ANNUAL GRANT APPLICATION

FFY2026

Iowa Department of Public Safety
Governor's Traffic Safety Bureau

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TRIENNIAL HIGHWAY SAFETY PLAN UPDATE

THE TEAM

Iowa's Highway Safety Office team has evolved over the past year. With Law Enforcement Liaison Randy Kunert's retirement in June 2025, GTSB is taking the opportunity to strategically evaluate the position and its associated duties before moving forward with hiring.

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Sheri Krohn	Program Evaluator & Planner	515/725-6128 krohn@dps.state.ia.us
Michael Martinez	Program Coordinator	515/725-6126 martinez@dps.state.ia.us
Judge Gary McKenrick	State Judicial Outreach Liaison	To be determined
Mick Mulhern	Program Administrator Motorcycle Safety	515/443-5676 mulhern@dps.state.ia.us
Todd Olmstead	Program Administrator State DRE, ARIDE	515/393-8659 olmstead@dps.state.ia.us
Marigrace Porcelli	Program Administrator Occupant Protection	515/302-9993 porcelli@dps.state.ia.us
Colleen Powell	Program Administrator Traffic Records Coordinator	515/901-6178 cpowell@dps.state.ia.us
Kristin Reed	Budget Analyst	515/725-6203 reed@dps.state.ia.us
Genie Sterbenz	Program Administrator Youth	515/418-5775 sterbenz@dps.state.ia.us
Brandi Thompson	Program Administrator Excessive Speed	515/217-8212 thompson@dps.state.ia.us

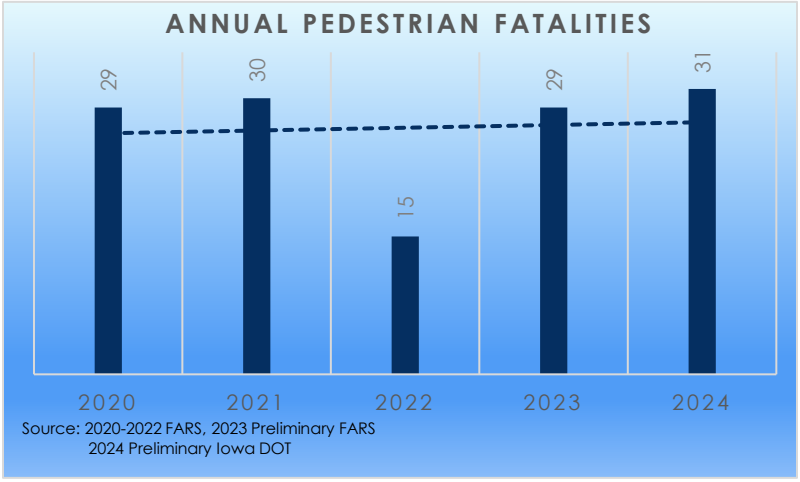
PERFORMANCE MEASURES AND TARGETS

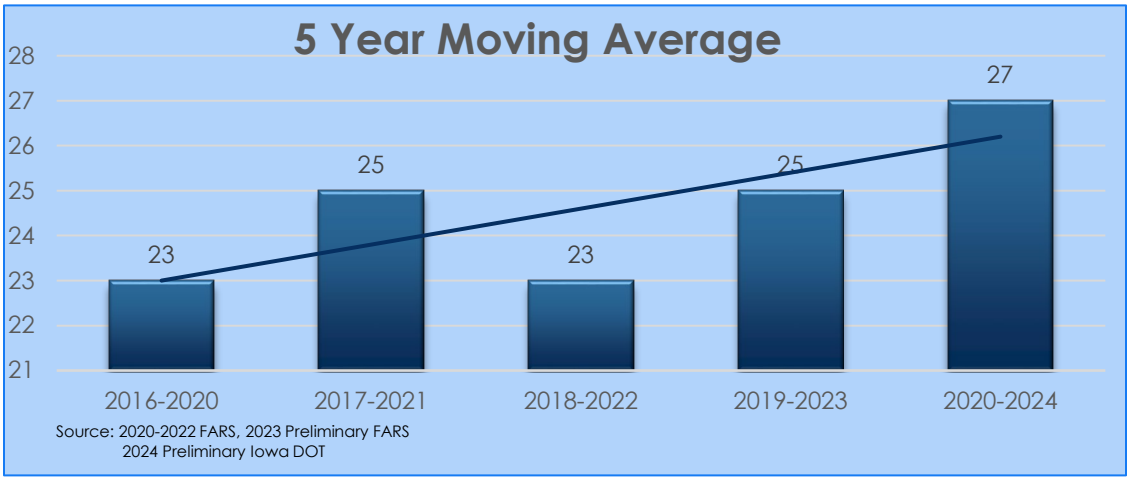
While the Triennial Highway Safety Plan for FFY 2026 retains its established performance targets, it now includes one new performance measure (Preventing Roadside Deaths). Several new projects are listed in the project section to meet targets and raise traffic safety awareness in the state. Despite the new projects, overall countermeasures have not changed. These new additions directly reflect recent legislative changes and are informed by the most current fatality and serious injury data from the 2024 annual report, as well as current numbers. Comprehensive details of these projects are outlined in the subsequent sections.

Performance Measure	**Target**
C-1 Number of Traffic Fatalities	2022-2026 average of 334 by Dec. 31, 2026
C-2 Number of Serious Injuries	2022-2026 average of 1358 by Dec. 31, 2026
C-3 Fatalities/100M VMT	2022-2026 average of 1.03 by Dec. 31, 2026
C-4 Unrestrained Passenger Vehicle Occupant Fatalities	2022-2026 average of 84 by Dec. 31, 2026
C-5 Alcohol Impaired Driving Fatalities	2022-2026 average of 100 by Dec. 31. 2026
C-6 Number of Speeding-Related Fatalities	2022-2026 average of 68 by Dec. 31, 2026
C-7 Number of Motorcyclist Fatalities	2022-2026 average of 51 by Dec. 31, 2026
C-8 Number of Unhelmeted Motorcyclist Fatalities	2022-2026 average of 36 by Dec. 31, 2026
C-9 Number of Drivers Aged 20 0r Younger Involved in Fatal Crashes	2022-2026 average of 41 by Dec. 31, 2026
C-10 Number of Pedestrian Fatalities	2022-2026 average of 23 by Dec. 31, 2026
C-11 Number of Bicyclist Fatalities	2022-2026 average of 6 by Dec. 31, 2026
Additional Performance Measure #1: Rural Traffic Safety/Rural Traffic Fatalities	2022-2026 average of 240 by Dec. 31, 2026
Additional Performance Measure #2: Distracted Driving	2022-2026 average of 6 by Dec. 31, 2026
*NEW*Additional Performance Measure #3: Preventing Roadside Deaths	2022-2026 average of 29 by Dec. 31, 2026
B-1 Observed Seat Belt Use of Passenger Vehicles	96.1% for 2026 Survey

C-10 PEDESTRIAN FATALITIES UPDATE

Iowa's pedestrian fatality rate remains below the national average and is one of the lowest in the nation. According to the latest FARS data (last 10 years), pedestrian deaths account for 17% of total traffic fatalities nationally. In contrast, Iowa saw 31 pedestrian deaths in 2024, representing 8.73% of its total traffic fatalities-a slight increase from the previous year. Pedestrian fatalities in Iowa remain a concern for the Governor's Traffic Safety Bureau (GTSB).





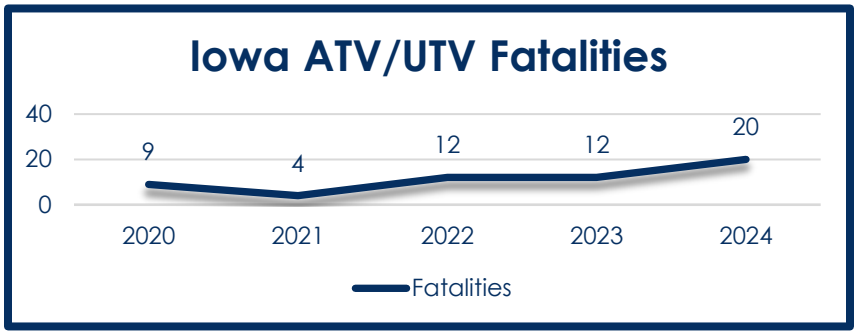
Although Iowa's five-year moving average of 27 pedestrian fatalities is lower than the national average, the number is trending upward. This prompted GTSB to proactively seek funding through the 405h Preventing Roadside Deaths grant. This initiative will also help reduce overall pedestrian fatalities in the state as a significant portion of these deaths occur along roadsides.

Currently one law enforcement agency has requested funding for a pedestrian safety initiative that includes both education and enforcement. GTSB continues to look for impactful pedestrian projects, both in rural and metropolitan areas.

ADDITIONAL PERFORMANCE MEASURE #1 RURAL TRAFFIC SAFETY/RURAL TRAFFIC FATALITIES

ATV/UTV

GTSB is concerned about the rising number of ATV/UTV fatalities. Since Iowa allowed ATVs and UTVs on certain roadways in 2022, there has been an increase in related deaths.



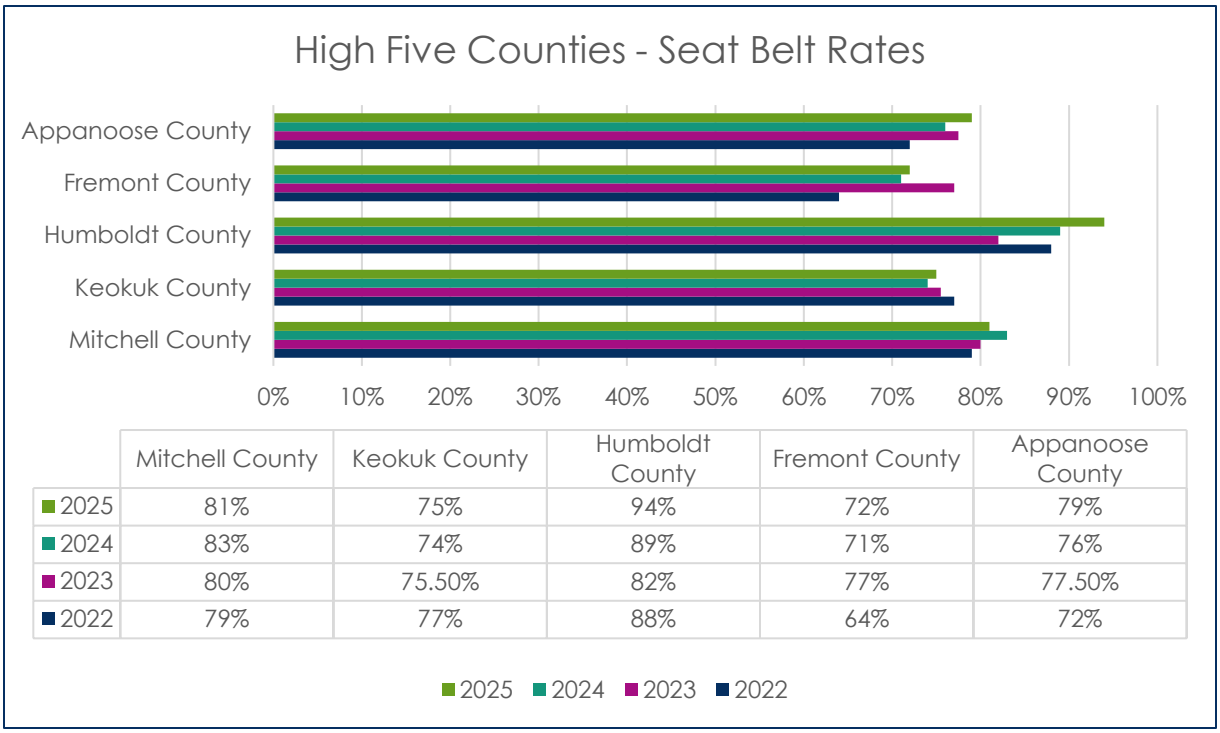
Source: Iowa DOT

To address this, Iowa is expanding education on ATV/UTV laws through the Iowa State Patrol, Iowa Department of Transportation, and our media partner, ZLR Ignition. GTSB is currently conducting proactive outreach to Iowa ATV/UTV dealers to bolster safety education and ensure compliance with state laws. While this new partnership is in its introductory phase, GTSB is optimistic that proactive safety messaging and education can be implemented through Iowa ATV/UTV dealerships in FFY 2026, knowing that safety begins at the point of purchase.

HIGH FIVE

Efforts to achieve the C-4 Unrestrained Passenger Vehicle Occupant Fatalities performance benchmark continue. GTSB continues to partner with the Iowa State Patrol and the identified High Five counties of Appanoose, Fremont, Humboldt, Keokuk, and Mitchell for law enforcement and education. The Iowa State Patrol continues to conduct enforcement and educational events in each county. One county sheriff's office (Fremont County) will also amplify the importance of seat use belt in FY 2026. GTSB's Occupant Protection Project Administrator, State CPS Coordinator and CPS Technicians have worked to provide additional CPS trainings, educational events, and CPS services in High Five counties. These efforts will continue to FY 2026, with a planned expansion to include community events in several towns, serving as a summer kick-off, to further promote occupant protection.

Recent seat belt surveys in each county have shown improvement when comparing rates from 2022 to 2025 apart from Keokuk County. This county remains a challenge, though GTSB, the Iowa State Patrol, and the child passenger safety community continues efforts to promote seat belt and child restraint education.



	Mitchell County	Keokuk County	Humboldt County	Fremont County	Appanoose County
2025	81%	75%	94%	72%	79%
2024	83%	74%	89%	71%	76%
2023	80%	75.50%	82%	77%	77.50%
2022	79%	77%	88%	64%	72%

Source: GTSB Seat Belt Surveys (2023 averaged where two conducted in 1 calendar year)

ADDITIONAL PERFORMANCE MEASURE #2: DISTRACTED DRIVING

The performance measure, as detailed in the 3HSP remains the same: reduce the number of distracted driving fatalities 18.91% from the 2017-2021 average of 7.4 to a 2022-2026 average of 6 by December 31, 2026.

In the past, Iowa Code 321.276 prohibited a driver from using a cell phone to send electronic messages but permitted cell phone use for a variety of other tasks. It was extremely difficult to enforce the prior law because it was virtually impossible to discern how cell phones were being used. A new hands-free law was enacted in the State during 2025. The new law, effective July 1, 2025 will enact the following:

- Drivers cannot hold, view, or manipulate electronic devices such as cellphones, laptops, tablets, or gaming devices.
- Drivers can only call, text, or dial via hands-free or voice activation methods.
- Drivers may only handle their phones or other electronic devices when their vehicle is at a complete stop and off the traveled portion of the roadway.

The Department of Public Safety, the Department of Transportation and law enforcement agencies across the state are working together to educate the public and drivers about the new hands-free driving regulations and ensure statewide compliance. This effort includes

distributing educational handouts that define "hands-free" and detail compliance methods, alongside focused enforcement by local police departments and sheriff's offices.

In Federal Fiscal Year 2026, GTSB is further strengthening its focus by adding distracted driving violations to the goals and reporting for law enforcement agencies as part of their traffic safety overtime efforts, ensuring this problem and enforcement of the new law receive heightened awareness.

