Code, as well as audio and video from the disputed interaction (if needed and available). If unable to resolve individually, the DataQ administrator may reach out to the Trooper, and/or supervision, to gain insight and information relevant to the request. Once a determination has been made, the administrator then either denies, partially denies, upholds, or partially upholds the challenge. If the challenge is anything but fully upheld, the petitioner has the right to appeal. The petitioner must clearly request an appeal to the original decision. Asking clarifying questions or requesting more information regarding the decision without explicitly appealing the decision shall not be considered an appeal.

During the first appeal, the highest-ranking member of the DataQ administrators will review the inspection, relevant code of federal regulations, relevant State of Iowa Code, as well as audio and video from the disputed interaction (if available). The DataQ administrator may reach out to the Trooper, and/or supervision, to gain insight and information relevant to the request. If the highest-ranking member of the DataQ administrators was the initial respondent to the request, another member of the DataQ administrators shall conduct the appeal review and make the appeal determination. Once a determination has been made, the administrator then either denies, partially denies, upholds, or partially upholds the challenge. If the decision is anything but fully upheld, the petitioner has the right to appeal a second time. The petitioner must clearly request an appeal to the decision. Asking clarifying questions or requesting more information regarding the decision without explicitly appealing the decision shall not be considered an appeal.

During the second appeal, members of the appeal panel will review the inspection, relevant code of federal regulations, relevant State of Iowa Code, as well as audio and video from the disputed interaction (if available). The members may reach out to the Trooper, and/or supervision, to gain insight and information relevant to the request. Panel members will be selected by the Major and will consist of a minimum of three members of various ranks and positions within the department. An IMTA board member shall occupy one spot on the appeal board. The appeal board shall not consist of any of the original respondents to the request, the trooper who issued the inspection, or any direct supervisors of the trooper who issued the inspection. Once a determination has been made, the administrator then either denies, partially denies, upholds, or partially upholds the challenge. If the decision is anything but fully upheld, the petitioner has the right to appeal for a third and final decision. The petitioner must clearly request an appeal to the decision. Asking clarifying questions or requesting more information without explicitly appealing the decision shall not be considered an appeal.

The third appeal shall be filed through the 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

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 2019 - 2023

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

New Entrant Safety Audits	2019	2020	2021	2022	2023
Interstate	556	720	576	764	624
Intrastate	0	0	0	0	0
Total Audits	556	720	576	764	624

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 2025 - 2027

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	07/22/2024
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	620
Current Number of Past Dues	15

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 2025 - 2027

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

Projected Goals for FY 2025 - 2027 - New Entrant Safety Audits						
	FY 2025		FY 2026		FY 2027	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	35	0	40	0	50	0
# of Safety Audits (Offsite)	620	0	645	0	670	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	655	0	685	0	720	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.

The Iowa Department of Public Safety NEWE-Troopers are assigned to conduct Safety Audits (SAs) on interstate motor carriers. NEWE-Troopers are uniformed, sworn officers who are also CVSA Level 1 certified. 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.

Acknowledging the FY25 planning memo goal of a 15% increase in audits in the number of audits completed over the 3 year period of FFY 2025-27, the Iowa Department of Public Safety proposes an annual 5% increase in the number of audits completed. This results in 655 safety audits in FY25, 685 audits in FY26, and 720 audits in FY27. Completed documents will be uploaded to MCMIS within the statutory time frames by utilizing five full-time New Entrant Troopers supervised by the NEWE-Lieutenant. Iowa's current inventory as of 07/22/2024 shows 620 in the total New Entrant pool. Monthly incoming new entrants, on average, range between 2-5 new entrant carriers. Overdue new entrant audits are currently at 15. Iowa will strive to reduce that pool to zero for the year acknowledging the FY25 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.

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

Activity Plan for FY 2025 - 2027: 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.

The Iowa Department of Public Safety New Entrant Program is fully staffed with a total of 5 Troopers and 1 Lieutenant.

For FFY 2025, Iowa proposes to conduct 35 on-site and 620 off-site safety audits. Completed documents will be uploaded to MCMIS within the statutory time frames.

FFY 2025 and beyond, 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.

The NEWE-Lieutenant assigns New Entrant caseloads and utilizes the Iowa Department of Public Safety daily reports and MCMIS monitoring reports in reviewing Trooper'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.

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.

Data collected is based on Trooper's daily activity reports, which is analyzed by the Program Grant Manager on a monthly basis. The Program Grant Manager tracks on a monthly basis, Trooper hours worked on Safety Audits, the number of SAs completed, and the number of non-audit resolutions. The Grant Manager regularly verifies time allocations, 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 2025 - 2027).

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

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 2023 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 83.33%

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/26/2024

Check this box if:

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

Narrative Overview for FY 2025 - 2027

Project Goal: Increase the IM and UNSAT/UNFIT OOS catch rate percentage to meet the FMCSA threshold of at least 85 percent.

Projected Goals for FY 2025 - 2027: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2025	85
2026	85
2027	85

Iowa's Out-Of-Service catch rate as determined by FMCSA for FY2024 period is 100% for IH and UNSAT/UNFIT carriers. The FFY23 rate of 83.33% was due in part to internal process issues within the Commercial Motor Vehicle Unit as well as impacts due to the merger of the Motor Vehicle Enforcement from Iowa DOT to the Department of Public Safety.

Program Activities for FY 2025 - 2027: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

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

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

Iowa has made significant improvement in the OOS catch rate. Iowa may increase training frequency in the event the OOS catch rate begins to decline and training gaps are noted.

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.

The CMVU has a goal of identifying 85 percent of OOS carriers during roadside inspections. Iowa understands the importance for meeting the 85% catch standard and will review every miss to determine how the violation was missed. Each quarterly training will contain a component to educate officers on resources available to them to assist in reaching this goal.

The CMVU program manager will document in the quarterly progress report, the out-of-service catch rate.

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

Describe any State-specific CMV problems that were addressed with FY 2024 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 2024 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2024 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2024 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.

Anti-Human Trafficking Efforts 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, the Iowa Department of Public Safety can help reduce the probability of trafficking through awareness campaigns and enforcement efforts. The Iowa Department of Public Safety 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.

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

Iowa intends to develop, plan, and implement one or more sting operations in trafficking hot spots or areas brought to the Iowa Department of Public Safety's 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. The Iowa Department of Public Safety, 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. The Iowa Department of Public Safety, 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.

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

All inspections include information containing trafficking indicators and the national hotline. Anti-Human Trafficking information is posted at all scales. Anti-Human Trafficking information is included in the standard presentation given to motor carriers by CMVU staff. In addition, one Anti-Human Trafficking specific presentation was given to a motor carrier in FY24. The CMVU will be working with the Office to Combat Human Trafficking (also within the Department of Public Safety) to collaborate on a future High Priority CMV Grant focusing on Anti-Human Trafficking.

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

FY24 proved a difficult time for the Iowa State Patrol-CMVU to address additional initiatives due to the merger of the Motor Vehicle Enforcement unit from the Iowa Department of Transportation to the Iowa State Patrol in the Iowa Department of Public Safety, and the additional training required as a part of the merger.

