

Red Tape Review Rule Report (Due: September 1, 2026)

Department Name:	Public Safety	Date:		Total Rule Count:	5
IAC #:	661	Chapter/ SubChapter/ Rule(s):	20	Iowa Code Section Authorizing Rule:	Title 23 U.S.C., Section 402 and Governor's Executive Order Number Twenty- Three, signed June 9, 1986.
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PLEASE NOTE, THE BOXES BELOW WILL EXPAND AS YOU TYPE

What is the intended benefit of the rule?

The intended benefit of this rule is to provide a coordinated federal, state, and local effort to reduce traffic-related deaths, injuries, and property damage crashes.

Is the benefit being achieved? Please provide evidence.

Yes. The Governor's Traffic Safety Bureau (GTSB) awards federal highway behavioral safety grant funds annually to state and local agencies, and to nonprofit and for-profit organizations to implement projects to improve highway safety and reduce deaths and serious injuries resulting from motor vehicle crashes.

By regulation, the National Highway Traffic Safety Administration (NHTSA) prescribes the requirements for the operation of the state highway safety grant programs. The Infrastructure and Investment Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021. 23 CFR Part 1300 details the operational requirements under IIJA.

The GTSB develops the Triennial Highway Safety Plan (3HSP) and Annual Grant Application (AGA) for a three-year planning cycle that are reviewed and approved by NHTSA to receive federal funding. The initial 3HSP is updated in years two and three by the submission of an AGA. The 3HSP and AGA outline and implement a data-driven highway safety program of projects that use proven and innovative countermeasures to reduce unsafe driver behaviors that cause motor vehicle crashes resulting in property damage, serious injuries and/or fatalities.

What are the costs incurred by the public to comply with the rule?

There is no direct cost for the public to comply with this rule.

What are the costs to the agency or any other agency to implement/enforce the rule?

There are no costs to the Department to enforce these rules.

Do the costs justify the benefits achieved? Please explain.

Yes. Annually, Iowa receives a total federal award of \$9,074,909.134. Those funds are used to award grants to fund subrecipient projects designed to reduce deaths and serious injuries resulting from traffic crashes. Each project addresses an emphasis area identified in the 3HSP, is data-driven, and utilizes proven and/or promising countermeasures that help GTSB achieve its performance targets.

Are there less restrictive alternatives to accomplish the benefit? ☐ YES ☒ NO

If YES, please list alternative(s) and provide analysis of less restrictive alternatives from other states, if applicable. If NO, please explain.

These rules solely provide an outline of responsibilities and requirements/criteria that must be met for funding purposes. As we are federally required to have a highway safety program, there is no other alternative.

Does this chapter/rule(s) contain language that is obsolete, outdated, inconsistent, redundant, or unnecessary language, including instances where rule language is duplicative of statutory language? [list chapter/rule number(s) that fall under any of the above categories]

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20.5(3) contains some outdated/unnecessary language

RULES PROPOSED FOR REPEAL (list rule number[s]):

20.5(3)

RULES PROPOSED FOR RE-PROMULGATION (list rule number[s] or include rule text if available):

CHAPTER 20
GOVERNOR'S TRAFFIC SAFETY BUREAU

[Prior to 4/20/88, see Planning and Programming[630] Ch 12]

661—20.1(23USC402,ExecOrd23) Authority. Title 23 U.S.C. Section 402 requires each state to have a highway safety program sponsored by the U.S. Secretary of Transportation under the responsibility of the governor.

20.1(1) The governor designated the commissioner of the department of public safety as governor's highway safety representative for Iowa and established the department of public safety as the state highway safety agency.

20.1(2) The governor's traffic safety bureau administers the state highway safety program in accordance with the provisions of Title 23 U.S.C..

[ARC 5253C, IAB 11/4/20, effective 12/9/20]

661—20.2(23USC402,ExecOrd23) Purpose. The purpose of the highway safety program is to provide a coordinated federal, state and local effort to reduce traffic-related deaths, injuries, and property damage crashes.

[ARC 5253C, IAB 11/4/20, effective 12/9/20]

661—20.3(23USC402,ExecOrd23) Responsibilities.

20.3(1) The governor's traffic safety bureau develops and prepares the state's highway safety plan based on evaluation of highway crashes and traffic safety problems within the state.

20.3(2) The governor's traffic safety bureau encourages and assists local units of government in improving their traffic safety programs.

20.3(3) The governor's traffic safety bureau serves as a reviewing authority for federal and state traffic safety programs.

20.3(4) The governor's traffic safety bureau monitors safety program activity and expenditures of funds by state and local agencies as authorized by Title 23 U.S.C. 402.

20.3(5) The governor's traffic safety bureau coordinates the state highway safety plan with other state agencies.

20.3(6) Application for funding.

a. Proposals for funding highway safety programs may be submitted during set application time periods by any city, county, or state agency, or nonprofit organization or any other eligible organization or individual.

b. Applications for funding in the next federal fiscal year, beginning October 1, must be received on or before March 1 to be considered. The bureau chief of the governor's traffic safety bureau may amend the deadline dates in order to implement projects and special activities as deemed appropriate.

c. Initial proposals should include project title, statement of the highway safety problem to be addressed supported by crash data, what is being proposed to solve the problem, how it will be evaluated, a proposed budget, and a letter of intent accepting responsibility for the proposed project from the responsible authority of the organization making application.

d. Only requests containing the listed elements will be considered for funding.

e. Assistance in developing and submitting proposals for highway safety funding may be obtained by contacting the governor's traffic safety bureau, Iowa department of public safety, by email at gtsbinfo@dps.state.ia.us

[Editorial change: IAC Supplement 6/17/09; ARC 5253C, IAB 11/4/20, effective 12/9/20]

661—20.4(23USC402,ExecOrd23) Funding criteria.

20.4(1) Allocation of federally appropriated funds administered by the governor's traffic safety bureau pursuant to Title 23 U.S.C., Section 402, are based on: (1) federally mandated projects; and (2) high fatality and personal injury crash causations and locations.

NOTE: The governor's traffic safety bureau refers to current federal authorization to dictate how funds are distributed.

20.4(2) At least 40 percent of all federal funds apportioned to the state of Iowa pursuant to Title 23 U.S.C., Section 402, for any fiscal year will be expended by political subdivisions of the state to carry out local highway safety programs authorized by the governor's representative for highway safety.

[ARC 5253C, IAB 11/4/20, effective 12/9/20]

661—20.5(23USC402,ExecOrd23) Program requirements.

20.5(1) All approved programs funded by the governor's traffic safety bureau are administered in compliance with the current version of the Iowa Governor's Traffic Safety Bureau Policies and Procedures Manual located on the Department of Public Safety's website at <https://dps.iowa.gov/divisions/commissioners-office/governors-traffic-safety/gtsb-forms>. Copies may also be obtained by emailing gtsbinfo@dps.state.ia.us

20.5(2) Highway safety contract procedures and reporting forms and their explanations are contained in the current version of the Iowa Governor's Traffic Safety Bureau Policies and Procedures Manual.

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****For rules being re-promulgated with changes, you may attach a document with suggested changes.***

METRICS

Total number of rules repealed:	1
Proposed word count reduction after repeal and/or re-promulgation	134
Proposed number of restrictive terms eliminated after repeal and/or re-promulgation	12

ARE THERE ANY STATUTORY CHANGES YOU WOULD RECOMMEND INCLUDING CODIFYING ANY RULES?

Not at this time.