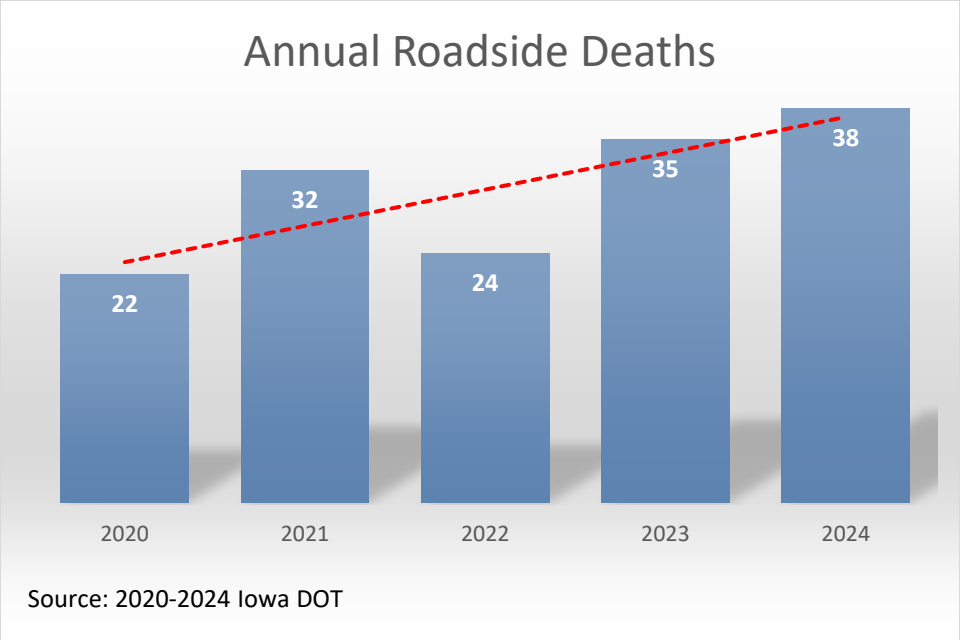
Alliance Sport Marketing, LLC will engage attendees at county fairs, spread the new hands-free law message, and obtain completed surveys. Rooted in their communities, fairgoers offer an ideal audience for reinforcing vital safety messages and sparking important conversations. These interactions will foster open dialogue, while also gathering valuable community insights on distracted driving.

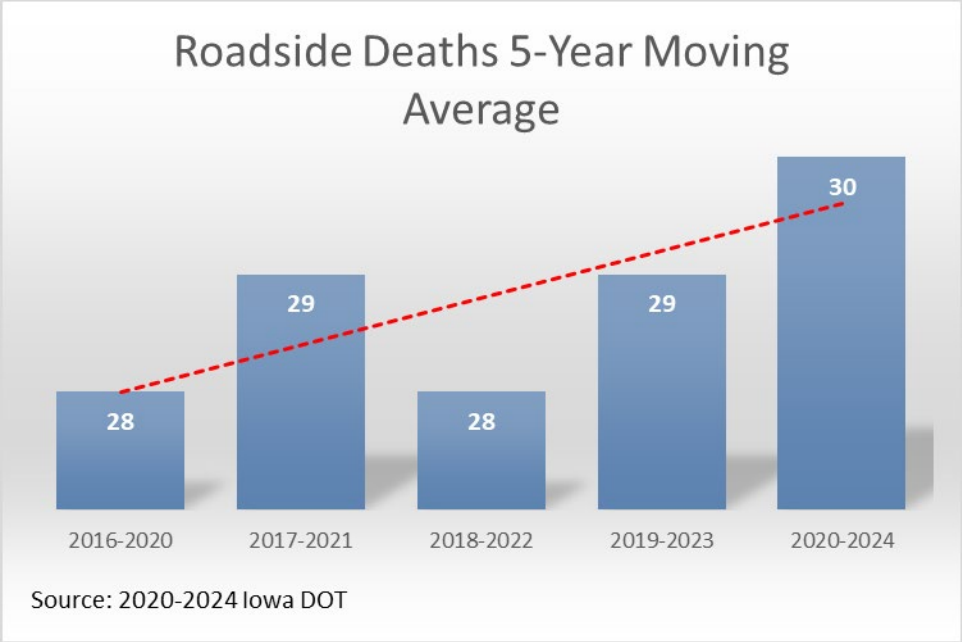
Media funding will include a multi-media education campaign including impactful digital billboards, a mix of TV, radio and targeted digital placements will be used throughout the year.

GTSB is requesting 405e funds to be used to educate the public through advertising and media.

ADDITIONAL PERFORMANCE MEASURE #3: PREVENTING ROADSIDE DEATHS

GTSB, in collaboration with staff from the Iowa State University Institute of Transportation, analyzed annual and five-year moving average data from the Iowa DOT. The findings indicate a concerning trend: from 2020 to 2024, Iowa saw an increase in fatalities from motor vehicles striking other vehicles and individuals stopped at the roadside. Although numbers dipped in 2022, fatalities have risen again in the last two years.





The performance measure for FFY 2026 will be to reduce the number of roadside deaths from the 2020-2024 average of 30, to a five-year moving 2022-2026 average of 29, which is a 3.33% decrease.

To meet this target, GTSB is pursuing the 405h Preventing Roadside Deaths grant to enhance road user safety. This vital funding will support a public education campaign in Iowa, emphasizing the critical importance of the Move Over Law.

Countermeasures will include public education and high visibility enforcement.

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

- Communication Program

Uniform Guidelines for State Highway Safety Program, Highway Safety Program Guideline No. 15, Traffic Enforcement Services

- Program Elements
- Traffic Law Enforcement
- Communication Program

Starting in Federal Fiscal Year 2026, the GTSB will intensify its focus on the Move Over Law. Participating law enforcement agencies will be required to include Move Over violations in their traffic safety overtime goals and reports, thereby boosting awareness and enforcement.

The media campaign will inform drivers about their role in preventing roadside crashes by encouraging them to:

- Pay close attention to their surroundings.
- Slow down when approaching a roadside incident.

- Safely move over for vehicles with flashing lights.

By raising awareness and promoting these safe driving practices, GTSB aims to reduce deaths and injuries along Iowa's roadsides.

PROGRAM AREAS AND COUNTERMEASURE STRATEGY

Program areas remain the same as identified in the Triennial Highway Safety Plan (3HSP). Countermeasure strategies are listed by project in the next section and remain the same with some new project additions for FFY 2026. New projects are identified in the description under project and sub-recipient information, and new countermeasures added are marked with an asterisk throughout the plan by in the Project and Subrecipient section.

There may be instances where an application for a project may not have been received for the upcoming federal fiscal year, but GTSB has not removed the countermeasure from the 3HSP and/or Annual Grant Application because the potential exists for new projects throughout the 3HSP timeframe.

PROJECT AND SUB-RECIPIENT INFORMATION

AWARENESS SURVEY

This state identified strategy was implemented in 2010 and was continued in the 3HSP. Surveys and public participation and engagement requirements through other projects in the prior two years have provided ample information and direction for programming. If determined to be needed, appropriate project approval, planning and execution will be conducted.

COMMUNICATION AND OUTREACH

MEDIA CAMPAIGN

GTSB executes a comprehensive media plan annually with an advertising marketing firm. Individual campaigns are listed in the appropriate program area, with the dollar amount listed as “To Be Determined”. Currently, total funding for FFY 2026 will be $975,000.00. The media plan for FFY 26 is in the planning stage. Details and totals in each category will be sent as an amendment once finalized. If additional 405E and 405H funds are awarded, additional funds may be added to the distracted driving and a move over/preventing roadside death campaign.

SUB-RECIPIENT NAME AND TYPE: ZLR, Marketing Agency

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405h

PROJECT AGREEMENT NUMBER: Amount to be determined if grant awarded

AMOUNT OF FEDERAL FUNDS: Amount to be determined if grant awarded

ELIGIBLE USE OF FUNDS: To educate the public regarding the safety of vehicles and individuals stopped at the roadside in the State through public information campaigns for the purpose of reducing roadside deaths and injuries.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

COUNTY FAIR OUTREACH

Formerly listed in this section but now located in Distracted Driving Programming.

COMMUNITY TRAFFIC SAFETY PROGRAMS AND TRAINING

DRIVER LICENSE EDUCATION FOR REFUGEES

Project was cancelled by the sub-recipient in FFY 2024. The agency has not re-applied for funding.

UNATTENDED PASSENGERS

This program was introduced as an amendment to the Triennial Highway Safety Plan in FFY 2024 and includes a state countermeasure for public education, as well as the requirement for Section 402 funding pursuant to 23 CFR 1300.13(d).

Two educational displays highlighting the dangers of leaving a passenger in a hot vehicle are available in the state. Both displays are available to lend to partners throughout Iowa for use at county fairs, farmers markets, car seat events, and more. Educational materials are also distributed at each event to raise awareness and inform the public of the dangers of a hot vehicle. The program has proven quite popular since inception.

SUB-RECIPIENT NAME AND TYPE: Blank Children's Hospital, Hospital

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-UNATTD-2026 14-00-50

AMOUNT OF FEDERAL FUNDS: $3,000.00

ELIGIBLE USE OF FUNDS: Unattended Passenger

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

MULTI-JURISDICTIONAL LAW ENFORCEMENT

This countermeasure remains as training for enforcement officers.

Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 15, Traffic Enforcement Services *

- Training

The Central Iowa Traffic Safety Task Force (CITSTF) is a collaborative initiative involving approximately 19 state, county, and city law enforcement agencies. Its mission is to enhance road safety by addressing key issues such as speeding, seat belt usage, traffic collisions, distracted and impaired driving, and other traffic violations through a combination of education and enforcement. Funding allocated to CITSTF will fund a one-day conference focused on traffic safety and enforcement benefiting task force members. The funds will also support the acquisition of blood draw kits to aid in impaired driving investigations. In addition, the task force plans and executes multiple multi-jurisdictional saturation events throughout the year, with a goal of eight projects for FFY 2026.

SUB-RECIPIENT NAME AND TYPE: Central Iowa Traffic Safety Task Force

LOCATION: Central Iowa

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-PT-2026 05-00-50

AMOUNT OF FEDERAL FUNDS: $11,300.00

ELIGIBLE USE OF FUNDS: Traffic Enforcement Services

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

GTSB TRAFFIC SAFETY CONFERENCE

This project was formerly listed under Police Traffic Services in the 3HSP. Funds for this project will be used to plan and host the annual Governor's Highway Traffic Safety Conference. Key local, state, and national traffic safety professionals discuss important issues, share strategies, highlight successes on traffic safety and recognize important contributions to traffic safety in Iowa. Pre-conference sessions also offer informative training and resources for conference attendees. Countermeasure of training as identified in the 3HSP; Countermeasures That Work, Uniform Guidelines, and elements of the Safe System continue to be used.

SUB-RECIPIENT NAME AND TYPE: Iowa State University-Conference Planning and Management

LOCATION: Central Iowa

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-PT-2026 05-00-52

AMOUNT OF FEDERAL FUNDS: $76,680.00

ELIGIBLE USE OF FUNDS: Traffic Enforcement Services

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

COMMUNITY TRAFFIC SAFETY HEALTH CONSULTANT

After several years without a defined project and recent staffing changes at the Iowa Department of Health and Human Services (HHS), Bureau of Emergency Medical Services &

Trauma, the proposed partnership with GTSB has been removed from the Triennial Highway Safety Plan.

IMPAIRED DRIVING

DRUG RECOGNITION EXPERT TRAINING

Countermeasures remain the same with only edition updates.

Countermeasures That Work, 11th Edition, 2023

Alcohol-Impaired Driving

- High Visibility Saturation Patrols, 4-star citation
- Integrated Enforcement, 3-star citation

Drug-Impaired Driving

- Enforcement of Drug-Impaired Driving, 3-star citation

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

- Criminal Justice System – Enforcement

Drug use patterns continuously evolve, so it remains critical to provide specialized training for law enforcement officers to identify impairment in drivers under the influence of drugs beyond alcohol.

As of June 30, 2025, Iowa has 148 certified Drug Recognition Experts (DREs).

To bolster DRE numbers, the Governor's Traffic Safety Bureau (GTSB) has offered two DRE certification trainings each year. In FFY 2026, one DRE school will be offered. This is due to a decreasing application pool for each school, a direct result of multiple schools in one year, and cost efficiencies based on number of students in each class.

Additionally, members of the Iowa DRE Board and select instructors attend the IACP DRE National Conference for ongoing education, where they gain insights into the latest science on impaired driving enforcement, emerging technologies, and proven strategies to enhance road safety and remain informed about the latest developments and best practices to ensure the continued success and effectiveness of the DRE program.

SUB-RECIPIENT NAME AND TYPE: GTSB, State Highway Safety Office

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405d

PROJECT AGREEMENT NUMBER: 405D-B5PEM-2026 71-00-02

AMOUNT OF FEDERAL FUNDS: $202,500.00

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

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

ADVANCED ROADSIDE IMPAIRED DRIVING ENFORCEMENT (ARIDE)

Countermeasures remain the same with only edition updates. Programming is vital and will continue.

Countermeasures That Work, 11th Edition, 2023

Drug-Impaired Driving

- Enforcement of Drug-Impaired Driving, 3-star citation

Iowa continues to experience an alarming rise in fatal and serious injury crashes involving drivers impaired by drugs other than alcohol or in combination. Year after year, drugs other than alcohol are increasingly identified in traffic incidents.

In addition to the foundational training received during certification academies, specialized programs focused on drug impairment are essential. One of these programs is the Advanced Roadside Impaired Driving Enforcement (ARIDE) program. While the Standardized Field Sobriety Test (SFST) serves as the primary tool for assessing alcohol impairment, ARIDE helps bridge the gap between the SFST and DRE by equipping officers with a broad understanding of drug impairment and encouraging the use of DREs.

A critical component of ARIDE is the mandatory student demonstration of SFST proficiency. ARIDE emphasizes recognizing the signs and symptoms across seven drug categories: CNS Depressants, CNS Stimulants, Hallucinogens, Dissociative Anesthetics, Narcotic Analgesics, Inhalants, and Cannabis. This training allows officers to identify and articulate signs of impairment due to drugs, alcohol, or both—ultimately working to reduce the number of impaired driving incidents that lead to serious injuries and fatalities.

SUB-RECIPIENT NAME AND TYPE: GTSB, State Highway Safety Office

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405d

PROJECT AGREEMENT NUMBER: 405D-B5PEM-2026 71-00-01

AMOUNT OF FEDERAL FUNDS: $26,000.00

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

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

HIGH VISIBILITY ENFORCEMENT

Countermeasures remain the same with only edition updates. High visibility enforcement remains one of the most effective countermeasures.

Countermeasures that Work, 11th Edition, 2023

Alcohol-Impaired Driving– Enforcement

- High Visibility Saturation Patrols, 4-star citation
- Alcohol Measurement Devices, 4-star citation

Drug-Impaired Driving-Enforcement

- Zero-Tolerance Law Enforcement, 3-star citation

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

- Criminal Justice System
- Laws
- Enforcement
- Publicizing High Visibility Enforcement

High-Visibility Enforcement (HVE) is widely recognized as an effective strategy to deter and modify unsafe and illegal behaviors. The increased visibility of law enforcement is designed to heighten the perceived risk of arrest for unlawful actions, particularly as a preventive measure to discourage impaired driving. Agencies receiving grant funding are provided flexibility to customize their efforts, allowing them to address the specific needs and priorities of their local jurisdictions and communities. In addition, necessary impaired driving equipment, such as PBTs may be funded.