Part 3 Section 5 - State Specific Objectives – Future**Instructions:**

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include 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 2025 - 2027. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

Part 4 - Financial Information

Part 4 Section 1 - Overview

The *Spending Plan* is an explanation of each budget component and should support the cost estimates for the proposed work. The *Spending Plan* should focus on how each item will achieve the proposed project goals and objectives and 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 2025 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.
- A State's planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- A Territory's 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	\$7,244,372.00	\$381,283.00	\$7,625,655.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,143,848.00
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):	\$1,143,848.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Major	1	80.0000	\$140,000.00	\$112,000.00	\$112,000.00	\$0.00	\$0.00
Captain	2	75.0000	\$130,000.00	\$195,000.00	\$195,000.00	\$0.00	\$0.00
Program Manager	1	80.0000	\$115,000.00	\$92,000.00	\$92,000.00	\$0.00	\$0.00
Program Manager-NEWE	1	15.0000	\$115,000.00	\$17,250.00	\$17,250.00	\$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	\$111,000.00	\$360,750.00	\$360,750.00	\$0.00	\$0.00
NEWE Trooper	5	100.0000	\$100,000.00	\$500,000.00	\$500,000.00	\$0.00	\$0.00
Sergeant	14	60.0000	\$100,000.00	\$840,000.00	\$840,000.00	\$0.00	\$0.00
Trooper	57	57.8420	\$90,000.00	\$2,967,294.60	\$2,824,215.60	\$143,079.00	\$0.00
Secretary 2	1	25.0000	\$54,000.00	\$13,500.00	\$13,500.00	\$0.00	\$0.00
MOE portion of Pay	100	0.0000	\$150,000.00	\$0.00	\$0.00	\$0.00	\$150,000.00
Subtotal: Salary				\$5,181,094.60	\$5,038,015.60	\$143,079.00	\$150,000.00
Overtime Project Costs							
Lieutenant	6	100.0000	\$7,820.00	\$46,920.00	\$46,920.00	\$0.00	\$0.00
Sergeant	14	100.0000	\$7,820.30	\$109,484.20	\$109,484.20	\$0.00	\$0.00
Trooper	75	100.0000	\$3,810.34	\$285,775.50	\$285,775.50	\$0.00	\$0.00
Subtotal: Overtime				\$442,179.70	\$442,179.70	\$0.00	\$0.00
TOTAL: Personnel				\$5,623,274.30	\$5,480,195.30	\$143,079.00	\$150,000.00
Accounting Method:	Modified Accrual						

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

The Iowa Department of Public Safety 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 utilizes a separate software system to track expenses and payroll generated on MCSAP assignments.

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. Salary rates represent projected FY 2025 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 (e.g., conducting inspections, administrative oversight, training, etc.). Listed below is a breakdown of positions and staff involvement in achieving proposed goals and objectives.

In addition to the 85 full-time MCSAP Certified staff, the Iowa State Patrol has 39 Troopers that are MCSAP certified and conduct inspections on a part-time basis. The Iowa Department of Public Safety does not request reimbursement through the grant for the regular hours of these part-time Troopers, but their overtime hours are billed. Regular hours of the part-time MCSAP Troopers are used to meet the MOE.

Major

The Major of the Commercial Motor Vehicle 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 meetings and conferences.

Captain

The CMVU has two Captains, each overseeing half of the state. The Captains supervise 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 82 sworn 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 submitted by field Lieutenants.

MCSAP and New Entrant Grant Manager

The Grant Manager is responsible for development of the annual Commercial Vehicle Safety Plan and spends 80% of the time implementing this project. MCSAP activities include: tracking and monitoring inspection activities and trends; prepare and submit quarterly MCSAP program performance reports to FMCSA; verify and track time allocations to the grant, compile and submit expenses to the DPS Finance Bureau for reimbursement request. The Grant Manager is also responsible for tracking the New Entrant Program (15%) to include tracking the number of SAs and non-audit resolutions monthly, preparing and submitting performance quarterly reports to FMCSA and tracking and submitting billing.

Lieutenant

The Lieutenants oversee field activities of the project and spend 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; weighs and inspects vehicles and drivers for compliance with all state and federal laws; conducts roadside inspections to fulfill MCSAP reporting requirements.

NEWE-Lieutenant

The New Entrant Lieutenant 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 the New Entrant Troopers located across the state. The Lieutenant's activities related to NE include: assigning NE caseloads, reviewing and monitoring daily activity/inspection/audit reports, conducting on-site visits with staff, and setting up yearly NE training/updates.

Sergeant

The Sergeant assists Lieutenants 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; organizing and implementing special checks throughout the state; conducting roadside inspections to fulfill MCSAP reporting requirements.

NEWE-Troopers

NEWE-Troopers are uniformed sworn 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

Troopers inspect commercial motor vehicles for compliance, observe drivers for impairment and places unsafe drivers out of service and spends 57% of their time implementing this project. Activities include weighing and inspecting vehicles and drivers for compliance with all state and federal laws; conducts 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

Lieutenants, Troopers and Sergeants will be working planned overtime in an effort to meet prescribed inspection goals and special project outputs. Planned overtime will also be utilized for special checks, court time, travel time, public outreach events, and special operations to include 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 the Troopers' FLSA rate (approximately 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 Trooper vacancies.

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, field training officer, shift differential, per diem, and cleaning clothing allowance. 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	48.0000	54.0000	\$4,996,825.00	\$1,295,177.04	\$1,056,973.04	\$238,204.00	\$0.00
NEWE	48.0000	100.0000	\$600,550.00	\$288,264.00	\$288,264.00	\$0.00	\$0.00
TOTAL: Fringe Benefits				\$1,583,441.04	\$1,345,237.04	\$238,204.00	\$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 included is based on an estimation of actual costs based on prior state fiscal years. The estimated FY2025 fringe rate of 48% percent is being used as a placeholder. Only actual costs will be billed. Total productive hours, MCSAP eligible hours, and fringe costs are calculated on a monthly basis for each employee. The portion of the total fringe costs per employee that are reimburseable are calculated by dividing each employee's MCSAP eligible hours by their total productive hours, then multiplying the result by the total fringe cost to determine the portion of the overall fringe cost per employee that is grant reimburseable.

Fringe rate includes FICA, IPERS, POR, Deferred Compensation plans, and the employer's portion of Health, Dental, Disability, and Life insurance.

Overtime fringe rates include FICA, IPERS, and POR contributions.

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
Instructor Development Class	1	5	100.0000	\$1,205.00	\$1,205.00	\$0.00	\$0.00
Routine MCSAP Related Travel	22	10	100.0000	\$25,740.00	\$25,740.00	\$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
CVSA-Spring	5	5	100.0000	\$12,375.00	\$12,375.00	\$0.00	\$0.00
CVSA Instruc/Data Qual	5	4	100.0000	\$6,800.00	\$6,800.00	\$0.00	\$0.00
NAIC	2	6	100.0000	\$2,780.00	\$2,780.00	\$0.00	\$0.00
CVSA - Fall	6	5	100.0000	\$16,440.00	\$16,440.00	\$0.00	\$0.00
CVSA Board - Summer	1	4	0.0027	\$4.90	\$4.90	\$0.00	\$1,809.10
CVSA Board - Winter	1	4	0.0036	\$4.90	\$4.90	\$0.00	\$1,355.10
Safety Summit	1	4	100.0000	\$860.00	\$860.00	\$0.00	\$0.00
Heavy Reconstruction Techniques	10	5	100.0000	\$3,850.00	\$3,850.00	\$0.00	\$0.00
Synercon Technologies FLA and Truckcrypt	10	2	100.0000	\$1,540.00	\$1,540.00	\$0.00	\$0.00
TOTAL: Travel				\$107,474.80	\$107,474.80	\$0.00	\$3,164.20

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

Travel costs represent 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 87, but only about a quarter accrue travel costs, estimating here for 22 Troopers with a \$37/day meal allowance (\$8,140) and \$80/day hotel accommodation (\$17,600) for a total of \$25,740.

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

Conference Travel:

CVSA Instructor In-Service/Data Quality, March 2025: 3-day conference, location TBD (estimating a level 4 city for travel allowance purposes) for 5 staff (4 instructors and 1 data quality staff) with an average cost per staff member of \$500 airfare (\$2,500), \$65/day meal allowance (\$1,300), \$200/day hotel accommodation (3 nights = \$3,000), for a Total of \$6,800.