Sub-recipients will also complete one multi-jurisdictional project and conduct a minimum of 12 public information educational activities aimed at promoting safe driving behaviors. Additionally, agencies may receive funding for equipment to support their enforcement efforts. For FFY 2026, funding will support the efforts of 111 law enforcement agencies with $1,167,330.00.

Utilizing data to pinpoint high-risk locations, the Iowa State Patrol will carry out a minimum of 12 impaired driving enforcement projects with the Mobile Breath Alcohol Testing (MBAT) vehicle obtained in 2025.

SUB-RECIPIENT NAME AND TYPE: See table below.

LOCATION: See table below.

FEDERAL FUNDING SOURCE: Section 405d and Section 402AL

PROJECT AGREEMENT NUMBER: See table below.

AMOUNT OF FEDERAL FUNDS: See table below.

ELIGIBLE USE OF FUNDS: 402-High Visibility Enforcement-Impaired Driving

405d-High-visibility Enforcement Efforts

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

Sub-Recipient	Federal Funding Source	Type of Agency	Location	Federal Award Amount
Adel Police Department	402-AL-2026 02-40-00	Law Enforcement	Dallas County	$2,500.00
Altoona Police Department	402-AL-2026 02-40-01	Law Enforcement	Polk County	$4,500.00
Ames Police Department	402-AL-2026 02-40-02	Law Enforcement	Story County	$10,000.00
Ankeny Police Department	402-AL-2026 02-40-03	Law Enforcement	Polk County	$8,000.00
Atlantic Police Department	402-AL-2026 02-40-04	Law Enforcement	Cass County	$3,000.00
Belle Plaine Police Department	402-AL-2026 02-40-05	Law Enforcement	Benton County	$2,000.00
Bettendorf Police Department	402-AL-2026 02-40-06	Law Enforcement	Scott County	$15,000.00
Black Hawk County Sheriff Office	402-AL-2026 02-40-07	Law Enforcement	Black Hawk County	$4,000.00
Bloomfield Police Department	402-AL-2026 02-40-08	Law Enforcement	Davis County	$3,000.00
Boone Police Department	402-AL-2026 02-40-09	Law Enforcement	Boone County	$4,000.00
Buffalo Police Department	402-AL-2026 02-40-10	Law Enforcement	Scott County	$1,500.00
Burlington Police Department	402-AL-2026 02-40-11	Law Enforcement	Des Moines County	$6,000.00
Butler County Sheriff Office	402-AL-2026 02-40-12	Law Enforcement	Butler County	$1,000.00
Carlisle Police Department	402-AL-2026 02-40-13	Law Enforcement	Warren/Polk County	$5,000.00
Cass County Sheriff Office	402-AL-2026 02-40-14	Law Enforcement	Cass County	$12,000.00
Cedar Falls Police Department	402-AL-2026 02-40-15	Law Enforcement	Black Hawk County	$1,500.00
Cedar Rapids Police Department	402-AL-2026 02-40-16	Law Enforcement	Linn County	$20,000.00
Cerro Gordo County Sheriff Office	402-AL-2026 02-40-17	Law Enforcement	Cerro Gordo County	$5,000.00
Clayton County Sheriff Office	402-AL-2026 02-40-18	Law Enforcement	Clayton County	$2,500.00
Clear Lake Police Department	402-AL-2026 02-40-19	Law Enforcement	Cerro Gordo County	$6,000.00

Clinton County Sheriff Office	402-AL-2026 02-40-20	Law Enforcement	Clinton County	$18,000.00
Clinton Police Department	402-AL-2026 02-40-21	Law Enforcement	Clinton County	$8,000.00
Clive Police Department	402-AL-2026 02-40-22	Law Enforcement	Dallas/Polk County	$7,000.00
Coralville Police Department	402-AL-2026 02-40-23	Law Enforcement	Johnson County	$5,400.00
Council Bluffs Police Department	402-AL-2026 02-40-24	Law Enforcement	Pottawattamie County	$15,000.00
Crawford County Sheriff Office	402-AL-2026 02-40-25	Law Enforcement	Crawford County	$3,000.00
Cresco Police Department	402-AL-2026 02-40-26	Law Enforcement	Howard County	$2,000.00
Dallas County Sheriff Office	402-AL-2026 02-40-27	Law Enforcement	Dallas County	$20,000.00
Davenport Police Department	402-AL-2026 02-40-28	Law Enforcement	Scott County	$12,000.00
Decorah Police Department	402-AL-2026 02-40-29	Law Enforcement	Winneshiek County	$1,500.00
Denison Police Department	402-AL-2026 02-40-30	Law Enforcement	Crawford County	$3,000.00
Des Moines County Sheriff Office	402-AL-2026 02-40-31	Law Enforcement	Des Moines County	$5,000.00
DeWitt Police Department	402-AL-2026 02-40-32	Law Enforcement	Clinton County	$10,000.00
Dubuque County Sheriff Office	402-AL-2026 02-40-33	Law Enforcement	Dubuque County	$9,000.00
Dubuque Police Department	402-AL-2026 02-40-34	Law Enforcement	Dubuque County	$3,000.00
Durant Police Department	402-AL-2026 02-40-35	Law Enforcement	Cedar/Muscatine/ Scott County	$2,500.00
Eldridge Police Department	402-AL-2026 02-40-36	Law Enforcement	Scott County	$3,000.00
Evansdale Police Department	402-AL-2026 02-40-37	Law Enforcement	Black Hawk County	$3,000.00
Fayette County Sheriff Office	402-AL-2026 02-40-38	Law Enforcement	Fayette County	$5,000.00
Floyd County Sheriff Office	402-AL-2026 02-40-39	Law Enforcement	Floyd County	$1,000.00
Fort Dodge Police Department	402-AL-2026 02-40-40	Law Enforcement	Webster County	$7,500.00
Fort Madison Police Department	402-AL-2026 02-40-41	Law Enforcement	Lee County	$6,000.00
Harrison County Sheriff Office	402-AL-2026 02-40-42	Law Enforcement	Harrison County	$7,000.00
Henry County Sheriff Office	402-AL-2026 02-40-43	Law Enforcement	Henry County	$21,000.00
Hiawatha Police Department	402-AL-2026 02-40-44	Law Enforcement	Linn County	$4,500.00

Hudson Police Department	402-AL-2026 02-40-45	Law Enforcement	Black Hawk County	$2,000.00
Huxley Police Department	402-AL-2026 02-40-46	Law Enforcement	Story County	$2,000.00
Indianola Police Department	402-AL-2026 02-40-47	Law Enforcement	Warren County	$6,500.00
Iowa City Police Department	402-AL-2026 02-40-48	Law Enforcement	Johnson County	$30,000.00
Jasper County Sheriff Office	402-AL-2026 02-40-49	Law Enforcement	Jasper County	$3,000.00
Johnson County Sheriff Office	402-AL-2026 02-40-50	Law Enforcement	Johnson County	$30,000.00
Johnston Police Department	402-AL-2026 02-40-51	Law Enforcement	Polk County	$5,000.00
Keokuk Police Department	402-AL-2026 02-40-52	Law Enforcement	Lee County	$2,000.00
Knoxville Police Department	402-AL-2026 02-40-53	Law Enforcement	Marion County	$4,000.00
Le Claire Police Department	402-AL-2026 02-40-54	Law Enforcement	Scott County	$6,000.00
Le Mars Police Department	402-AL-2026 02-40-55	Law Enforcement	Plymouth County	$9,000.00
Lee County Sheriff Office	402-AL-2026 02-40-56	Law Enforcement	Lee County	$4,000.00
Louisa County Sheriff Office	402-AL-2026 02-40-57	Law Enforcement	Louisa County	$15,000.00
Lyon County Sheriff Office	402-AL-2026 02-40-58	Law Enforcement	Lyon County	$5,000.00
Mahaska County Sheriff Office	402-AL-2026 02-40-59	Law Enforcement	Mahaska County	$2,200.00
Maquoketa Police Department	402-AL-2026 02-40-60	Law Enforcement	Jackson County	$2,000.00
Marion County Sheriff Office	402-AL-2026 02-40-61	Law Enforcement	Marion County	$8,000.00
Marion Police Department	402-AL-2026 02-40-62	Law Enforcement	Linn County	$7,000.00
Mar-Mac Police Department	402-AL-2026 02-40-63	Law Enforcement	Clayton County	$1,500.00
Marshall County Sheriff Office	402-AL-2026 02-40-64	Law Enforcement	Marshall County	$7,000.00
Marshalltown Police Department	402-AL-2026 02-40-65	Law Enforcement	Marshall County	$3,000.00
Mills County Sheriff Office	402-AL-2026 02-40-66	Law Enforcement	Mills County	$3,500.00
Missouri Valley Police Department	402-AL-2026 02-40-67	Law Enforcement	Harrison County	$2,500.00
Monona County Sheriff Office	402-AL-2026 02-40-68	Law Enforcement	Monona County	$4,000.00
Mount Pleasant Police Department	402-AL-2026 02-40-69	Law Enforcement	Henry County	$5,000.00

Mount Vernon-Lisbon Police Department	402-AL-2026 02-40-70	Law Enforcement	Linn County	$7,000.00
Muscatine County Sheriff Office	402-AL-2026 02-40-71	Law Enforcement	Muscatine County	$17,757.00
Muscatine Police Department	402-AL-2026 02-40-72	Law Enforcement	Muscatine County	$10,000.00
Nevada Police Department	402-AL-2026 02-40-73	Law Enforcement	Story County	$10,000.00
Newton Police Department	402-AL-2026 02-40-74	Law Enforcement	Jasper County	$2,200.00
North Liberty Police Department	402-AL-2026 02-40-75	Law Enforcement	Johnson County	$4,000.00
Norwalk Police Department	402-AL-2026 02-40-76	Law Enforcement	Warren County	$4,500.00
Oskaloosa Police Department	402-AL-2026 02-40-77	Law Enforcement	Mahaska County	$5,000.00
Ottumwa Police Department	402-AL-2026 02-40-78	Law Enforcement	Wapello County	$10,000.00
Pella Police Department	402-AL-2026 02-40-79	Law Enforcement	Marion County	$3,000.00
Peosta Police Department	402-AL-2026 02-40-80	Law Enforcement	Dubuque County	$1,500.00
Perry Police Department	402-AL-2026 02-40-81	Law Enforcement	Dallas County	$2,000.00
Pleasant Hill Police Department	402-AL-2026 02-40-82	Law Enforcement	Polk County	$8,500.00
Polk City Police Department	402-AL-2026 02-40-83	Law Enforcement	Polk County	$2,000.00
Polk County Sheriff Office	402-AL-2026 02-40-84	Law Enforcement	Polk County	$5,000.00
Poweshiek County Sheriff Office	402-AL-2026 02-40-85	Law Enforcement	Poweshiek County	$5,700.00
Prairie City Police Department	402-AL-2026 02-40-86	Law Enforcement	Jasper County	$2,000.00
Scott County Sheriff Office	402-AL-2026 02-40-87	Law Enforcement	Scott County	$12,000.00
Sioux City Police Department	402-AL-2026 02-40-88	Law Enforcement	Woodbury County	$47,513.00
State Center Police Department	402-AL-2026 02-40-89	Law Enforcement	Marshall County	$12,000.00
Story County Sheriff Office	402-AL-2026 02-40-90	Law Enforcement	Story County	$7,500.00
Stuart Police Department	402-AL-2026 02-40-91	Law Enforcement	Guthrie County	$3,000.00
Tama Police Department	402-AL-2026 02-40-92	Law Enforcement	Tama County	$3,000.00
Tipton Police Department	402-AL-2026 02-40-93	Law Enforcement	Cedar County	$5,000.00
Union County Sheriff Office	402-AL-2026 02-40-94	Law Enforcement	Union County	$8,000.00

Urbandale Police Department	402-AL-2026 02-40-95	Law Enforcement	Dallas/Polk County	$6,000.00
Vinton Police Department	402-AL-2026 02-40-96	Law Enforcement	Benton County	$1,500.00
Wapello County Sheriff Office	402-AL-2026 02-40-97	Law Enforcement	Wapello County	$5,000.00
Warren County Sheriff Office	402-AL-2026 02-40-98	Law Enforcement	Warren County	$2,800.00
Washington County Sheriff Office	402-AL-2026 02-40-99	Law Enforcement	Washington County	$12,000.00
Washington Police Department	402-AL-2026 02-41-00	Law Enforcement	Washington County	$3,000.00
Waterloo Police Department	402-AL-2026 02-41-01	Law Enforcement	Black Hawk County	$35,000.00
Waukee Police Department	402-AL-2026 02-41-02	Law Enforcement	Dallas County	$3,000.00
Webster County Sheriff Office	402-AL-2026 02-41-03	Law Enforcement	Webster County	$5,000.00
West Burlington Police Department	402-AL-2026 02-41-04	Law Enforcement	Des Moines County	$5,760.00
West Des Moines Police Department	402-AL-2026 02-41-05	Law Enforcement	Dallas/Polk/Warren/ Madison County	$10,000.00
Winterset Police Department	402-AL-2026 02-41-06	Law Enforcement	Madison County	$4,000.00
Woodbury County Sheriff Office	402-AL-2026 02-41-07	Law Enforcement	Woodbury County	$15,000.00
Des Moines Police Department	405d-M5HVE-2026 68-40-00	Law Enforcement	Polk County	$102,000.00
Iowa State Patrol	405d-M5HVE-2026 68-40-01	Law Enforcement	Statewide	$288,000.00
Iowa State University Police Department	405d-M5HVE-2026 68-40-02	Law Enforcement	Story County	$3,000.00

EDUCATION OF TRAFFIC COURT INFORMATION FOR JUDICIAL OFFICERS

The state countermeasure of partnership and education for judicial officers continues.

Also supporting this programming is Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 7, Judicial and Court Services *

- Program Management
- Training and Education

A partnership dedicated to judicial education will facilitate the expansion and maintenance of the Judges Traffic Law Bench Book, ensuring the effective handling of municipal and criminal infractions related to traffic safety. The digital bench book will be regularly updated to include the most current and relevant content.

A committee of judicial officers will evaluate the effectiveness of the Traffic Law Bench Book and advise on district-level efforts to sustain traffic law resources. The committee will convene at least

four times during the grant cycle, with meetings scheduled quarterly and additional sessions as needed. Additionally, at least one traffic law presentation will be hosted annually to provide continuing legal education on the proper administration of traffic-related infractions.

SUB-RECIPIENT NAME AND TYPE: Iowa Judicial Branch, State Agency

LOCATION: Des Moines, Iowa

FEDERAL FUNDING SOURCE: Section 405d

PROJECT AGREEMENT NUMBER: 405d-F*24TC-2026 86-00-50

AMOUNT OF FEDERAL FUNDS: $25,000.00

ELIGIBLE USE OF FUNDS: Notwithstanding paragraph (j)(1) of this section, a State may elect to use grant funds awarded under 23 U.S.C. 405(d)(6) for any eligible project or activity under Section 402-Judicial and Court Services.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

OWI COURT TRAINING

The formation of OWI Courts was a priority recommendation in the 2022 Impaired Driving Assessment.