CVSA 5-day Spring Workshop, April 27- May 1 2025: New Orleans, Louisiana (considered level 4 for travel allowance purposes) for 5 DPS staff with an average cost per staff member of \$600 airfare (\$3,000), \$65/day meal allowance (\$1,625), \$200/day hotel accommodation (4 nights = \$4,000) and event registration of \$750 each (\$3,750) for a total of \$12,375.

North American Inspector's Competition, August 19-23, 2025: Minneapolis, Minnesota (5-day conference, 1 travel day) (considered level 4 for travel allowance purposes) for 2 DPS staff with an average cost of \$65/day meal allowance (\$780) and \$200/day hotel accommodation (5 nights = \$2,000) for a total of \$2,780.

CVSA Fall Annual Conference, September 21-25, 2025: Denver, Colorado (considered level 4 for travel allowance purposes) for 6 DPS staff with an average cost per staff member of \$600 airfare (\$3,600), \$65/day meal allowance (\$2,340), \$200/day hotel accommodation (5 nights = \$6,000) and event registration at \$750 (\$4,500) for a total of \$16,440. 6 staff are needed to attend the larger fall conference to attend and participate in as many of the presentations as possible. Iowa typically sends two staff with dedicated responsibilities: 1 on the CVSA vehicle committee and 1 HazMat, leaving the 4 remaining staff to attend the multiple concurrent break out sessions.

FMCSA 5-day Grant Workshop: Date and Location TBD, 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.

Winter CVSA Board Meeting, December 2025: 2 day conference 2 travel days, Washington D.C. (considered level 4 for travel allowance purposes) for 1 attendee. \$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 to discuss the importance of road safety. CVSA Board Meetings will be classified as MOE.

Summer CVSA Board Meeting, June 2-5, 2025: 2 day conference 2 travel days, Quebec City, Canada for 1 attendee. Expenses: \$116/day meals x 4 = \$464, airfare = \$750, hotel accommodations = \$200/night x 3 nights = \$600. Total \$1,814. 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 to discuss the importance of road safety. CVSA Board Meetings will be classified as MOE.

Safety Summit, Date and location TBD: 2 day conference 2 travel days, for 1 attendee. Estimating a level 4 for travel allowance 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.

General Hazardous Material (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.

Cargo Tank Inspection (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.

Passenger Vehicle Inspection (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.

Drug Interdiction Assistance Program (DIAP) / Midwest Counterdrug Training Center (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.

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.

Heavy Reconstruction Techniques 5 day course for 10 attendees, location TBD. Hotel accommodation @ \$80/night for 5 nights = \$2,000.00. Meal allowance @ \$37.00/day = \$1,850.00. Commercial vehicle crash investigative training: The ISP will train crash personnel in the investigation and analysis of heavy vehicle crash incidents. Improved data collection will assist in assessing crash causation, resource allocation, and/or engineering update needs.

Synercon Technologies Forensic Link Adapter and Truckcrypt 2 day course for 10 attendees, location TBD. Hotel accommodation @ \$80/night for 2 nights = \$800.00. Meal allowance @ \$37.00/day = \$740.00. Commercial vehicle crash investigative training: The ISP will train crash personnel in the use of Synercon Technologies Forensic Link Adapter and Truckcrypt software.

New Entrant 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.*

New Entrant 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
TOTAL: Equipment				\$0.00	\$0.00	\$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.

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
Laptops	10 each	\$1,500.00	0.0334	\$5.01	\$5.01	\$0.00	\$14,994.99
Uniform Outfitting	40 1 outfitting	\$1,857.00	0.0067	\$4.97	\$4.97	\$0.00	\$74,275.03
MCSAP Inspection Supplies	1 Annual	\$7,685.00	0.0651	\$5.00	\$5.00	\$0.00	\$7,680.00
NE-Supplies	1 Annual	\$2,546.59	100.0000	\$2,546.59	\$2,546.59	\$0.00	\$0.00
Office Supplies	12 month	\$500.00	0.0834	\$5.00	\$5.00	\$0.00	\$5,995.00
NE-Uniform	5 1 uniform	\$200.00	20.5000	\$205.00	\$205.00	\$0.00	\$795.00
Heavy Duty Scan Tool	5 each	\$887.00	0.1127	\$4.99	\$4.99	\$0.00	\$4,430.01
HazMat 49 CFR Books	90 books	\$72.00	0.0772	\$5.00	\$5.00	\$0.00	\$6,475.00
FMCSR Books	124 books	\$25.00	0.1613	\$5.00	\$5.00	\$0.00	\$3,095.00
CVSA OOS Criteria	124 Books	\$45.00	0.0897	\$5.00	\$5.00	\$0.00	\$5,575.00
CVSA Decals	650 decals	\$5.00	0.1539	\$5.00	\$5.00	\$0.00	\$3,245.00
TOTAL: Supplies				\$2,796.56	\$2,796.56	\$0.00	\$126,560.03

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-New Entrant Troopers 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.

Heavy Duty Scan Tool: Dearborn Protocol Adaptor (DPA) Scan tool for heavy trucks for reading diagnostics on commercial motor vehicles. DPA XL kit, 5 @ \$875 each + shipping = \$4,435.

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 ($\$111.39 \times 4 = \445.55), 4-long sleeve ($\$136.26 \times 4 = \545.04), 4-pants ($\$170.84 \times 4 = 683.36$), 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 actual costs being billed against the grant at the quarterly PARS rate.

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 FY25. CMVU is anticipating purchasing 10 laptops at \$1,500 (\$15,000).

HazMat 49 CFR books are updated yearly and utilized by all certified troopers staff for a total cost of \$6,480 (90 @ \$72 ea.).

FMCSR books are updated yearly and utilized by all MCSAP certified troopers for a total cost of \$3,100 (124 @ \$25 ea.).

CVSA OOS Criteria books are updated yearly and utilized by all troopers for a total cost of \$5,580 (124 @ \$45 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 650 decal sheets per year + shipping = (@\$5.00 per decal sheet = total estimated cost of \$3,250 per year.

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
Forensic Training Group, LLP	QNCLKK7YGBV3	Contract	100.0000	\$27,750.00	\$27,750.00	\$0.00	\$0.00
Description of Services: Commercial Vehicle Crash Investigation Training							
TOTAL: Contractual and Subaward				\$27,750.00	\$27,750.00	\$0.00	\$0.00

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

The Iowa State Patrol will train crash reconstructionists in the investigation and analysis of heavy vehicle crash incidents. Improved data collection will assist in assessing crash causation, resource allocation, and/or engineering update needs. Two courses will be provided by Forensic Training Group, LLP. Heavy Truck Reconstruction Techniques (5-day course) and Synercon Technologies Forensic Link Adapter and Truckcrypt (2-day course). The Iowa State Patrol currently has two Troopers that have attended the Heavy Truck Reconstruction Techniques course, and has an additional 10-15 that need to attend. The Iowa State Patrol does not have any Troopers that have attended the Synercon Technologies Forensic Link Adapter and Truckcrypt course. Following the completion of these courses, the Iowa State Patrol will assess whether ongoing training is necessary. Depending on the number of

Troopers needing training, future courses may be held or the Iowa State Patrol may partner with neighboring states to train additional Troopers.