Countermeasures that Work, 11th Edition, 2023

Alcohol-Impaired Driving–Other Strategies for Behavior Change

- DWI Courts, 4-star citation *

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

- Criminal Justice, Adjudication

As Iowa's State Judicial Outreach Liaison and Judicial Court identify interested and committed parties to establish OWI courts in the state, GTSB funds training and travel for these for appropriate judicial staff to attend foundational training. This training provides a roadmap for treatment courts to successfully serve individuals with impaired driving offenses. At the time judicial staff is identified and needs training, an amendment will be requested from the Region 7 office.

SUB-RECIPIENT NAME AND TYPE: Iowa Judicial Branch, State Agency

LOCATION: This will be determined as interested parties are identified.

FEDERAL FUNDING SOURCE: 405d

PROJECT AGREEMENT NUMBER: TBD

AMOUNT OF FEDERAL FUNDS: TBD

ELIGIBLE USE OF FUNDS: Court support of impaired driving prevention efforts, including-hiring criminal justice professionals, including law enforcement officers, prosecutors, traffic safety resource prosecutors, judges, judicial outreach liaisons, and probation officers; training and

education of those professionals to assist the professionals in preventing impaired driving and handling impaired driving cases, or establishing driving while intoxicated courts.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

LABORATORY DRUG TESTING, EQUIPMENT AND STAFFING/DCI LABORATORY

The countermeasure identified in the Triennial Highway Safety Plan, "The DCI Laboratory is entrusted by statute to provide technical assistance to the criminal justice system in the investigation of criminal matters" remains the same.

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

- Criminal Justice System
- Prosecution

The Iowa DCI Crime Lab is the only publicly funded toxicology lab in the state, providing critical services statewide to law enforcement agencies. The Toxicology section is an accredited laboratory that tests biological samples for the presence of alcohol and drugs. The Breath Alcohol section maintains over 160 DataMaster DMT's that are in all jurisdictions in the state. Members of the DCI Crime Lab's toxicology and breath alcohol sections train and certify law enforcement officers how to properly collect biological samples on the evidential breath testing instruments.

The Toxicology section plays a key role in supporting the State's Drug Recognition Expert (DRE) program by providing scientific expertise and analyzing blood and urine samples for alcohol and drug content. These samples are typically processed and results provided within 45 days. As the landscape of substance abuse evolves, the section continues to update methodologies and instrumentation to stay ahead of emerging trends and substances.

The Breath Alcohol section manages over 160 DataMaster DMTs, which are now more than 15 years old. These instruments require annual maintenance, and due to their age, parts replaced to keep them operational, calibrated, and reliable. In addition, replacement of the DataMaster DMTs will begin in 2026. 54 replacement units will be funded.

SUB-RECIPIENT NAME AND TYPE: Iowa Division of Criminal Investigation Criminalistics Lab, State Agency

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405d

PROJECT AGREEMENT NUMBER: 405d-B5BAC-2026 79-00-50

AMOUNT OF FEDERAL FUNDS: $884,000.00

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

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

LAW ENFORCEMENT TRAINING/IOWA LAW ENFORCEMENT ACADEMY (ILEA)

Countermeasures remain the same with only edition updates.

Countermeasures that Work, 11th Edition, 2023

Alcohol-Impaired Driving– Enforcement

- High Visibility Saturation Patrols, 4-star citation

Drug-Impaired Driving-Enforcement

- Zero-Tolerance Law Enforcement, 3-star citation

Additionally, Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 15, Traffic Enforcement Services *

- Training

Impaired Driving Assessment – Priority Recommendation

- Procure the Traffic and Criminal Software (TraCS) electronic crash reporting for law enforcement academies to uniformly train law enforcement on how to properly complete the electronic crash report.

The Iowa Law Enforcement Academy (ILEA) provides essential training to officers in all 99 Iowa counties focusing on traffic safety and the accurate reporting of crashes, violations, and other traffic-related incidents. The ILEA team plays a pivotal role in coordinating and overseeing statewide traffic safety training programs, which include:

- Regional training sessions across various Iowa locations to ensure accessibility for law enforcement personnel.
- SFST (Standardized Field Sobriety Test) instructor courses designed for both local and state law enforcement officers.
- SFST refresher courses, offering officers advanced knowledge and techniques for detecting impairment.
- Specialized traffic safety courses integrated into the basic academy cycle and offered during additional sessions when possible.
- Occupant protection courses to enhance compliance and enforcement strategies.
- Drug impairment recognition training, strengthening officers' ability to identify and address drug-impaired driving.

To further combat impaired driving, ILEA is committed to equipping officers with the tools and knowledge to identify and respond to traffic safety issues and impaired drivers more effectively. Ensuring all law enforcement recruits receive comprehensive training on TraCS (Traffic and Criminal Software) is crucial for improving the accuracy and reliability of traffic data. The purchase of dedicated classroom computers for this training will teach officers to capture and report critical data correctly, enabling better identification of traffic safety concerns on specific roads and within communities.

Another key component of training includes the use of Fatal Vision Goggles, which simulate alcohol impairment, allowing officers to experience firsthand the challenges of conducting Standardized Field Sobriety Tests in a controlled setting. Research shows that this experiential learning tool is highly effective in changing attitudes toward drinking and driving, further strengthening the overall impact of the training.

SUB-RECIPIENT NAME AND TYPE: Iowa Law Enforcement Academy, State Agency

FEDERAL FUNDING SOURCE: Section 402 and Section 405d

PROJECT AGREEMENT NUMBER: 402-PT-2026 05-00-52 / 405d-B5PEM-2026 71-00-50

AMOUNT OF FEDERAL FUNDS: $118,725.00 (402), $105,074.00 (405d)

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

402-Traffic Enforcement Services

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

TRAFFIC SAFETY RESOURCE PROSECUTOR

Countermeasures remain the same with only edition updates.

Countermeasures include:

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

- Program Management
- Resource Management
- Training and Technical Assistance

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

- Prosecution

Iowa's Traffic Safety Resource Prosecutor (TSRP) fosters collaboration and ensures consistent enforcement and prosecution of Iowa's impaired driving laws, and acts as a liaison between prosecutors, law enforcement officers, and other governmental agencies. Services include:

- Organizing and presenting skills-based training workshops for prosecutors on OWI (Operating While Intoxicated) and drug-impaired driving offenses
- Conducting specialized workshops for law enforcement on detecting and apprehending impaired drivers, implied consent procedures, report writing, and effective testimony preparation; offering additional training at DRE (Drug Recognition Expert), SFST

(Standardized Field Sobriety Testing), ARIDE (Advanced Roadside Impaired Driving Enforcement), and other courses
- Providing research, consultation, and expert advice to prosecutors, law enforcement officers, hearing officers, and government personnel regarding the detection, apprehension, charging, trial processes, sentencing, or treatment of impaired drivers, as well as guidance on Iowa's implied consent laws
- Assisting the Iowa Law Enforcement Academy (ILEA) in identifying and designing specialized training for OWI, drug-impaired driving offenses, and implied consent laws.
- Delivering case law updates at the annual DPS/GTSB conference
- Compiling and distributing quarterly advisory bulletins on court decisions or legislative changes impacting OWI and implied consent laws
- Updating and maintaining the comprehensive OWI and Major Traffic Offense Manual annually.

Through these efforts, the project will ensure improved coordination and enhanced legal and procedural knowledge in the state.

SUB-RECIPIENT NAME AND TYPE: Office of Attorney General, State Agency

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405d

PROJECT AGREEMENT NUMBER: 405d-B5CS-2026 78-00-51

AMOUNT OF FEDERAL FUNDS: $220,000.00

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

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

CLINTON SUBSTANCE ABUSE COUNCIL-PREVENTING IMPAIRED DRIVING

The countermeasures for this section are new due to it being a new project. Countermeasures are existing within the impaired driving program area. This project will complement other programming.

Countermeasures that Work, 11th Edition, 2023

Alcohol-Impaired Driving-Enforcement

- Alcohol Vendor Compliance Checks, 3-star citation

Alcohol-Impaired Driving-Other Strategies for Behavior Change

- Mass Media Campaigns, 2-star citation
- Alternative Transportation, 3-star citation

Alcohol-Impaired Driving-Approaches That Are Unproven or Need Further Evaluation

- Responsible Beverage Service

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

- Prevention

Impaired driving remains a significant public safety issue in communities in Clinton County. A local prevention organization, Clinton Substance Abuse Council has partnered with the Clinton Collaborative Council, a county wide group of stakeholders who work together through the Strategic Prevention Framework to address substance misuse issues. The approach is comprehensive using a 4-prong strategy to reduce impaired driving and raise awareness within the community.

Social Norming Media Campaign: Communicate the importance of not driving impaired and change attitudes and behaviors around impaired driving in Clinton County.

Free Shuttle Service: Provide a free shuttle service at least six times a year to ensure community members have a safe and convenient way home after consuming alcohol.

Alcohol Compliance Checks: Partner with local law enforcement to conduct alcohol compliance checks to prevent minors from accessing alcohol, which contributes to impaired driving.

Responsible Beverage Server Training: Offer training programs for beverage servers to recognize signs of intoxication, prevent over-serving, and promote responsible drinking practices.

SUB-RECIPIENT NAME AND TYPE: Clinton Substance Abuse Council, Non-Profit

LOCATION: Clinton County

FEDERAL FUNDING SOURCE: Section 405d

PROJECT AGREEMENT NUMBER: 405d-M5OT-2026 73-00-50

AMOUNT OF FEDERAL FUNDS: $32,170.00

ELIGIBLE USE OF FUNDS: Program designed to reduce impaired driving based on problem identification, provided the State receives advance approval from NHTSA.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

MOTHERS AGAINST DRUNK DRIVING (MADD)

Countermeasures remain the same. The project provides impactful, meaningful programs to youth, parents, and guardians.

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

- Prevention

Addressing impaired driving, including drugged driving, in Iowa demands a comprehensive approach that includes prevention education, parent and caregiver engagement, community awareness, and strong partnerships. With 1,310 schools and 328 school districts across the state, it is essential to reach youth statewide, equipping them with the necessary resources to reduce youth impaired driving rates and ultimately decrease future incidents among adults.

Iowa's MADD program staff will continue to work with community and state coalitions, state agencies, youth service departments, schools, parent support groups, treatment courts, driver's education programs, and law enforcement agencies to deliver the following programming:

- Power of Parents empowers parents of middle school and high school students to have ongoing, intentional conversations about the dangers and consequences of underage drinking and drug use.
- MADD's Power of Me! Program is an alcohol use prevention and vehicle safety presentation for 4th and 5th grade elementary school students. Adapted from MADD's evaluated, evidence-based Protecting You Protecting Me program, Power of Me! aims to prevent underage drinking and reduce alcohol-related injuries and death among children and youth due to underage alcohol use and riding in vehicles with impaired drivers.
- Power of You(th)® is a MADD program that provides students with research-based information on the dangers of underage drinking and other drug use. The course prepares pre-teens and teens with the tools to resist peer pressure and empower them to take the next step and influence friends to make the right choices.
- Promposal is a prom themed presentation with lifesaving information about the dangers of alcohol, cannabis, and medications on the developing brain. It includes real, impactful stories from victims and survivors of impaired driving crashes and underage consequences, offering the opportunity to accept MADD's Promposal by signing a poster displayed at the school.

The team will raise awareness of the impaired driving problem, encourage students to make good choices, build community support, and provide engaging education.

The MADD program manager will also participate in the Impaired Driving Task Force, and the Driver's Education Curriculum Committee assisting with the development of resources and prevention education for young drivers and their instructors.

SUB-RECIPIENT NAME AND TYPE: Mothers Against Drunk Driving (MADD)

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405d

PROJECT AGREEMENT NUMBER: 405d-M5OT-2026 73-00-53

AMOUNT OF FEDERAL FUNDS: $132,213.00

ELIGIBLE USE OF FUNDS: Program designed to reduce impaired driving based on problem identification, provided the State receives advance approval from NHTSA.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

RESPONSIBLE BEVERAGE SERVER TRAINING

Countermeasures remain the same but with the addition of Uniform Guidelines.

Countermeasures that Work, 11th Edition, 2023

Alcohol-Impaired Driving-Approaches That Are Unproven or Need Further Evaluation

- Responsible Beverage Service

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

- Prevention

Iowa Impaired Driving Strategic Plan 2024, Prevention

In-person, classroom-based responsible alcohol service training will be offered statewide using the ServSafe Alcohol curriculum. The ServSafe Alcohol Program is a nationally recognized responsible alcohol service training designed for restaurants and bars. Developed by the National Restaurant Association, the course equips participants with the knowledge and skills needed to serve alcohol responsibly. Training incorporates live instruction, guest speakers, interactive exercises, and role-playing scenarios to prepare learners for real-world situations. Participants will gain a thorough understanding of alcohol laws, their responsibilities as servers, strategies to recognize and prevent intoxication, proper ID verification techniques, and methods for handling challenging situations. Successful participants will earn a three-year national certification in responsible alcohol service. Training will be prioritized and first offered to restaurant servers under age 21 first, followed by those 21 and older. Training will be presented in either English or Spanish, with a goal of instructing 500 students and achieving an expected pass rate of 75%. Successful participants will earn a three-year national certification in responsible alcohol service. Additionally, micro-targeted marketing strategies will be used to engage minority and marginalized populations within the food and alcohol beverage service industry.

SUB-RECIPIENT NAME AND TYPE: Iowa Restaurant Association, Non-Profit Organization

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405d

PROJECT AGREEMENT NUMBER: 405d-M5OT-2026 73-00-51

AMOUNT OF FEDERAL FUNDS: $60,000.00

ELIGIBLE USE OF FUNDS: Training on the use of alcohol and drug screening and brief intervention.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

STATE JUDICIAL OUTREACH LIAISON

Countermeasures remain the same.

Priority Recommendation-2022 Impaired Driving Program Assessment

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

- Adjudication

In the fall of 2022, GTSB applied for and was awarded funding for a State Judicial Outreach Liaison (SJOL) thorough a cooperative agreement between NHTSA and the American Bar Association (ABA) with the intent to create a new SJOL position. The ABA award funded the SJOL position for the first two years. In FFY 2026, GTSB will fund this part-time position. The SJOL will serve as a crucial link between the judiciary and highway safety initiatives, primarily focusing on impaired driving. The Iowa SJOL will facilitate peer-to-peer education, training, and resources to judges, prosecutors, and law enforcement on the latest research, legal issues, and best practices in traffic safety. Their role involves identifying judicial concerns, fostering collaboration among stakeholders, and promoting effective strategies to reduce impaired driving and enhance overall highway safety.