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
CVSA Membership Dues	1 Yearly	\$12,900.00	100.0000	\$12,900.00	\$12,900.00	\$0.00	\$0.00
Laptop Air Cards/hot spots	85 Yearly	\$481.00	0.0080	\$3.27	\$3.27	\$0.00	\$40,881.73
Vehicle Usage Cost	2000000 Miles	\$0.67	20.0000	\$268,000.00	\$268,000.00	\$0.00	\$1,072,000.00
Medical Examinations	1 Yearly	\$15,500.00	0.0323	\$5.00	\$5.00	\$0.00	\$15,495.00
Cell phones	86 Yearly	\$540.00	0.0108	\$5.01	\$5.01	\$0.00	\$46,434.99
Microsoft Licensing	87 Licenses	\$390.00	0.0148	\$5.02	\$5.02	\$0.00	\$33,924.98
TOTAL: Other Costs				\$280,918.30	\$280,918.30	\$0.00	\$1,208,736.70

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 Usage Costs are generated from the mileage used for the CMVU fleet. Mileage reimbursement calculated monthly based on federal business guidelines (currently set at \$0.67/per mile) for the entire fiscal year prorated for MCSAP time spent 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.

Laptop air cards are used to conduct PRISM checks, which total \$481/year per trooper for the CMVU. 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 as MOE.

Medical Examinations - including annual physicals (\$13,000) and critical incidents for CMVU Troopers (\$2,500) for a total budgeted amount of \$15,500.

Cell phones - cost \$41.67 per Trooper per month for an estimated cost of \$47,000 annually calculated as MOE.

Microsoft Software Licensing- All CMVU Staff computers are equipped with Microsoft Windows and Office Suite. The software provides the email system used by all staff as well as programs for writing reports, giving presentations, and managing and tracking budgets. Actual licensing costs will be calculated as MOE. 87 CMVU staff licenses @ \$390 each = \$33,930.

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	\$7,244,372.00	\$381,283.00	\$7,625,655.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,143,848.00
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	\$195,000.00	\$0.00	\$195,000.00	\$0.00
Program Manager	\$92,000.00	\$0.00	\$92,000.00	\$0.00
Program Manager-NEWE	\$17,250.00	\$0.00	\$17,250.00	\$0.00
Lieutenant-NEWE	\$83,300.00	\$0.00	\$83,300.00	\$0.00
Lieutenant	\$360,750.00	\$0.00	\$360,750.00	\$0.00
NEWE Trooper	\$500,000.00	\$0.00	\$500,000.00	\$0.00
Sergeant	\$840,000.00	\$0.00	\$840,000.00	\$0.00
Trooper	\$2,824,215.60	\$143,079.00	\$2,967,294.60	\$0.00
Secretary 2	\$13,500.00	\$0.00	\$13,500.00	\$0.00
MOE portion of Pay	\$0.00	\$0.00	\$0.00	\$150,000.00
Salary Subtotal	\$5,038,015.60	\$143,079.00	\$5,181,094.60	\$150,000.00
Lieutenant	\$46,920.00	\$0.00	\$46,920.00	\$0.00
Sergeant	\$109,484.20	\$0.00	\$109,484.20	\$0.00
Trooper	\$285,775.50	\$0.00	\$285,775.50	\$0.00
Overtime subtotal	\$442,179.70	\$0.00	\$442,179.70	\$0.00
Personnel total	\$5,480,195.30	\$143,079.00	\$5,623,274.30	\$150,000.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Traditional MCSAP	\$1,056,973.04	\$238,204.00	\$1,295,177.04	\$0.00
NEWE	\$288,264.00	\$0.00	\$288,264.00	\$0.00
Fringe Benefits total	\$1,345,237.04	\$238,204.00	\$1,583,441.04	\$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
Instructor Development Class	\$1,205.00	\$0.00	\$1,205.00	\$0.00
Routine MCSAP Related Travel	\$25,740.00	\$0.00	\$25,740.00	\$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
CVSA-Spring	\$12,375.00	\$0.00	\$12,375.00	\$0.00
CVSA Instruc/Data Qual	\$6,800.00	\$0.00	\$6,800.00	\$0.00
NAIC	\$2,780.00	\$0.00	\$2,780.00	\$0.00
CVSA - Fall	\$16,440.00	\$0.00	\$16,440.00	\$0.00
CVSA Board - Summer	\$4.90	\$0.00	\$4.90	\$1,809.10
CVSA Board - Winter	\$4.90	\$0.00	\$4.90	\$1,355.10
Safety Summit	\$860.00	\$0.00	\$860.00	\$0.00
Heavy Reconstruction Techniques	\$3,850.00	\$0.00	\$3,850.00	\$0.00
Synercon Technologies FLA and Truckcrypt	\$1,540.00	\$0.00	\$1,540.00	\$0.00
Travel total	\$107,474.80	\$0.00	\$107,474.80	\$3,164.20

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Equipment total	\$0.00	\$0.00	\$0.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Laptops	\$5.01	\$0.00	\$5.01	\$14,994.99
Uniform Outfitting	\$4.97	\$0.00	\$4.97	\$74,275.03
MCSAP Inspection Supplies	\$5.00	\$0.00	\$5.00	\$7,680.00
NE-Supplies	\$2,546.59	\$0.00	\$2,546.59	\$0.00
Office Supplies	\$5.00	\$0.00	\$5.00	\$5,995.00
NE-Uniform	\$205.00	\$0.00	\$205.00	\$795.00
Heavy Duty Scan Tool	\$4.99	\$0.00	\$4.99	\$4,430.01
HazMat 49 CFR Books	\$5.00	\$0.00	\$5.00	\$6,475.00
FMCSR Books	\$5.00	\$0.00	\$5.00	\$3,095.00
CVSA OOS Criteria	\$5.00	\$0.00	\$5.00	\$5,575.00
CVSA Decals	\$5.00	\$0.00	\$5.00	\$3,245.00
Supplies total	\$2,796.56	\$0.00	\$2,796.56	\$126,560.03

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Forensic Training Group, LLP	\$27,750.00	\$0.00	\$27,750.00	\$0.00
Contractual and Subaward total	\$27,750.00	\$0.00	\$27,750.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA Membership Dues	\$12,900.00	\$0.00	\$12,900.00	\$0.00
Laptop Air Cards/hot spots	\$3.27	\$0.00	\$3.27	\$40,881.73
Vehicle Usage Cost	\$268,000.00	\$0.00	\$268,000.00	\$1,072,000.00
Medical Examinations	\$5.00	\$0.00	\$5.00	\$15,495.00
Cell phones	\$5.01	\$0.00	\$5.01	\$46,434.99
Microsoft Licensing	\$5.02	\$0.00	\$5.02	\$33,924.98
Other Costs total	\$280,918.30	\$0.00	\$280,918.30	\$1,208,736.70

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$7,244,372.00	\$381,283.00	\$7,625,655.00	\$1,488,460.93
Total Costs Budgeted	\$7,244,372.00	\$381,283.00	\$7,625,655.00	\$1,488,460.93

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	\$7,244,372.00	\$381,283.00	\$7,625,655.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,143,848.00
MOE Baseline:	\$642,899.82

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$5,038,015.60	\$143,079.00	\$5,181,094.60	\$150,000.00
;;;Overtime Subtotal	\$442,179.70	\$0.00	\$442,179.70	\$0.00
Personnel Total	\$5,480,195.30	\$143,079.00	\$5,623,274.30	\$150,000.00
Fringe Benefits Total	\$1,345,237.04	\$238,204.00	\$1,583,441.04	\$0.00
Travel Total	\$107,474.80	\$0.00	\$107,474.80	\$3,164.20
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$2,796.56	\$0.00	\$2,796.56	\$126,560.03
Contractual and Subaward Total	\$27,750.00	\$0.00	\$27,750.00	\$0.00
Other Costs Total	\$280,918.30	\$0.00	\$280,918.30	\$1,208,736.70
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$7,244,372.00	\$381,283.00	\$7,625,655.00	\$1,488,460.93
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$7,244,372.00	\$381,283.00	\$7,625,655.00	\$1,488,460.93

Part 5 - Certifications and Documents**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

The State will provide answers to the questions below regarding any new laws, regulations, or policy that impacts CMV safety since the last CVSP or annual update that was submitted.