SUB-RECIPIENT NAME AND TYPE: Governor's Traffic Safety Bureau, Highway Safety Office

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405d

PROJECT AGREEMENT NUMBER: 405d-M5IDC-2026 76-00-01 (from Program Management Funds)

AMOUNT OF FEDERAL FUNDS: $50,000.00 (from Program Management Funds)

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

Training and education of those professionals to assist the professionals in preventing impaired driving and handling impaired driving cases, including by providing compensation to a law enforcement officer to carry out safety grant activities to replace a law enforcement officer who is receiving drug recognition expert training or participating as an instructor in that drug recognition expert training.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

ALCOHOL COMPLIANCE CHECKS

The countermeasures for this section are new due to an additional project added during FFY 2025 and continued in 2026. The Impaired Driving Assessment in 2022 discussed effective use of Alcohol Compliance Checks. Later it was determined that few law enforcement agencies had funding to conduct checks. This project funds those.

Countermeasures that Work, 11th Edition, 2023 *

Alcohol-Impaired Driving-Enforcement

- Alcohol Vendor Compliance Checks, 3-star citation

The Iowa Underage Alcohol Enforcement Program allows local law enforcement agencies with a 28E agreement in place with the Iowa Department of Revenue, Alcoholic Beverages Division to conduct underage alcohol compliance checks in areas with alcohol related crashes involving drivers under the age of 21. Certified law enforcement officers will criminally charge any clerk/server who sells or dispenses alcohol to someone under the legal age of 21. Law enforcement agencies will report the underage alcohol compliance checks to the regulating state agency so the appropriate sanctions can be enforced. Compliant and non-compliant locations will be tracked to identify emerging trends and take appropriate regulatory action against a liquor-licensed establishment found to be in violation including fines, suspensions, and revocations.

The Iowa Department of Revenue, Alcohol & Tax Compliance Division will manage this program. Priority will be given to establishments in high crash areas, focusing on alcohol-related crashes involving drivers under the age of 21. Compliant and non-compliant locations will be tracked by the Iowa Department of Revenue, Alcohol & Tax Compliance Division to identify emerging trends and take appropriate regulatory action against a liquor-licensed establishment found to be in violation which may include fines, suspensions, and revocations.

SUB-RECIPIENT NAME AND TYPE: Iowa Department of Revenue, State Agency

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405d

PROJECT AGREEMENT NUMBER: 405d-M5OT-2026 73-00-52

AMOUNT OF FEDERAL FUNDS: $75,000.00

ELIGIBLE USE OF FUNDS: Notwithstanding paragraph (j)(1) of this section, a State that qualifies for grant funds as a mid-range State may elect to use grant funds awarded under 23 U.S.C. 405(d) for programs designed to reduce impaired driving based on problem identification in accordance with § 1300.11, provided the State receives advance approval from NHTSA.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

MEDIA CAMPAIGN-IMPAIRED DRIVING

Countermeasures for communication and outreach remain the same.

Countermeasures that Work, 11th Edition, 2023

- Alcohol-Impaired Driving-Mass-Media Campaign, 2-star citation

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

- Communication Program

The media campaign developed "No One's a Good…"Impaired" Driver launched in 2024 and established in 2025 was successful with high numbers of impressions and clicks.

Alcohol and Drug Impaired campaigns are flighted around key times for consumption and usage. Strategies include:

- Position alcohol impaired messaging in environments where alcohol consumption is likely to occur and align flights with holidays and summer when alcohol consumption typically increases.
- Use a proven combination of radio, digital, social and video to continue to build awareness of the alcohol message across the state.
- Continue to build awareness of the drug impaired message through impactful out-of-home placements.
- Expand the digital reach of the message and drive users to the website through hyper-targeted digital executions.

SUB-RECIPIENT NAME AND TYPE: ZLR Ignition, Marketing Agency

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405d

PROJECT AGREEMENT NUMBER: To be Determined

AMOUNT OF FEDERAL FUNDS: To be Determined

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

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

TRAFFIC ENFORCEMENT SERVICES

HIGH VISIBLITY ENFORCEMENT

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

Speeding and Speed Management

- High-Visibility Enforcement, 4-star citation

Alcohol-Impaired Driving

- High-Visibility Saturation Patrols, 4-star citation

Drug-Impaired Driving

- Enforcement of Drug Impaired Driving, 3-star citation

Seat Belts and Child Restraints

- Short-Term High Visibility Seat Belt and Child Restraint Law Enforcement, 5-star citation

Distracted Driving

- High Visibility Cell Phone Enforcement, 4-star citation

High visibility enforcement (HVE) continues statewide with law enforcement agencies targeting high crash, high violation locations in all traffic safety areas. Some funding for equipment necessary is provided as well. Additionally, as with impaired driving HVE, agencies are asked to complete a minimum of 1 multi-jurisdictional project along with 12 public information activities throughout the year. 122 agencies will participate in this program with funding of $2,338,716.00.

SUB-RECIPIENT NAME AND TYPE: See table below.

LOCATION: See table below.

FEDERAL FUNDING SOURCE: Section 402 PT

PROJECT AGREEMENT NUMBER: See table below.

AMOUNT OF FEDERAL FUNDS: See table below.

ELIGIBLE USE OF FUNDS: High Visibility Enforcement-Traffic Enforcement Services

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

Sub-Recipient	Project Number	Type of Agency	Location	Federal Award Amount
Adair County Sheriff Office	402-PT-2026 05-01-00	Law Enforcement	Adair County	$7,000.00
Carter Lake Police Department	402-PT-2026 05-01-01	Law Enforcement	Pottawattamie County	$12,300.00
Fremont County Sheriff Office	402-PT-2026 05-01-02	Law Enforcement	Fremont County	$9,000.00
Glenwood Police Department	402-PT-2026 05-01-03	Law Enforcement	Mills County	$3,600.00
Ida County Sheriff Office	402-PT-2026 05-01-04	Law Enforcement	Ida County	$9,000.00
Lucas County Sheriff Office	402-PT-2026 05-01-05	Law Enforcement	Lucas County	$4,200.00
Manning Police Department	402-PT-2026 05-01-06	Law Enforcement	Carroll County	$5,500.00
Palo Alto County Sheriff Office	402-PT-2026 05-01-07	Law Enforcement	Palo Alto County	$3,400.00
Plymouth County Sheriff Office	402-PT-2026 05-01-08	Law Enforcement	Plymouth County	$25,000.00
Sergeant Bluff Police Department	402-PT-2026 05-01-09	Law Enforcement	Woodbury County	$10,450.00
Tama County Sheriff Office	402-PT-2026 05-01-10	Law Enforcement	Tama County	$10,000.00
Adel Police Department	402-PT-2026 05-40-00	Law Enforcement	Dallas County	$7,900.00
Altoona Police Department	402-PT-2026 05-40-01	Law Enforcement	Polk County	$34,500.00
Ames Police Department	402-PT-2026 05-40-02	Law Enforcement	Story County	$19,300.00

Ankeny Police Department	402-PT-2026 05-40-03	Law Enforcement	Polk County	$60,600.00
Atlantic Police Department	402-PT-2026 05-40-04	Law Enforcement	Cass County	$8,900.00
Belle Plaine Police Department	402-PT-2026 05-40-05	Law Enforcement	Benton County	$4,000.00
Bettendorf Police Department	402-PT-2026 05-40-06	Law Enforcement	Scott County	$35,000.00
Black Hawk County Sheriff Office	402-PT-2026 05-40-07	Law Enforcement	Black Hawk County	$6,600.00
Bloomfield Police Department	402-PT-2026 05-40-08	Law Enforcement	Davis County	$3,000.00
Boone Police Department	402-PT-2026 05-40-09	Law Enforcement	Boone County	$9,000.00
Buffalo Police Department	402-PT-2026 05-40-10	Law Enforcement	Scott County	$8,900.00
Burlington Police Department	402-PT-2026 05-40-11	Law Enforcement	Des Moines County	$17,200.00
Butler County Sheriff Office	402-PT-2026 05-40-12	Law Enforcement	Butler County	$4,000.00
Carlisle Police Department	402-PT-2026 05-40-13	Law Enforcement	Warren/Polk County	$7,500.00
Cass County Sheriff Office	402-PT-2026 05-40-14	Law Enforcement	Cass County	$17,100.00
Cedar Falls Police Department	402-PT-2026 05-40-15	Law Enforcement	Black Hawk County	$4,400.00
Cedar Rapids Police Department	402-PT-2026 05-40-16	Law Enforcement	Linn County	$34,400.00
Cerro Gordo County Sheriff Office	402-PT-2026 05-40-17	Law Enforcement	Cerro Gordo County	$22,350.00
Clayton County Sheriff Office	402-PT-2026 05-40-18	Law Enforcement	Clayton County	$7,800.00
Clear Lake Police Department	402-PT-2026 05-40-19	Law Enforcement	Cerro Gordo County	$8,000.00
Clinton County Sheriff Office	402-PT-2026 05-40-20	Law Enforcement	Clinton County	$22,000.00
Clinton Police Department	402-PT-2026 05-40-21	Law Enforcement	Clinton County	$18,500.00
Clive Police Department	402-PT-2026 05-40-22	Law Enforcement	Dallas/Polk County	$17,800.00
Coralville Police Department	402-PT-2026 05-40-23	Law Enforcement	Johnson County	$23,400.00
Council Bluffs Police Department	402-PT-2026 05-40-24	Law Enforcement	Pottawattamie County	$54,100.00
Crawford County Sheriff Office	402-PT-2026 05-40-25	Law Enforcement	Crawford County	$6,800.00
Cresco Police Department	402-PT-2026 05-40-26	Law Enforcement	Howard County	$7,000.00

Dallas County Sheriff Office	402-PT-2026 05-40-27	Law Enforcement	Dallas County	$64,500.00
Davenport Police Department	402-PT-2026 05-40-28	Law Enforcement	Scott County	$44,200.00
Decorah Police Department	402-PT-2026 05-40-29	Law Enforcement	Winneshiek County	$3,000.00
Denison Police Department	402-PT-2026 05-40-30	Law Enforcement	Crawford County	$12,900.00
Des Moines County Sheriff Office	402-PT-2026 05-40-31	Law Enforcement	Des Moines County	$17,700.00
Des Moines Police Department	402-PT-2026 05-40-32	Law Enforcement	Polk County	$149,000.00
DeWitt Police Department	402-PT-2026 05-40-33	Law Enforcement	Clinton County	$15,000.00
Dubuque County Sheriff Office	402-PT-2026 05-40-34	Law Enforcement	Dubuque County	$25,800.00
Dubuque Police Department	402-PT-2026 05-40-35	Law Enforcement	Dubuque County	$11,000.00
Durant Police Department	402-PT-2026 05-40-36	Law Enforcement	Cedar/Muscatine/Scott County	$9,000.00
Eldridge Police Department	402-PT-2026 05-40-37	Law Enforcement	Scott County	$10,900.00
Evansdale Police Department	402-PT-2026 05-40-38	Law Enforcement	Black Hawk County	$6,800.00
Fayette County Sheriff Office	402-PT-2026 05-40-39	Law Enforcement	Fayette County	$7,000.00
Floyd County Sheriff Office	402-PT-2026 05-40-40	Law Enforcement	Floyd County	$4,500.00
Fort Dodge Police Department	402-PT-2026 05-40-41	Law Enforcement	Webster County	$19,800.00
Fort Madison Police Department	402-PT-2026 05-40-42	Law Enforcement	Lee County	$29,400.00
Harrison County Sheriff's Office	402-PT-2026 05-40-43	Law Enforcement	Harrison County	$9,300.00
Henry County Sheriff's Office	402-PT-2026 05-40-44	Law Enforcement	Henry County	$32,000.00
Hiawatha Police Department	402-PT-2026 05-40-45	Law Enforcement	Linn County	$9,000.00
Hudson Police Department	402-PT-2026 05-40-46	Law Enforcement	Black Hawk County	$5,000.00
Huxley Police Department	402-PT-2026 05-40-47	Law Enforcement	Story County	$9,000.00
Indianola Police Department	402-PT-2026 05-40-48	Law Enforcement	Warren County	$17,000.00
Iowa City Police Department	402-PT-2026 05-40-49	Law Enforcement	Johnson County	$32,000.00
Iowa State Patrol	402-PT-2026 05-40-50	Law Enforcement	Statewide	$246,000.00

Iowa State University Police Department	402-PT-2026 05-40-51	Law Enforcement	Story County	$4,950.00
Jasper County Sheriff Office	402-PT-2026 05-40-52	Law Enforcement	Jasper County	$6,500.00
Johnson County Sheriff Office	402-PT-2026 05-40-53	Law Enforcement	Johnson County	$37,500.00
Johnston Police Department	402-PT-2026 05-40-54	Law Enforcement	Polk County	$18,000.00
Keokuk Police Department	402-PT-2026 05-40-55	Law Enforcement	Lee County	$8,200.00
Knoxville Police Department	402-PT-2026 05-40-56	Law Enforcement	Marion County	$8,300.00
Le Claire Police Department	402-PT-2026 05-40-57	Law Enforcement	Scott County	$10,100.00
Le Mars Police Department	402-PT-2026 05-40-58	Law Enforcement	Plymouth County	$19,400.00
Lee County Sheriff Office	402-PT-2026 05-40-59	Law Enforcement	Lee County	$16,400.00
Louisa County Sheriff Office	402-PT-2026 05-40-60	Law Enforcement	Louisa County	$15,500.00
Lyon County Sheriff Office	402-PT-2026 05-40-61	Law Enforcement	Lyon County	$15,050.00
Mahaska County Sheriff Office	402-PT-2026 05-40-62	Law Enforcement	Mahaska County	$12,900.00
Maquoketa Police Department	402-PT-2026 05-40-63	Law Enforcement	Jackson County	$4,500.00
Marion County Sheriff Office	402-PT-2026 05-40-64	Law Enforcement	Marion County	$21,000.00
Marion Police Department	402-PT-2026 05-40-65	Law Enforcement	Linn County	$32,000.00
Mar-Mac Police Department	402-PT-2026 05-40-66	Law Enforcement	Clayton County	$6,500.00
Marshall County Sheriff Office	402-PT-2026 05-40-67	Law Enforcement	Marshall County	$25,700.00
Marshalltown Police Department	402-PT-2026 05-40-68	Law Enforcement	Marshall County	$18,400.00
Mills County Sheriff Office	402-PT-2026 05-40-69	Law Enforcement	Mills County	$12,600.00
Missouri Valley Police Department	402-PT-2026 05-40-70	Law Enforcement	Harrison County	$2,000.00
Monona County Sheriff Office	402-PT-2026 05-40-71	Law Enforcement	Monona County	$7,200.00
Mount Pleasant Police Department	402-PT-2026 05-40-72	Law Enforcement	Henry County	$16,400.00
Mount Vernon-Lisbon Police Department	402-PT-2026 05-40-73	Law Enforcement	Linn County	$7,650.00