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



KIM REYNOLDS
GOVERNOR

OFFICE OF THE GOVERNOR

ADAM GREGG
LT GOVERNOR

DESIGNATION OF MCSAP LEAD AGENCY BY GOVERNOR

Effective July 1, 2023, the Iowa Department of Public Safety (DPS) is the Lead Motor Carrier Safety Assistance Program (MCSAP) agency in Iowa. The DPS enforces the Federal Motor Carrier Safety and Hazardous Materials regulations in addition to Iowa laws on fuel tax, registration, and authority of motor carriers.

I designate the Iowa Department of Public Safety as the lead agency to administer the enforcement plan which is being awarded as a result of the Fixing America's Surface Transportation Act (FAST ACT). The Iowa State Patrol Commercial Motor Vehicle Unit (CMVU) will perform functions under this plan. This agency has the legal authority, resources, and qualified personnel necessary for enforcement of Iowa's commercial motor carrier and hazardous materials safety rules and regulations.

A handwritten signature in black ink, appearing to read "Kim Reynolds", written over a horizontal line.

Kim Reynolds

Governor, State of Iowa

June 21, 2024

IOWA DEPARTMENT OF PUBLIC SAFETY

TITLE VI PROGRAM COMPLIANCE PLAN

FFY 2025



Stephan K. Bayens, Commissioner

TITLE VI PROGRAM COMPLIANCE PLAN PURPOSE

The Iowa Department of Public Safety (DPS) Title VI Program Compliance Plan is prepared in accordance with 49 CFR 21 and 49 CFR 303. This plan provides interested individuals with specific information that explains the Department's Title VI Program activities pertaining to organization and staffing, monitoring and review processes, complaint procedures, and Title VI Program assurances.

The provisions of this Title VI Program Compliance Plan apply to all recipients of Federal assistance with and through the Iowa Department of Public Safety. A recipient includes any public or private entity or any individual receiving the benefits of any Federal Motor Carrier Safety Administration Program. The program applies to all phases of the Department's operations.



IOWA DEPARTMENT OF PUBLIC SAFETY

Oran Pape State Office Building
215 East 7th Street
Des Moines, IA 50319

TITLE VI PROGRAM POLICY STATEMENT

In accordance with Title VI of the Civil Rights Act of 1964 and the Assurances contained in the Department's Title Program Compliance VI Plan, it is the policy of the Iowa Department of Public Safety to ensure that "no person shall on the grounds of race, color, national origin, sex, age, disability, low-income or Limited English Proficiency (LEP), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity" for which the Iowa Department of Public Safety receives Federal financial assistance. Additionally, it shall be the policy of the Iowa Department of Public Safety that, as a recipient of Federal-aid funding, it will ensure non-discrimination in all of its programs and activities, whether federally funded or not. The Iowa Department of Public Safety is committed to ensuring the uniform adoption and implementation of this policy.

Accordingly, to ensure compliance with Title VI of the Civil Rights Act and related Nondiscrimination authorities, the Iowa Department of Public Safety commits to:

1. Conducting and operating each of its programs and facilities in compliance with all requirements imposed by, or pursuant to, Title VI of the Civil Rights Act and related Nondiscrimination authorities;
2. Providing non-discriminatory methods of administration for programs and to ensure other recipients, sub-grantees, contractors, subcontractors, transferees, successors-in-interest, and other participants of Federal financial assistance under such programs will comply with all requirements imposed by Title VI of the Civil Rights Act and related Nondiscrimination authorities;
3. Promptly taking any measures necessary to effect compliance with Title VI of the Civil Rights Act and related Nondiscrimination authorities.

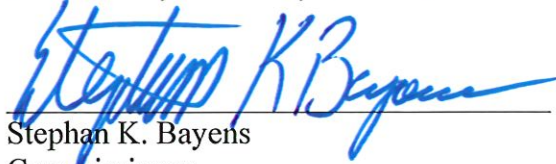
Further, the Iowa Department of Public Safety's efforts to prevent discrimination will address a program's impact on access, benefits, participation, treatment, services, contracting opportunities, training opportunities, and investigation of complaints. The list of aforementioned efforts is not intended to be exhaustive.

In accordance with the United States Department of Transportation and Federal Motor Carrier Safety Administration regulations as required by 49 CFR 21 and 49 CFR Part 303, the Iowa Department of Public Safety has developed procedures for prompt processing and disposition of Title VI complaints. Any person believing the Iowa Department of Public Safety or any of its sub-recipients has violated Title VI Program requirements in the administration of its programs or activities may file a complaint

with the Iowa Department of Public Safety's Professional Standards Bureau or the Department's Title VI Coordinator.

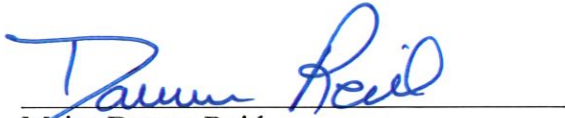
Overall responsibility for this policy is assigned to the Commissioner of the Iowa Department of Public Safety, located at the Oran Pape State Office Building, 215 East 7th Street, Des Moines, Iowa, 50319. Major Darren Reid is appointed as the Title VI Program Coordinator for the Iowa Department of Public Safety and is responsible for the implementation of the Department's Title VI Program.

Persons with questions, or who require additional information relating to the policy or the implementation of the Iowa Department of Public Safety's Title VI Program, may contact Major Darren Reid, Coordinator, Title VI Program, Iowa Department of Public Safety, 215 East 7th Street, Des Moines, IA 50319, or call 515-725-6100.



Stephan K. Bayens
Commissioner

6-5-24
Date



Major Darren Reid
Title VI Program Coordinator

06/05/2024
Date

The United States Department of Transportation
Standard Title VI/Non-Discrimination Assurances
DOT Order No. 1050.2A

The **Iowa Department of Public Safety** (herein referred to as the “Recipient”), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the United States Department of Transportation (DOT), through the **Federal Motor Carrier Safety Administration (FMCSA)**, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 Stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Title IX of the Education Amendments of 1972, as amended, (20 U.S.C. § 1681 *et seq.*), (prohibits discrimination on the basis of sex in education programs or activities);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability);
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 *et seq.*), (prohibits discrimination on the basis of disability);
- 49 C.F.R. part 21 (entitled *Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act Of 1964*);
- 49 C.F.R. part 27 (entitled *Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance*);
- 49 C.F.R. part 28 (entitled *Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation*);
- 49 C.F.R. part 37 (entitled *Transportation Services For Individuals With Disabilities (ADA)*);
- 49 C.F.R. part 303 (FMCSA’s Title VI/Nondiscrimination Regulation);
- 28 C.F.R. part 35 (entitled *Discrimination On The Basis Of Disability In State And Local Government Services*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

Although not applicable to Recipients directly, there are certain Executive Orders and relevant guidance that direct action by Federal agencies regarding their federally assisted programs and activities to which compliance is required by Recipients to ensure Federal agencies carry out their responsibilities. Executive Order 12898 (1995), entitled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” emphasizes that Federal agencies should use existing laws to achieve Environmental Justice, in particular Title VI, to ensure nondiscrimination against minority populations. Recipients should be aware that certain Title VI matters raise Environmental Justice concerns and FMCSA intends that all Recipients evaluate and revise existing procedures (as appropriate) to address and implement Environmental Justice considerations. See the following FHWA website for more information and facts about Environmental Justice: http://www.fhwa.dot.gov/environment/environmental_justice/index.cfm.

Additionally, Executive Order 13166 (2001) on Limited English Proficiency, according to the U.S. Department of Justice in its Policy Guidance Document dated August 16, 2000 (65 Fed. Reg. at 50123), clarifies the responsibilities associated with the “application of Title VI’s prohibition on national origin discrimination when information is provided only in English to persons with limited English proficiency.” When receiving Federal funds, Recipients are expected to conduct a four-factor analysis to prevent discrimination based on national origin. (*See also* U.S. DOT’s “*Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons*,” dated December 14, 2005, (70 Fed. Reg. at 74087 to 74100).

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure:

“No person in the United States shall, on the grounds of race, color, national origin, sex, age, disability, low-income, or LEP be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from DOT, including the FMCSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973) by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Specific Assurances

More specifically, and without limiting the above general Assurances, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted **FMCSA Program**:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in 49 C.F.R. §§ 21.23 (b) and 21.23 (e) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations;
2. The Recipient will insert the following notification in all solicitations for bids, requests for proposals for work or material subject to the Acts and the Regulations made in connection with the FMCSA Program and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

*“The **Iowa Department of Public Safety**, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, all contractors will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of the owner’s race, color, national origin, sex, age, disability, income-level, or LEP in consideration for an award.”;*

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations;
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient;
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith;
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property;
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to

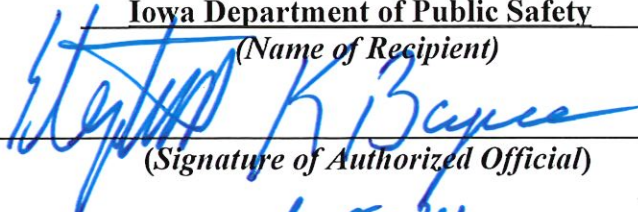
provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement regarding any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, **the Iowa Department of Public Safety** also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **FMCSA** access to records, accounts, documents, information, facilities, and staff. The Iowa Department of Public Safety recognizes it must comply with any program or compliance reviews, and/or complaint investigations conducted by the **FMCSA**. The Iowa Department of Public Safety must keep records, reports, and submit the material for review upon request to **FMCSA**, or its designee in a timely, complete, and accurate way. Additionally, the Iowa Department of Public Safety must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The Iowa Department of Public Safety gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the Department of Transportation under the **FMCSA Program**. This ASSURANCE is binding on the State of Iowa, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the **FMCSA Program**. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Iowa Department of Public Safety
(Name of Recipient)

by 
(Signature of Authorized Official)

DATED 6-5-24

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Motor Carrier Safety Administration (FMCSA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations as set forth in Appendix E, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 C.F.R. part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor’s obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FMCSA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FMCSA, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor’s noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FMCSA may determine to be appropriate, including, but not limited to:

- a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FMCSA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

CLAUSES FOR DEEDS TRANSFERING UNITED STATES PROPERTY

APPENDIX B

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the Department of Transportation as authorized by law and upon the condition that the Iowa Department of Public Safety will accept title to the lands and maintain the project constructed thereon in accordance with the Uniform Administrative Requirement, Cost Principles, and Audit Requirements for Federal Awards, the Regulations for the Administration of **Federal Motor Carrier Safety Administration (FMCSA) Program**, and the policies and procedures prescribed by the **FMCSA** of the Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, Department of Transportation, subtitle A, Office of the Secretary, part 21, Non-discrimination in Federally-assisted programs of the Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the Iowa Department of Public Safety all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto Iowa Department of Public Safety and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the Iowa Department of Public Safety, its successors and assigns.

The Iowa Department of Public Safety, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, (1) that no person will on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed, (2) that the Iowa Department of Public Safety will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, subtitle A, Office of the Secretary, part 21, Non-discrimination in Federally-assisted programs of the Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or

re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction.*

(*Reverted clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI.)

**CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER
THE ACTIVITY, FACILITY OR PROGRAM**

APPENDIX C

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the Iowa Department of Public Safety pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add “as a covenant running with the land”] that:
1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.*
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, Iowa Department of Public Safety will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the Iowa Department of Public Safety will have the right to enter or re-enter the lands and facilities thereon, and the above-described lands and facilities will there upon revert to and vest in and become the absolute property of the Iowa Department of Public Safety and its assigns. *

(*Reverted clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

**CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED
UNDER THE ACTIVITY, FACILITY OR PROGRAM**

APPENDIX D

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by Iowa Department of Public Safety pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, “as a covenant running with the land”) (1) that no person on the ground of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, national origin, sex, age, disability, income-level, or LEP will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.*

- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, Iowa Department of Public Safety will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*

- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, Iowa Department of Public Safety will there upon revert to and vest in and become the absolute property of Iowa Department of Public Safety and its assigns. *

(*Reverted clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. § 2000d *et seq.*), (prohibits discrimination on the basis of race, color, national origin), as implemented by 49 C.F.R. § 21.1 *et seq.* and 49 C.F.R. part 303;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601) (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973 (23 U.S.C. § 324 *et seq.*) (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794 *et seq.*) (prohibits discrimination on the basis of disability); and 49 C.F.R. part 27;
- The Age Discrimination Act of 1975, as amended (42 U.S.C. § 6101 *et seq.*) (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982 (Pub. L. 97-248 (1982)), as amended (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987 (102 Stat. 28) (“...which restore[d] the broad scope of coverage and to clarify the application of title IX of the Education Amendments of 1972, section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, and title VI of the Civil Rights Act of 1964.”);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189), as implemented by Department of Justice regulations at 28 C.F.R. parts 35 and 36, and Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with

disproportionately high and adverse human health or environmental effects on minority and low-income populations;

- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. § 1681 *et seq*).

DESCRIPTION OF FEDERAL AID PROGRAMS

The Iowa Department of Public Safety is seeking to apply for and receive Motor Carrier Safety Assistance Program (MCSAP) basic and incentive grants through the Federal Motor Carrier Safety Administration. The Iowa Department of Public Safety also may seek to obtain additional FMCSA grant funding through High Priority, Safety Data Improvement, and Performance and Registration Information Systems Management grant programs.

The Iowa Department of Public Safety has developed strategies aimed at reducing crashes, injuries and fatalities involving large trucks and buses. Through the MCSAP funding, the Department has assigned 100 Iowa State Patrol staff (2 civilians, 98 Troopers), who have plenary law enforcement authority throughout the State of Iowa, to focus on identifying dangerous or impaired drivers of large vehicles and taking appropriate enforcement actions that promote the safety of all motorists. The 98 troopers have all completed training and are certified to conduct the inspections of commercial motor vehicles (CMV). The troopers are supervised by an Iowa State Patrol Sergeant, Lieutenant, Captain, and Major. They are supported by administrative and financial support staff. The receipt of federal aid from the FMCSA enables the Iowa Department of Public Safety and the Iowa State Patrol to further this important safety mission for the benefit of all who travel the state's highways.

NOTICE TO BENEFICIARIES/PARTICIPANTS

The Department of Public Safety has posted a hard copy in all public facilities at the Oran Paper building as well as all district buildings on the community bulletin board.

The Department of Public Safety webpage has been updated to include the Commercial Motor Vehicle Unit. As of this publication, the electronically posted “Notice to the Public” can be found at <https://dps.iowa.gov/commercial-motor-vehicle-unit-cmvu> .



NOTICE TO THE PUBLIC

Iowa Department of Public Safety Title VI Notice to the Public/Beneficiaries/Participants:

The Iowa Department of Public Safety gives public notice of its policy to uphold and assure full compliance with the nondiscrimination requirements of Title VI of the Civil Rights Act of 1964, and related nondiscrimination authorities. Title VI and nondiscrimination related authorities stipulate that no person in the United States of America shall, on the grounds of race, color, national origin, sex, age, disability, income level or Limited English Proficiency, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance.