Muscatine County Sheriff Office	402-PT-2026 05-40-74	Law Enforcement	Muscatine County	$41,244.00
Muscatine Police Department	402-PT-2026 05-40-75	Law Enforcement	Muscatine County	$25,400.00
Nevada Police Department	402-PT-2026 05-40-76	Law Enforcement	Story County	$20,300.00
Newton Police Department	402-PT-2026 05-40-77	Law Enforcement	Jasper County	$6,600.00
North Liberty Police Department	402-PT-2026 05-40-78	Law Enforcement	Johnson County	$11,700.00
Norwalk Police Department	402-PT-2026 05-40-79	Law Enforcement	Warren County	$5,000.00
Oskaloosa Police Department	402-PT-2026 05-40-80	Law Enforcement	Mahaska County	$10,800.00
Ottumwa Police Department	402-PT-2026 05-40-81	Law Enforcement	Wapello County	$18,500.00
Pella Police Department	402-PT-2026 05-40-82	Law Enforcement	Marion County	$5,400.00
Peosta Police Department	402-PT-2026 05-40-83	Law Enforcement	Dubuque County	$5,300.00
Perry Police Department	402-PT-2026 05-40-84	Law Enforcement	Dallas County	$5,000.00
Pleasant Hill Police Department	402-PT-2026 05-40-85	Law Enforcement	Polk County	$23,000.00
Polk City Police Department	402-PT-2026 05-40-86	Law Enforcement	Polk County	$5,000.00
Polk County Sheriff Office	402-PT-2026 05-40-87	Law Enforcement	Polk County	$22,000.00
Poweshiek County Sheriff Office	402-PT-2026 05-40-88	Law Enforcement	Poweshiek County	$10,500.00
Prairie City Police Department	402-PT-2026 05-40-89	Law Enforcement	Jasper County	$10,500.00
Scott County Sheriff Office	402-PT-2026 05-40-90	Law Enforcement	Scott County	$51,600.00
Sioux City Police Department	402-PT-2026 05-40-91	Law Enforcement	Woodbury County	$57,972.00
State Center Police Department	402-PT-2026 05-40-92	Law Enforcement	Marshall County	$12,800.00
Story County Sheriff Office	402-PT-2026 05-40-93	Law Enforcement	Story County	$14,400.00
Stuart Police Department	402-PT-2026 05-40-94	Law Enforcement	Adair County	$4,000.00
Tama Police Department	402-PT-2026 05-40-95	Law Enforcement	Tama County	$3,200.00
Tipton Police Department	402-PT-2026 05-40-96	Law Enforcement	Cedar County	$750.00

Union County Sheriff Office	402-PT-2026 05-40-97	Law Enforcement	Union County	$8,800.00
Urbandale Police Department	402-PT-2026 05-40-98	Law Enforcement	Dallas/Polk County	$17,750.00
Vinton Police Department	402-PT-2026 05-40-99	Law Enforcement	Benton County	$3,000.00
Wapello County Sheriff Office	402-PT-2026 05-41-00	Law Enforcement	Wapello County	$9,400.00
Warren County Sheriff Office	402-PT-2026 05-41-01	Law Enforcement	Warren County	$6,900.00
Washington County Sheriff Office	402-PT-2026 05-41-02	Law Enforcement	Washington County	$23,500.00
Washington Police Department	402-PT-2026 05-41-03	Law Enforcement	Washington County	$16,400.00
Waterloo Police Department	402-PT-2026 05-41-04	Law Enforcement	Black Hawk County	$66,000.00
Waukee Police Department	402-PT-2026 05-41-05	Law Enforcement	Dallas County	$11,400.00
Webster County Sheriff Office	402-PT-2026 05-41-06	Law Enforcement	Webster County	$14,650.00
West Burlington Police Department	402-PT-2026 05-41-07	Law Enforcement	Des Moines County	$9,500.00
West Des Moines Police Department	402-PT-2026 05-41-08	Law Enforcement	Dallas/Polk/Warren/Madison County	$60,700.00
Winterset Police Department	402-PT-2026 05-41-09	Law Enforcement	Madison County	$9,000.00
Woodbury County Sheriff Office	402-PT-2026 05-41-10	Law Enforcement	Woodbury County	$24,700.00

HIGH VISIBILITY ENFORCEMENT-STEP

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

November 26, 2025 - November 30, 2025

December 12, 2025 - January 1, 2026

April 9, 2026 – April 13, 12026

May 18, 2026- May 31, 2026

July 2, 2026 – July 6, 2026

August 19, 2026 – September 7, 2026

Three national mobilization periods will be supported through Iowa's sTEP program annually. The May wave corresponds with the "Click It or Ticket" national mobilization, as well as "Drive Sober or Get Pulled Over" in August/September and December. For the "Click It or Ticket" event, agencies are required to conduct pre-and post-wave observational seat belt usage surveys.

Other sTEP wave periods are in conjunction with the International Association of Chiefs of Police (IACP) Crash Awareness Reduction Effort (CARE) enforcement periods. sTEP agencies are encouraged to work with local media each wave to help spread awareness to traffic safety issues, as well as conduct at least one multi-jurisdictional project. Funding is allocated for overtime enforcement and approved equipment, and 20 law enforcement agencies are set to participate, with $233,175.00 in funding.

Sub-Recipient	**Project Number**	**Type of Agency**	**Location**	**Federal Award Amount**
Algona Police Department	402-PT-2026 05-90-00	Law Enforcement	Kossuth County	$9,600.00
Charles City Police Department	402-PT-2026 05-90-01	Law Enforcement	Floyd County	$5,000.00
Chickasaw County Sheriff Office	402-PT-2026 05-90-02	Law Enforcement	Chickasaw County	$9,000.00
Columbus Junction Police Department	402-PT-2026 05-90-03	Law Enforcement	Louisa County	$7,000.00
Eagle Grove Police Department	402-PT-2026 05-90-04	Law Enforcement	Wright County	$14,700.00
Eldora Police Department	402-PT-2026 05-90-05	Law Enforcement	Hardin County	$8,925.00
Emmet County Sheriff Office	402-PT-2026 05-90-06	Law Enforcement	Emmet County	$10,500.00
Estherville Police Department	402-PT-2026 05-90-07	Law Enforcement	Emmet County	$12,000.00
Grinnell Police Department	402-PT-2026 05-90-08	Law Enforcement	Poweshiek County	$3,400.00
Hamilton County Sheriff Office	402-PT-2026 05-90-09	Law Enforcement	Hamilton County	$6,000.00
Hardin County Sheriff Office	402-PT-2026 05-90-10	Law Enforcement	Hardin County	$11,000.00
Hinton Police Department	402-PT-2026 05-90-11	Law Enforcement	Plymouth County	$5,000.00
Howard County Sheriff Office	402-PT-2026 05-90-12	Law Enforcement	Howard County	$6,500.00
Iowa State Patrol	402-PT-2026 05-90-13	Law Enforcement	Statewide	$75,000.00
Mason City Police Department	402-PT-2026 05-90-14	Law Enforcement	Cerro Gordo County	$6,250.00

Monticello Police Department	402-PT-2026 05-90-15	Law Enforcement	Jones County	$2,500.00
Pocahontas Police Department	402-PT-2026 05-90-16	Law Enforcement	Pocahontas County	$11,000.00
Preston Police Department	402-PT-2026 05-90-17	Law Enforcement	Jackson County	$4,000.00
Sabula Police Department	402-PT-2026 05-90-18	Law Enforcement	Jackson County	$8,000.00
Sioux Center Police Department	402-PT-2026 05-90-19	Law Enforcement	Sioux County	$7,800.00

PROGRAM MANAGEMENT, PLANNING AND ADMINISTRATION COSTS

PLANNING AND ADMINISTRATION COSTS

Funding will support staff and resources to effectively implement and manage the highway safety office to meet goals and reduce crashes, injuries, and fatalities on Iowa roadways. Funding will cover administrative costs including salaries, related personnel benefits, travel, etc. Positions funded through Planning and Administration will include GTSB Bureau Chief, Budget Analyst and Program Coordinator. These funds do not exceed 18% of the total funds the State receives under Section 402 and will be matched with State funds.

SUB-RECIPIENT NAME AND TYPE: GTSB

LOCATION: Des Moines

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-PA 2026 01-00-01

AMOUNT OF FEDERAL FUNDS: $240,500.00

ELIGIBLE USE OF FUNDS: Planning and Administration

PLANNING AND ADMINISTRATION COSTS: Yes

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

PROGRAM MANAGEMENT COSTS-SECTION 402 IMPAIRED DRIVING

Funding will support staff and resources to effectively implement and manage the highway safety office and grant process to meet goals and reduce crashes, injuries, and fatalities on Iowa roadways related to impaired driving. Funding will cover administrative costs including program administrator salaries, related personnel benefits, and supplies.

SUB-RECIPIENT NAME AND TYPE: GTSB

LOCATION: Des Moines

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-AL-2026 02-00-01

AMOUNT OF FEDERAL FUNDS: $261,000.00

ELIGIBLE USE OF FUNDS: Impaired Driving

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

PROGRAM MANAGEMENT COSTS-SECTION 402 OCCUPANT PROTECTION

Funding will directly support the administrative infrastructure of the Highway Safety Office. This includes covering program administrator salaries, personnel benefits, and necessary supplies. These resources are crucial for the efficient management of the grant process and implementation of new programming, ultimately helping the office achieve its mission: increasing the use of occupant protection in the state.

SUB-RECIPIENT NAME AND TYPE: GTSB

LOCATION: Des Moines

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-OP-2026 03-00-01

AMOUNT OF FEDERAL FUNDS: $183,500.00

ELIGIBLE USE OF FUNDS: Safety Belts

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

PROGRAM MANAGEMENT COSTS-SECTION 402 TRAFFIC ENFORCEMENT SERVICES

This funding is dedicated to enhancing traffic safety in Iowa. It supports the personnel and resources needed to effectively manage the Highway Safety Office and its grant programs. By strengthening these efforts, we aim to significantly reduce crashes, injuries, and fatalities in the state. The funds cover essential administrative costs, including salaries, personnel benefits, travel, and supplies.

SUB-RECIPIENT NAME AND TYPE: GTSB

LOCATION: Des Moines

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-PT 2026 05-00-01

AMOUNT OF FEDERAL FUNDS: $659,700.00

ELIGIBLE USE OF FUNDS: Traffic Enforcement Services

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

PROGRAM MANAGEMENT COSTS-SECTION 405B OCCUPANT PROTECTION

This funding will provide for travel for the Occupant Protection Coordinator in the Highway Safety Office to attend the Midwest Occupant Protection Conference.

SUB-RECIPIENT NAME AND TYPE: GTSB

LOCATION: Des Moines

FEDERAL FUNDING SOURCE: Section 405b

PROJECT AGREEMENT NUMBER: 405b-M1TR-2026 21-00-01

AMOUNT OF FEDERAL FUNDS: $1,000.00

ELIGIBLE USE OF FUNDS: To train occupant protection safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning all aspects of the use of child restraints and occupant protection.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

PROGRAM MANAGEMENT COSTS-SECTION 405D IMPAIRED DRIVING

Funding will support the coordination of impaired driving programming in the highway safety office with salaries and personnel benefits as well as training and travel for the impaired driving coordinator and state judicial outreach liaison.

SUB-RECIPIENT NAME AND TYPE: GTSB

LOCATION: Des Moines

FEDERAL FUNDING SOURCE: Section 405d

PROJECT AGREEMENT NUMBER: 405d M5IDC-2026 76-00-01

AMOUNT OF FEDERAL FUNDS: $209,875.00

ELIGIBLE USE OF FUNDS: Hiring a full-time or part-time impaired driving coordinator of the State's activities to address the enforcement and adjudication of laws regarding driving while impaired by alcohol, drugs or the combination of alcohol and drugs; and court support of impaired driving prevention efforts, including-Hiring criminal justice professionals, including law enforcement officers, prosecutors, traffic safety resource prosecutors, judges, judicial outreach liaisons, and probation officers.

Training and education of those professionals to assist the professionals in preventing impaired driving and handling impaired driving cases, including by providing compensation to a law enforcement officer to carry out safety grant activities to replace a law enforcement officer who is receiving drug recognition expert training or participating as an instructor in that drug recognition expert training.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

ISU INSTITUTE FOR TRANSPORTATION-IOWA GRANTS DASHBOARD

The Iowa Grants Dashboard is available to both GTSB and law enforcement sub-recipients to easily access the status of goals, budget expenditures and project agreement requirements and completion of both current and past grants. Institute of Transportation will host and maintain the dashboard. Maintenance will include ongoing confirmation of daily data transfers, data updates, enhancements, and active dashboard status.

SUB-RECIPIENT NAME AND TYPE: Iowa State University Institute for Transportation-Iowa Grants Dashboard

LOCATION: Ames

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-TR-2026 13-00-50

AMOUNT OF FEDERAL FUNDS: $4,933.00

ELIGIBLE USE OF FUNDS: Traffic Records

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

SPEED

HIGH VISIBLITY ENFORCEMENT-SAFETY CORRIDORS

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

Speeding and Speed Management

- High-Visibility Enforcement, 4-star citation

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

- Program Management
- Problem Identification
- Engineering Countermeasures
- Communication
- Enforcement Countermeasures

Five (5) safety corridors were identified as high risk based on data reflecting potential crash reduction. This data determined location, and the Iowa DOT provided additional signage and public communication surrounding each corridor. Identified law enforcement agencies conduct high visibility overtime enforcement efforts targeted toward speed. Five agencies are participating, a total of $100,000.00 in funding.

SUB-RECIPIENT NAME AND TYPE: See table below.

LOCATION: See table below.

FEDERAL FUNDING SOURCE: Section 402 SC

PROJECT AGREEMENT NUMBER: See table below.

AMOUNT OF FEDERAL FUNDS: See table below.

ELIGIBLE USE OF FUNDS: High Visibility Enforcement-Speed Management

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

Sub-Recipient	Project Number	Type of Agency	Location	Federal Award Amount

Henry County Sheriff Office	402-SC-2026 07-01-01	Law Enforcement	Henry County	$22,500.00
Iowa State Patrol	402-SC-2026 07-01-00	Law Enforcement	Henry, Lee, Marion, Woodbury, Jasper County	$60,000.00
Lee County Sheriff Office	402-SC-2026 07-01-02	Law Enforcement	Lee County	$3,000.00
Marion County Sheriff	402-SC-2026 07-01-03	Law Enforcement	Marion County	$9,500.00
Woodbury County Sheriff	402-SC-2026 07-01-04	Law Enforcement	Woodbury County	$5,000.00

MOTORCYCLE SAFETY

MOTORCYCLE RIDER EDUCATION PROGRAM

Countermeasures and strategies in this area remain as listed in the Triennial Highway Safety Plan.

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

Motorcycle Safety

- Motorcycle Rider Training, 2-star citation

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

- Program Management
- Motorcycle Rider Education and Training

2021 Iowa Management Review Consideration-Adjust Resource Allocation

The Iowa Department of Transportation administers a motorcycle rider education program using Motorcycle Safety Foundation curriculum. Classes offered included a Beginning RiderCourse, Beginning RiderCourse II, Advanced RiderCourse, and a 3-wheel RiderCourse. Funding will provide a robust quality assurance review of coaches and site review statewide. In addition, new and returning RiderCoaches will continue to receive quality education and professional development to advance their knowledge and teaching skills.

SUB-RECIPIENT NAME AND TYPE: Iowa Department of Transportation, State Agency

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405f

PROJECT AGREEMENT NUMBER: 405f-M9MP-2026 92-00-50

AMOUNT OF FEDERAL FUNDS: $25,610.00

ELIGIBLE USE OF FUNDS: Improvements to motorcyclist safety training curricula; Improvements in program delivery of motorcycle training to both urban and rural areas.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

MOTORCYCLE SAFETY AWARENESS

Countermeasures remain the same.

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

- Motorcycle Safety

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

Motorcycle Safety

- Motorcycle Rider Conspicuity and Motorist Awareness Programs, 1-star citation
- Communication Campaign to Increase Motorist Awareness of Motorcyclists

Motorcycle rallies are events that attract riders from across the state for fellowship with other avid motorcycle riders. This education and outreach program is designed to raise awareness on motorcycle safety among riders and non-riders.

At a minimum of 10 of the largest rallies, at locations identified by data as the top 10 counties in motorcycle fatalities, single vehicle crashes, and number of motorcycle registrations, a highly visible, interactive display will be set up and staffed to engage attendees on motorcycle safety issues. Topics will include aggressive driving, impaired driving, motorcycle rider training and use of proper safety equipment. Yard signs will be provided for take home to increase exposure of the "Watch for Motorcycles" campaign. Surveys will be collected from rally attendees to understand rider attitudes and behavior.

SUB-RECIPIENT NAME AND TYPE: Alliance Sport Marketing, LLC, Marketing Company

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-MC-2026 12-00-50

AMOUNT OF FEDERAL FUNDS: $50,000.00

ELIGIBLE USE OF FUNDS: Motorcycle Safety

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

MEDIA CAMPAIGN-MOTORCYCLE

Countermeasures for communication and outreach remain the same.

Countermeasures that Work, 11th Edition, 2023

- Motorcycle Safety – Communication Campaigns to Increase Motorist Awareness of Motorcyclists

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

- Motorcycle Rider Conspicuity and Motorist Awareness Programs
- Communication Program

The media campaign developed "No One's a Good…"Reckless", "Unprepared" Driver used in 2025 was successful. In 2026, goals include:

- Reach motorcycle enthusiasts who post or engage with content about motorcycles with engaging banners and direct users to the training website.
- Continue to drive awareness of the training using out-of-home executions.

SUB-RECIPIENT NAME AND TYPE: ZLR, Marketing Agency

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405f

PROJECT AGREEMENT NUMBER: To Be Determined

AMOUNT OF FEDERAL FUNDS: To Be Determined

ELIGIBLE USE OF FUNDS: Except as provided in paragraph (m)(2) of this section, a State may use grant funds awarded under 23 U.S.C. 405(f) only for motorcyclist safety training and motorcyclist awareness programs.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

NON-MOTORIZED (PEDESTRIAN AND BICYCLE)

SAFETY CIRCUIT RIDER-PEDESTRIAN AND VULNERABLE ROAD USER SAFETY

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

- Program Management
- Multidisciplinary Involvement
- Law Enforcement
- Highway and Traffic Engineering
- Communication
- Outreach

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

- Program Management
- Outreach Program

For 2026, the program aims to deliver pedestrian and vulnerable road user-related safety training to local government agency personnel (e.g., city and county engineering and maintenance staff) at or near their workplaces. Many of these agencies have limited training budgets and struggle to send personnel to distant training locations, particularly for topics like work zone and flagger training or pedestrian safety treatments and countermeasures.

Beyond work zone-specific training, the project will continue offering multidisciplinary pedestrian vulnerable road user-related training, outreach, technical assistance, and evaluations across Iowa.

Road Safety Assessments (RSAs) offer another tool to address pedestrian and vulnerable road user crashes. RSA facilitation unites professionals from law enforcement, engineering, planning, emergency response, and other fields to proactively tackle roadway safety with a Safe System approach. VRU-specific RSAs will be conducted on-call and as part of GTSB initiatives (when applicable).

SUB-RECIPIENT NAME AND TYPE: Iowa State University, Institute for Transportation, State University

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-PS-2026 04-00-51

AMOUNT OF FEDERAL FUNDS: $38,934.00

ELIGIBLE USE OF FUNDS: Pedestrian Safety

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

PEDESTRIAN SAFETY-MOUNT VERNON

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

Pedestrian Safety *

- High-Visibility Enforcement at Pedestrian Crossings, 3-star citation
- University Educational Campaign

A new project, the town of Mount Vernon has identified a need for crosswalk improvement and public and student education in a high pedestrian traffic area in an uptown location very near a college. Improved pedestrian safety awareness, signage and conspicuity is needed for both driver and pedestrians in the area. Public education, enforcement activities along with improved signage are included in the plan.

SUB-RECIPIENT NAME AND TYPE: Mount Vernon Lisbon Police Department, Law Enforcement Agency

LOCATION: Mount Vernon

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-PS-2026 04-01-00

AMOUNT OF FEDERAL FUNDS: $8,100.00

ELIGIBLE USE OF FUNDS: Pedestrian Safety

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

BICYCLE HELMET DISTRIBUTION

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

Bicycle Safety

- Bicycle Safety Education for Children, 2-star citation
- Cycling Skills Clinics, Bike Fairs, Bike Rodeos, 1-star citation
- Promote Bicycle Helmet Use with Education, 3-star citation

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

- Multidisciplinary Involvement
- Communication Program
- Outreach Program

Programming for bicycle safety includes staffing, bicycle helmets, and educational activities and materials for children and adults at no cost to schools, communities, non-profits, and other organizations. These helmets, curriculum, and educational materials promote bicycle safety, the use of bicycle helmets and prevention of serious head injuries. This program also partners with child passenger safety technicians and provides programming in the high five counties as well.

SUB-RECIPIENT NAME AND TYPE: Blank Children's Hospital-All Heads Covered, Hospital

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-PS-2026 04-00-50

AMOUNT OF FEDERAL FUNDS: $40,210.00

ELIGIBLE USE OF FUNDS: Bicycle Safety

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

STREET COLLECTIVE-BICYCLE EDUCATION

Countermeasures that Work (CTW), 11th Edition, 2023 *

Bicycle Safety

- Bicycle Safety Education for Children, 2-star citation
- Cycling Skills Clinics, Bike Fairs, Bike Rodeos, 1-star citation
- Promote Bicycle Helmet Use with Education, 3-star citation
- Bicycle Safety Education for Adults, Approach needing further evaluation

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

- Multidisciplinary Involvement

- Communication Program
- Outreach Program

Another new program, the Street Collective Youth & Adults Empowered to Ride Program (YAERP) will give Iowans the tools they need to be safe and responsible road and trail users. YEARP intervenes to both eliminate and mitigate collision risks between drivers and cyclists in Iowa through large-scale, comprehensive bike skills education. The first goal of this programming is to educate riders about the trail system in Des Moines and how to safely use the system. The second goal is to teach new riders - both children and adults - best practices for riding in spaces shared with automobiles, empowering them to ride their bikes to trails. These skills will be taught at bike rodeos hosted at public spaces in Des Moines, dedicated adult skills classes, and at area elementary schools and at camps dedicated to teaching young riders.

The project will support staff time, rodeo expenses, bike helmets, bike repair parts, and transportation.

SUB-RECIPIENT NAME AND TYPE: Street Collective, Non-Profit Organization

LOCATION: Des Moines Metropolitan Area

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-PS-2026 04-00-52

AMOUNT OF FEDERAL FUNDS: $43,963.00

ELIGIBLE USE OF FUNDS: Bicycle Safety

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

MEDIA CAMPAIGN-PEDESTRIAN

Countermeasures for communication and outreach remain the same.

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

- Communication Program

The media campaign will include the "No One's a Good Unsafe Walker/Rider/Driver" message to educate drivers and pedestrians on the importance of sharing the road. Media strategies will use a mix of display and social media to drive the audience to drivesmartiowa.com to learn more. Media will be flighted during pedestrian safety month, school bus safety week and around major events in the summer to continue to build awareness of pedestrian safety.

SUB-RECIPIENT NAME AND TYPE: ZLR, Marketing Agency

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: To Be determined

AMOUNT OF FEDERAL FUNDS: To Be Determined

ELIGIBLE USE OF FUNDS: Paid Advertising

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

OCCUPANT PROTECTION

SEAT BELT CONVINCER EDUCATION

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

- Outreach

A shared seat belt convincer is utilized throughout Scott County to educate the public on the importance of seat belt usage. It has been used at county fairs, National Night Out, local football games, and summer markets.

SUB-RECIPIENT NAME AND TYPE: See table below.

FEDERAL FUNDING SOURCE: 405b

ELIGIBLE USE OF FUNDS: To educate the public concerning the proper use and installation of child restraints, including related equipment and information systems.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

Sub-Recipient	Project Number	Type of Agency	Location	Federal Award Amount
Bettendorf Police Department	405b-M1PE-2026 22-01-00	Law Enforcement	Scott County	$1,000.00
Davenport Police Department	405b-M1PE-2026 22-01-01	Law Enforcement	Scott County	$2,500.00
Eldridge Police Department	405b-M1PE-2026 22-01-02	Law Enforcement	Scott County	$1,000.00
LeClaire Police Department	405b-M1PE-2026 22-01-03	Law Enforcement	Scott County	$1,200.00
Scott County Sheriff Office	405b-M1PE-2026 22-01-04	Law Enforcement	Scott County	$2,000.00

STATEWIDE CHILD PASSENGER SAFETY (CPS) PROGRAM AND INSPECTION STATIONS

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

Seat Belts and Child Restraints

- Programs for Increasing Child Restraint and Booster Seat Use, 2-star citation
- Child Restraint Inspection Stations, 3-star citation
- Programs for Older Children, 3-star citation

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

- Occupant Protection for Children Program
- Outreach Program

The Child Passenger Safety program is the primary statewide resource for Child Passenger Safety education and outreach support, and uses a multi-faceted approach including consultation, education, distribution and installation. The team is made up of certified child passenger safety technician instructors (CPSTIs) with additional training in the safe transport of children with special healthcare needs.

The program focuses heavily on certifying new CPSTs. Currently in Iowa there are approximately 467 technicians, allowing for statewide coverage. In addition to certifying new technicians, the program encourages recertification rates by offering numerous continuing education opportunities. To support certification course offerings, the program has maintained an instructor team of at least 15 CPS Instructors. CPSTs can become an instructor through an application and training process facilitated by Safe Kids Worldwide and the Iowa CPS Coordinator. This can be a several month-long process which requires an extensive time commitment, strong educational and CPS skills, and agency buy-in.

CPS Technicians across the state regularly work with the public, both in child restraint check community events, and in one-on-one appointments through referrals with multiple social service organizations. These events provide valuable resources and education to parents and caregivers on the proper use and installation of child restraint systems. When appropriate, a new child restraint may be provided to a parent/caregiver if the need exists, when safety issues have been identified as a concern and/or if the restraint system is expired.

The program addresses special needs children's individual and unique transportation requirements through a team approach. The Special Needs CPS Coordinator works statewide with physical therapist (PT), occupational therapist (OT), medical providers, durable medical equipment (DME) providers, families, and other CPS technicians to identify the best restraint and mode of transportation for the child.

Goals for FFY 2026 include:

- Increased collaboration with caregivers and community agencies/programs.
- CPS Technician certification, recertification, and engagement.
- Data collection and analysis to highlight program opportunities for improvement and growth.

SUB-RECIPIENT NAME AND TYPE: Unity Point, Blank Children's Hospital, Hospital

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405b

PROJECT AGREEMENT NUMBER: 405b-M1CPS-2026 23-00-50

AMOUNT OF FEDERAL FUNDS: $203,350.00

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

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

CHILD SAFETY SEAT DISTRIBUTION PROGRAM

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

Seat Belts and Child Restraints

- Programs for Increasing Child Restraint and Booster Seat Use, 2-star citation
- Programs for Older Children, 3-start citation
- Child Restraint Inspection Stations, 3-star citation

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

- Occupant Protection for Children Program
- Outreach Program

Funding will support the purchase and distribution of child safety seats for CPS Technicians to use during outreach programs and inspection stations. The safety seats will be distributed to low-income families/higher risk populations throughout the State. Certified Child Passenger Safety Technicians consult with families to determine the appropriate child safety seat for the child(ren) and then educate on safe use and installation. Families in financial need are provided a seat at no cost. Technicians can request state car seats through a link where the CPS Coordinator reviews the request and grants car seats based on need. Information is collected on each technician's CPS activities including number of seats installed, number of distributed seats, and the type of seats that remain in their inventory.

In addition, the program maintains a small inventory of loaner car seats for use by caregivers who have an urgent need for an adaptive car seat, including premature and low birth weight children. The current inventory is expiring, and new seats are needed to maintain this vital service.

SUB-RECIPIENT NAME AND TYPE: Unity Point Blank Children's Hospital, Hospital

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405b

PROJECT AGREEMENT NUMBER: 405b-M1CPS-2026 23-00-50

AMOUNT OF FEDERAL FUNDS: $75,000.00

ELIGIBLE USE OF FUNDS: To purchase and distribute child restraints to low-income and underserved populations.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

CAR PASSENGER SAFETY EDUCATION PROGRAM-MARSHALL COUNTY

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

Seat Belts and Child Restraints

- Child Restraint Inspection Stations, 3-star citation
- Programs for Older Children, 3-star citation
- Programs for Increasing Child Restraining and Booster Seat Use, 2-star citation

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

- Occupant Protection for Children Program
- Outreach Program

This program supplies funding to support Child Passenger Safety Education. The Sheriff's Office will offer CPS presentations and one on one appointments to include consultation, education, distribution, and installation of child restraints.

SUB-RECIPIENT NAME AND TYPE: Marshall County Sheriff Office, Law Enforcement

LOCATION: Marshall County

FEDERAL FUNDING SOURCE: Section 405b

PROJECT AGREEMENT NUMBER: 405b-M1CPS-2026 23-01-00

AMOUNT OF FEDERAL FUNDS: $2,500.00

ELIGIBLE USE OF FUNDS: To educate the public concerning the proper use and installation of child restraints, including related equipment and information systems.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

CAR PASSENGER SAFETY EDUCATION PROGRAM-CEDAR RAPIDS

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

Seat Belts and Child Restraints

- Child Restraint Inspection Stations, 3-star citation
- Programs for Older Children, 3-star citation
- Programs for Increasing Child Restraining and Booster Seat Use, 2-star citation

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

- Occupant Protection for Children Program
- Outreach Program

This program supplies funding to support Child Passenger Safety Education. The police department will offer CPS presentations and one on one appointments to include consultation, education, distribution, and installation of child restraints.

SUB-RECIPIENT NAME AND TYPE: Cedar Rapids Police Department, Law Enforcement

LOCATION: Linn County

FEDERAL FUNDING SOURCE: Section 405b

PROJECT AGREEMENT NUMBER: 405b-M1CPS-2026 23-01-01

AMOUNT OF FEDERAL FUNDS: $1,200.00

ELIGIBLE USE OF FUNDS: To educate the public concerning the proper use and installation of child restraints, including related equipment and information systems.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

SEAT BELT SURVEY

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

Seat Belts and Child Restraints, Legislation and Licensing

- Primary Enforcement Seat Belt Use Laws, 5-star citation

Iowa's annual observational seat belt usage survey will be conducted by a firm to be determined. In FFY 2026, data will be collected, seat belt use data weighed as required, and a final report provided and approved by NHTSA.