Any person who desires more information regarding the Iowa Department of Public Safety's Title VI program can contact its Title VI Program Coordinator, Major Darren Reid, at the address noted below. This notice shall be posted in all DPS public-accessed facilities and uploaded to the DSP website at <https://dps.iowa.gov/commercial-motor-vehicle-unit-cmvu#iowa-department-of-public-safety-title-vi-notice-to-the-public>.

Any person who believes they have, individually or as a member of any specific class of persons, been subjected to discrimination on the basis of race, color, national origin, sex, age, disability, income level or Limited English Proficiency has the right to file a formal complaint. Any such complaint must be in writing and submitted within 180 days following the date of the alleged occurrence to:

Iowa Department of Public Safety/Title VI Program Coordinator
Major Darren Reid/Iowa State Patrol
215 E. 7th Street
Des Moines, IA 50319
(515) 725-6090
Reid@dps.state.ia.us

TITLE VI PROGRAM COMPLIANCE PLAN TRAINING

Upon being hired, all new employees are trained in the State of Iowa and Department policies regarding Title VI and non-discrimination policies. The State of Iowa and the Iowa Department of Public Safety strictly prohibit discrimination on the grounds of race, color, national origin, sex, age, disability, low-income or Limited English Proficiency.

The Iowa Department of Public Safety is committed to unbiased and equitable treatment of all persons in carrying out its statutory duties to enforce the law and provide services to the public. The Department has issued General Order #23-76, "Unbiased Enforcement and Services" as part of that commitment. The policy prohibits biased policing, provides a complaint process, and requires annual training of all sworn and non-sworn employees. DPS confirms the FMCSA National Title VI Program Plan edits and recommendations have been made to this policy.

Annual training on unbiased policing is provided to all sworn personnel. Training is provided through Training Bulletins offered through "PowerDMS" and in-service training. Remedial training and training on specific topics such as police ethics, cultural diversity, police-citizen interactions, and legitimacy and procedural justice is also provided as appropriate. Each sworn officer is given an annual performance evaluation. One of the areas of evaluation is that the officer's actions and service delivery is unbiased and objective.

Further revisions are being made to the annual training and policies to ensure full compliance with Title VI Program standards, including low-income and Limited English Proficiency, and to ensure that all sworn officers and non-sworn employees working in the MCSAP program receive training that is specific to the Title VI non-discrimination policies and requirements. Iowa State Patrol MCSAP supervision will provide Title VI Program training on an annual basis. The training records will be documented and available for review.

SUB-RECIPIENT COMPLIANCE REPORTS

The Department of Public Safety provides sub-awards of FMCSA funding to local law enforcement agencies and other government entities.

It is the responsibility of the Department of Public Safety to conduct compliance reviews of sub-recipients of federal financial assistance. The Department of Public Safety conducts compliance reviews to:

1. Ensure compliance with Title VI
2. Provide technical assistance in the implementation of the Title VI program
3. Correct deficiencies, when found to exist

Sub-recipient(s) shall be required to provide signed FMCSA Title VI/Nondiscrimination Assurances, updated annually and a signed Policy Statement also updated annually. Sub-recipient(s) will develop a Title VI Program Compliance Plan using the FMCSA Title VI Program Compliance Plan Checklist, FMCSA Title VI Program Assurance template, and support documents (e.g., Public Notice of Title VI Program Rights template, Title VI Program PowerPoint presentation for Law Enforcement Agencies with FMCSA Enforcement Memorandum MC-ECE-2016-006). Each sub-recipient shall develop the Plan and submit it to DPS for preliminary review and comments/edits as appropriate prior to finalizing the Plan and submitting it to DPS for review and approval. DPS will coordinate review of the sub-recipient Title VI Program Compliance Plan with FMCSA OCR. Once developed and initially approved by DPS, each sub-recipient shall update the Plan for each Federal Fiscal Year and resubmit it to DPS for review and approval.

ACCESS TO RECORDS

The Title VI Program Coordinator will maintain permanent records, which include, but are not limited to, implementation of Title VI Program requirements, training records, Title VI complaints or lawsuits and related documentation, records of correspondence to and from complainants, and Title VI investigations. These documents, and any other period submissions, shall be made available to Federal Motor Carrier Safety Administration (FMCSA) staff upon request during normal business hours.

Pursuant to General Order #23-76, "Unbiased Enforcement and Services", complaints against Department personnel, including complaints which alleged violations of Title VI Program requirements will be investigated by the Professional Standards Bureau (PSB) of the Iowa Department of Public Safety. Pursuant to Iowa Code section 22.7(11) and Department policies, the records and case files of the Professional Standards Bureau are confidential records. As part of the implementation of Title VI Program requirements, a complaint log shall be maintained by the Title VI Program Coordinator. The complaint log shall include information such as the complainant's name, demography, the nature and type of the complaint, date of complaint, date of investigation and the final disposition of the complaint.

Additionally, for purposes of compliance with 49 C.F.R. §21.9(c), the Iowa Department of Public Safety as the lawful custodian of records can exercise its discretion under Iowa Code section 22.7 to allow the Secretary of the Department of Transportation or the Secretary's designee to have access to sources of information, including information in the Professional Standards Bureau case files, that may be pertinent to determining compliance with Title VI Program requirements or for purposes of investigating a Title VI complaint received by the Secretary. The records of the Professional Standards Bureau shall remain confidential records under Iowa Code section 22.7 and are not open records for purposes of either a state or federal Freedom of Information (FOIA) request. The Iowa Department of Public Safety shall be promptly contacted in the event of a FOIA request that could include confidential records so that the Department may present a legal objection to a release of the records or disclosure of information in the records. The Title VI complaint log shall not be considered a confidential record.

COMPLAINT DISPOSITION PROCESS

1. Any individual, group of individuals or entity that believes they have been subjected to discrimination prohibited by Title VI nondiscrimination provisions may file a written complaint with the Title VI Program Coordinator, Major Darren Reid.
2. Complaints must be filed within one hundred and eighty (180) days of the date of the act of alleged discrimination. There may be circumstances in which the complaint was not received within the 180-day timeframe. These instances will be reviewed on a case-by-case basis to determine if the complaint meets the criteria of a mitigating reason according to the U.S. Department of Justice (e.g., if a timely complaint was initially filed with a different entity yet not promptly forwarded to DPS for disposition).
3. Written complaints shall be signed by the complainant and/or the complainant's representative and should contain all of the facts and circumstances relating to the claimed discrimination, to the extent possible. Verbal complaints of discrimination may be made to the Title VI Program Coordinator, to which the coordinator may respond to the complaint immediately or refer the complaint to the Department's Professional Standards Bureau (PSB). Any complaint filed by a member of the public (including drivers) covered by Title VI and relative authority would be investigated by the Professional Standards Bureau. Sexual harassment complaints are investigated by the Department of Administrative Services as detailed on page 22 and Appendix B of the State of Iowa Employee Handbook. Notification to the department of sexual harassment complaints would come from DAS to the Commissioner of the Department of Public Safety as well as the Director of the Administrative Services Department. If an investigation into the allegation of sexual harassment is unfounded by DAS, but shows possible Title VI violations, the complaint would then be referred to DPS and the PSB for follow up.
4. Within ten (10) days, the Title VI Program Coordinator will acknowledge receipt of the allegation, inform the complainant of the action taken or proposed action to process the allegation, and advise the complainant of other avenues of redress available, such as the Iowa Civil Rights Commission.
5. Within 60 days, the Professional Standards Bureau will conduct an investigation of the allegation and based on the information obtained, will submit a general investigation report to the Title VI Program Coordinator. The complaint should be resolved by informal means whenever possible. Such informal attempts and their results will be summarized in the general investigation report.
6. Within 90 days of receipt of the complaint, the Title VI Program Coordinator will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter. The Title VI Program Coordinator will advise the complainant of his or her appeal rights, as set out in Iowa Administrative Rules, Chapter 661-10 (17A).

TITLE VI PROGRAM DISCRIMINATION COMPLAINT

Iowa Department of Public Safety
215 East 7th Street
Des Moines, IA 50319

Case Tracking # _____

Note: The information on this form should be completed for all alleged Title VI Program discrimination complaints. The completed complaint form should be signed by the complainant. Upon completion, please mail to: Iowa Department of Public Safety, 215 East 7th Street, Des Moines, IA 50319.

1. Complainant's name:

2. Home address:

3. Phone number

Home:

Mobile:

4. Location of alleged discrimination:

5. Date of the alleged discriminatory practice:

6. Basis of the alleged discriminatory practice (check all that apply):

Race

National Origin

Color

Low Income

Age

Limited English Proficiency

Sex

Other (specify)

Disability

7. Facts of the Alleged Discriminatory Practice or Incident Are:

8. Please provide supporting documents which form the basis for the discriminatory practice or incident.

List of attachments:

9. Person(s) who you believe discriminated against you:

Name:

Title/Agency:

Phone number (if known)

10. Have you filed your complaint with any other entity or agency?

If yes, what agency(s) did you file with?

Complainant signature

Date

Printed name of Complainant

I, Title VI Program Coordinator for the Iowa Department of Public Safety, acknowledge receipt of this complaint.

Title VI Program Coordinator

Date

**STATUS OF CORRECTIVE ACTION IMPLEMENTED BY APPLICANT
TO ADDRESS DEFICIENCIES PREVIOUSLY IDENTIFIED DURING THE
TITLE VI PROGRAM COMPLIANCE REVIEW**

If the Federal Motor Carrier Safety Administration or other Federal Agency conducts a Title VI Program compliance review of the Iowa Department of Public Safety, the department will identify the deficiencies noted. The department will then provide a status report regarding the progress made developing and implementing corrective actions to address the deficiencies.

COMMUNITY PARTICIPATION PROCESS

The Iowa Department of Public Safety does not provide/conduct motorist licensure/motor vehicle registration-related services/activities. Therefore, this section is not applicable to the Iowa Department of Public Safety.

CMV INSPECTION SELECTION & UNBIASED ENFORCEMENT POLICIES

The Department of Public Safety, specifically the Iowa State Patrol Commercial Motor Vehicle Unit, conducts commercial motor vehicle (CMV) safety inspections and safety audits of commercial motor carriers in addition to additional traffic enforcement activities.

The Iowa State Patrol – Commercial Motor Vehicle Unit has developed a CMV inspection selection policy to provide guidance on prioritizing CMV enforcement activities. This is included in Order No. ISP-24-014, “Duties and Responsibilities of a Commercial Motor Vehicle Unit Trooper”. This policy, signed by Colonel Nathan Fulk of the Iowa State Patrol, went into effect on 1/31/2024. The policy provides objective criteria for personnel to utilize when conducting a CMV safety inspection.

The Iowa Department of Public Safety is committed to unbiased and equitable treatment of all persons in carrying out its statutory duties to enforce the law and provide services to the public. The Department has issued General Order #23-76, “Unbiased Enforcement and Services” as part of that commitment. The policy prohibits biased policing, provides a complaint process, and requires annual training of all sworn and non-sworn employees.

Annual training on unbiased policing is provided to all sworn personnel. Training is provided through Training Bulletins offered through “PowerDMS” and in-service training. Remedial training and training on specific topics such as police ethics, cultural diversity, police-citizen interactions, and legitimacy and procedural justice is also provided as appropriate. Each sworn officer is given an annual performance evaluation. One of the areas of evaluation is that the officer’s actions and service delivery is unbiased and objective.

Further revisions are being made to the annual training and policies to ensure full compliance with Title VI Program standards, including low-income and Limited English Proficiency, and to ensure that all officers working in the MCSAP program receive training that is specific to the Title VI non-discrimination policies and requirements. Iowa State Patrol MCSAP supervision will provide Title VI Program training on an annual basis. The training records will be documented and available for review.

From: [Finkle, Lester \(FMCSA\)](#)
To: [Van Gorp Christopher](#)
Cc: [Reid Darren](#); [Stephenson, Jodi \(FMCSA\)](#); [Mcguire, Shirley \(FMCSA\)](#); [Harris, Chavarria \(FMCSA\)](#)
Subject: ** External Email Alert ** FMCSA Approval Of Iowa DPS" Final Title VI Program Compliance Plan For FY 2025
Date: Tuesday, June 11, 2024 11:54:25 AM
Attachments: [FY 2025 FMCSA APPLICANT TITLE VI PROGRAM COMPLIANCE PLAN CHECKLIST.docx](#)

****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 Department of Public Safety's final Title VI Program Compliance Plan for FY 2025 and find all elements identified in the FY 2025 FMCSA Title VI Program Compliance Plan Checklist. Therefore, Iowa Department of Public Safety's final Title VI Program Compliance Plan for FY 2025 is hereby approved.

-
As per my virtual presentation at the FMCSA MCSAP Conference on May 1, 2024, #5 of the **Unbiased Enforcement** portion of the **CMV Inspection Selection & Unbiased Enforcement Policies** section of the Plan Checklist (attached) requires the following: *Periodic monitoring by the Applicant of the effective implementation of this policy.* To provide context for this requirement, I am including my introductory paragraph and questions below which I will be providing to all MCSAP Grant applicants for FFY 2025. Please forward my paragraph and questions to the appropriate IADPS representative to initiate IADPS's consideration regarding how best to incorporate these questions into IADP's existing on-going monitoring approach for the safety of IADPS personnel conducting enforcement activities. I am requesting a status e-mail response from IADPS by December 31, 2024 letting me know how IADPS is moving forward with incorporating the questions I am providing into its' existing on-going monitoring approach.

- **Nondiscrimination-Focused Questions** – Presently, certain personnel (primarily Captains/Lieutenants/Sergeants) from each LEA monitor the safety of Officers/Troopers conducting enforcement activities on a monthly-basis by reviewing dash cam recordings (and possibly body cam recordings if available). Additionally, the larger LEAs conduct Ride-Alongs to visually observe Officers/Troopers real-time. The proposed questions are applicable to enforcement activities regardless as to whether the given enforcement activity is CMV or non-CMV specific (except for approximately six MCSAP Grantees which are CMV-specific). I propose the incorporation of the following Nondiscrimination-focused questions to the existing questions focused on the safety of the Officers/Troopers to be used during reviews of dash cam recordings/Ride-Alongs:
 - What is the demeanor of the Officer/Trooper at the initiation of and throughout the conduct of the enforcement activity?
 - How does the driver respond to the Officer/Trooper at the initiation and throughout the conduct of the enforcement activity?
 - If the driver indicates that she/he wants to file a complaint of discrimination, how does the Officer/Trooper respond?
 - If the driver requires a language-assistance resource to communicate, how does the Officer/Trooper respond?
 - Did the Officer/Trooper conduct the enforcement activity in conformance with the Agency's Unbiased Enforcement policy?
 - If enforcement activity is CMV-specific, did the Officer/Trooper follow the Agency's CMV Inspection Selection Criteria when she/he determined to pull-over the CMV?

Please do not hesitate to let me know if IADPS has any questions. Thanks, Chris.

Lester