SUB-RECIPIENT NAME AND TYPE: To Be Determined

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405b

PROJECT AGREEMENT NUMBER: To Be Determined

AMOUNT OF FEDERAL FUNDS: To Be Determined

ELIGIBLE USE OF FUNDS: To establish and maintain information systems containing data about occupant protection, including the collection and administration of child passenger safety and occupant protection surveys.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

CHILD PASSENGER SAFETY EDUCATION-IOWA STATE FAIR

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

Seat Belts and Child Restraints

- Child Restraint Inspection Stations, 3-star citation
- Programs for Older Children, 3-star citation
- Programs for Increasing Child Restraining and Booster Seat Use, 2-star citation

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

- Communication Program
- Occupant Protection for Children Program
- Outreach Program

Rated as one of the best fairs in the country, Iowa State Fair attendance is over 1.1 million local, regional, and international visitors. This educational opportunity will be staffed by CPS technician volunteers and GTSB staff, providing demonstrations on the use of car seats and informational brochures on child passenger safety.

SUB-RECIPIENT NAME AND TYPE: GTSB

LOCATION: Des Moines

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-CR 2026 08-00-01

AMOUNT OF FEDERAL FUNDS: $2,300.00

ELIGIBLE USE OF FUNDS: Child Restraint

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

MEDIA CAMPAIGN-OCCUPANT PROTECTION

Countermeasures for communication and outreach remain the same.

Countermeasures that Work, 11th Edition, 2023

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

- Communication Program
- Enforcement Program

The media campaign developed "No One's a Good…"Unbuckled", Driver/Passenger and launched in 2024, established in 2025 and will be evaluated in 2026. Targeted campaigns include High Five counties with geo-targeting with radio and out-of-home to continue to remind users to buckle up. ZLR Ignition will continue to flight media around peak travel season and through the summer.

SUB-RECIPIENT NAME AND TYPE: ZLR Ignition, Marketing Agency

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405b

PROJECT AGREEMENT NUMBER: To Be Determined

AMOUNT OF FEDERAL FUNDS: To Be Determined

ELIGIBLE USE OF FUNDS: Paid Advertising

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

ROADWAY SAFETY AND TRAFFIC ENGINEERING

MULTI-DISCIPLINARY SAFETY TEAM PROGRAM

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

- Program Management
- Outreach Program

To create safer roadways across Iowa, the Statewide Multidisciplinary Safety Team (MDST) Program champions the formation and success of local safety teams. By connecting a wide spectrum of local and state safety professionals, the program enables collaborative problem-solving regarding crash causes and response strategies. These multidisciplinary teams meet regularly to explore safety concerns, advance local roadway improvements, and learn from the expertise of their members. This synergy of communication and collaboration yields a deeper understanding of safety challenges and fosters the development of more comprehensive and innovative solutions. The Statewide MDST program bolsters these efforts by providing essential technical assistance to strengthen existing safety groups, cultivate new partnerships, and encourage the adoption of effective safety practices within Iowa's traffic safety community.

SUB-RECIPIENT NAME AND TYPE: Iowa State University, Institute for Transportation, State University

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-RS-2026 06-00-51

AMOUNT OF FEDERAL FUNDS: $38,250.00

ELIGIBLE USE OF FUNDS: Roadway Safety

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

SAFETY CIRCUIT RIDER-ROADWAY SAFETY

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

- Program Management
- Outreach Program

This program is funded through Section 402, both through Roadway Safety and Pedestrian Safety.

The Safety Circuit Rider program provides multidisciplinary training, outreach, technical assistance, and evaluations across Iowa through a variety of activities. The program provides training in transportation safety to local agencies in such topics as roadway and roadside safety, and work zone traffic control and flagging. Demand for these offerings has grown, driven by staff turnover bringing new engineers and field personnel to local agencies and the release of a new MUTCD in late 2023. This has increased requests for training to familiarize new staff with roadway and worker safety, explain updates to traffic control devices, and refresh existing staff on those topics. Virtual workshops and trainings offer flexibility in timing and delivery, but in-person field visits and development of one-on-one relationships with agency staff remain essential.

In addition to safety trainings and workshops, the Circuit Rider program provides information and advice related to traffic safety and operational issues. The Circuit Rider has initiated one-on-one site visits recently to provide partner agency (e.g., GTSB, DOT) safety information and discuss local safety issues with engineers. Finally, the equipment loan program provides agencies with free access to tools and devices to address and monitor different aspects of roadway safety (e.g., sign conditions, traffic speeds, traffic and data collection).

The Circuit Rider also organizes multidisciplinary workshops and safety assessments that facilitate collaboration between the engineering and law enforcement communities. In organizing and leading road safety assessments (RSAs), the program works to provide a multidisciplinary link between different agencies and backgrounds with a role in improving roadway safety. RSA facilitation brings law enforcement, engineering, planning, emergency response and other backgrounds together to address roadway safety proactively in a multidisciplinary manner.

SUB-RECIPIENT NAME AND TYPE: Iowa State University, Institute for Transportation, State University

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-RS-2026 06-00-50

AMOUNT OF FEDERAL FUNDS: $40,572.00

ELIGIBLE USE OF FUNDS: Roadway Safety

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

RURAL

RODEO OUTREACH

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

- Communication Program

In FFY 2026, GTSB is funding Rodeo Outreach, a new program aimed at enhancing roadway safety in rural communities. By leveraging the popularity of rodeo events, crucial safety education outreach and engagement will be provided directly to attendees, raising awareness about the dangers of failing to wear a seatbelt. This demographic is challenging to connect with for safety messaging through traditional media outreach and education.

Rodeo events appeal to a broad spectrum of individuals across various age groups, income levels, and educational back grounds. Rodeo audience demographics are approximately 49% male, 51% female. Approximately 30% are between 18-34 years old, 53% between 25-54 years old, and 44% are 50 or older. Demographic data indicates the population is 68% White, 21% Hispanic, and 11% Black.

Rodeo events in Iowa average approximately 1,000 attendees per event, however the state is the host of several large rodeos. The Sidney Iowa Championship Rodeo, held annually since 1923, boasts attendance between 15,000-20,000 during the five-day event. The Dayton Rodeo, held in Dayton, Iowa since 1937, averages 10,000 attendees during the Labor Day weekend events. The Tri-State Rodeo in Fort Madison, held since 1948, averages 35,000 attendees during the 4-day event. These events often feature family-friendly activities, such as children's competitions and parades, highlighting their role as community gatherings that appeal to all ages. The substantial attendance numbers relative to the small-town populations suggest that Iowa rodeos draw spectators from both within the state and neighboring regions, encompassing a wide demographic range.

Alliance will provide a giant inflatable bull, guaranteed to attract the attention of attendees. An interactive display and staff will engage local rodeo attendees regarding the occupant protection safety message. Staff will collect survey data from attendees. Questions will be collected digitally and shared with the Iowa Governor's Traffic Safety Bureau to understand driver behavior.

SUB-RECIPIENT NAME AND TYPE: Alliance Sport Marketing, LLC, Marketing Company

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-OP-2026 03-00-50

AMOUNT OF FEDERAL FUNDS: $50,000.00

ELIGIBLE USE OF FUNDS: Occupant Protection

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

HIGH FIVE

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

Seat Belts and Child Restraints-Legislation and Licensing

- Primary Enforcement Seat Belt Use Laws, 5-star citation

Seat Belts and Child Restraints –Enforcement

- Short Term, High Visibility Seat Belt Law Enforcement, 5-star citation
- Short Term, High Visibility Child Passenger Safety Law Enforcement, 5-star citation
- Nighttime, High Visibility Seat Belt Law Enforcement, 4-star citation
- Sustained Seat Belt Enforcement, 3-star citation

Seat Belt and Child Restraints-Other Strategies for Behavior Change

- Programs for Increasing Child Restraint and Booster Seat Use, 2-star citation
- Child Restraint Inspection Stations. 3-star citation

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

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

To bolster occupant protection in rural areas, the High Five Traffic Safety Program is strategically addressing counties with the most significant challenges. Data-driven analysis pinpointed Appanoose, Fremont, Humboldt, Keokuk, and Mitchell counties due to their low seat belt usage and the high incidence of unbelted individuals in fatal and serious injury crashes. The program will provide funding to implement targeted enforcement and educational campaigns in these areas. The Governor's Traffic Safety Bureau (GTSB) is proactively engaging local partners to expand the reach and effectiveness of occupant protection efforts, including the use of Child Passenger Safety Technicians, while the Iowa State Patrol maintains its commitment to safety in each county.

SUB-RECIPIENT NAME AND TYPE: See table below.

LOCATION: See table below.

FEDERAL FUNDING SOURCE: Section 405b

ELIGIBLE USE OF FUNDS: To support high-visibility enforcement mobilizations, including paid media that emphasizes publicity for the program, and law enforcement.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

Sub-Recipient	Project Number	Type of Agency	Location	Federal Award Amount
Fremont County Sheriff Office	405b-M1HVE-2026 20-01-00	Law Enforcement	Fremont County	$3,300.00

Iowa State Patrol	405b-M1HVE-2026 20-01-01	Law Enforcement	Appanoose, Fremont, Humboldt, Keokuk, Mitchell County	$57,500.00

MEDIA CAMPAIGN-ATV/UTV

Countermeasures for communication and outreach remain the same.

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

- Communication Program
- Enforcement Program

The media campaign developed "No One's a Good…"Unsafe" Driver/Passenger was successful with high numbers of impressions and clicks. Targeted campaigns will be used in spring and summer when people are more likely to be on an ATV/UTV. Tactics include Facebook and Instagram, programmatic banners, and streaming radio.

SUB-RECIPIENT NAME AND TYPE: ZLR, Marketing Agency

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: To Be Determined

AMOUNT OF FEDERAL FUNDS: To Be Determined

ELIGIBLE USE OF FUNDS: Paid Media/Advertising

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

TEEN TRAFFIC SAFETY PROGRAM

ALIVE AT 25 - DUBUQUE COUNTY

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

Young Drivers

- GDL Intermediate License Violation Penalties (Approach Unproven or Needs Further Evaluation)
- Post Licensure or Second Tier Driver Education, (Approach Unproven or Needs Further Evaluation)

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

- Prevention

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

- Communication Program

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

- Communication Program

Inexperience, distractions, peer pressure, and a youthful underestimation of danger create significant safety challenges for teen drivers and, consequently, the wider community. Alive at 25® directly addresses these issues through engaging, interactive sessions that teach young drivers to make safe, respectful, and lawful choices behind the wheel. By utilizing role-playing and group activities, the program fosters a sense of control and responsibility regarding their actions, attitudes, and driving habits. Iowa offers a path for first-time offenders aged 14-25 to take an in-person defensive driving class instead of paying fines, with community service completed as imposed. Recognizing this need, Dubuque Driving Academy will collaboratively offer an in-person first-time offenders program with local, county, and state law enforcement and the Dubuque City and County Attorneys. Funding will cover the cost of the class, monitoring for community service hours and community engagement meetings.

SUB-RECIPIENT NAME AND TYPE: Dubuque Driving Academy

LOCATION: Dubuque County

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-TSP-2026 10-00-50

AMOUNT OF FEDERAL FUNDS: $10,350.00

ELIGIBLE USE OF FUNDS: Teen Safety Program

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

SEAT BELTS ARE FOR EVERYONE – SAFE

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

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

SAFE unites Iowa students, safety partners, and law enforcement to reduce teen driving fatalities and injuries by increasing seat belt usage. In Fiscal Year 2026, SAFE aims to involve 45 schools statewide.

Guided by a Traffic Safety Specialist, the program uses education, incentives (funded by non-federal grants), and a two-week enforcement period in participating high schools. Student SAFE

teams conduct surveys, encourage seat belt pledges, and award prizes. Final survey data demonstrates positive behavior changes, and top-performing schools are recognized.

The Traffic Safety Specialist also expands the program through conferences and outreach. Additionally, ThinkFast Interactive, an engaging traffic safety awareness and team-building program with a professional production, will be offered to ten schools.

SUB-RECIPIENT NAME AND TYPE: DCCCA, Inc., Non-Profit Organization

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-TSP-2026 10-00-52

AMOUNT OF FEDERAL FUNDS: $120,000.00

ELIGIBLE USE OF FUNDS: Teen Safety Program

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

FCCLA-IOWA

Following an initial connection at our public participation and engagement event, GTSB forged a partnership with Family, Career, and Community Leaders of America (FCCLA) to advance youth traffic safety education. Launching in FFY 2026, this initiative empowers young people to tackle critical traffic safety issues through peer-led education and community engagement via FCCLA's Iowa Families Acting for Community Traffic Safety (FACTS) chapters. By providing Iowa FCCLA Chapters with funding, resources, and training, the program enables students to develop and implement data-driven traffic safety initiatives directly addressing the risks faced by teen drivers in their communities. The project aligns with National Highway Traffic Safety Administration (NHTSA) campaign messages, emphasizing seat belt use, distracted driving prevention, speeding awareness, and pedestrian safety—key areas where Iowa's youth can make a significant difference.

The program supports up to 10 Iowa FCCLA Chapters in launching student-led traffic safety initiatives, offering each participating chapter project funding to facilitate creative and impactful safety campaigns for their peers. To maximize effectiveness, chapter advisers will receive specialized training and digital access to FCCLA's FACTS National Program guide, supporting their students in developing evidence-based initiatives relevant to local traffic safety concerns.

A highlight of the project is the ThinkFast Interactive Traffic Safety Session at the Iowa FCCLA State Leadership Conference, delivering a high-energy, educational experience that reinforces vital traffic safety messages. Furthermore, students are encouraged to collaborate with local traffic safety officials, including law enforcement and state patrol, to enhance their projects and broaden their community impact.

Participating Iowa FCCLA Chapters will submit a detailed report of their project, findings, and outcomes through the FACTS National Program Award Application. The top two chapter

projects will present their work at the Iowa FCCLA State Leadership Conference, showcasing their strategies and results to a wider audience. The leading chapter project will be given the opportunity to present at the FCCLA National Leadership Conference, further expanding their leadership experience and reinforcing the program's lasting impact.

By championing youth leadership, fostering peer-to-peer education, and addressing critical traffic safety concerns, the Iowa FACTS Project cultivates a culture of responsible driving among young drivers. The program will adapt annually based on data trends and student feedback, ensuring projects remain relevant, effective, and aligned with Iowa's most pressing traffic safety challenges.

SUB-RECIPIENT NAME AND TYPE: Family Career and Community Leaders of America, Non-Profit Organization

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-TSP-2026 10-00-53

AMOUNT OF FEDERAL FUNDS: $40,315.00

ELIGIBLE USE OF FUNDS: Teen Safety Program

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

CHOICES MATTER

This comprehensive school presentation program tackles critical issues like impairment, speeding, distraction, and seatbelt use, engaging both young drivers and their parents. Through powerful, real-life stories shared by diverse speakers, Choices Matter delivers a resonant and lasting message that inspires safer driving behaviors in teens. By partnering with 10 high schools in counties with the highest young driver fatalities, Alliance will reach students through impactful presentations, interactive displays, and campaign materials covering impairment, GDL restrictions, seatbelt laws, and underage drinking. Furthermore, targeted social media outreach will provide digital resources for parents to encourage safe driving conversations. A comprehensive campaign report detailing participating schools will conclude the project.

SUB-RECIPIENT NAME AND TYPE: Alliance Sport Marketing, LLC, Marketing Company

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-TSP-2026 10-00-51

AMOUNT OF FEDERAL FUNDS: $50,000.00

ELIGIBLE USE OF FUNDS: Teen Safety Program

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

DISTRACTED DRIVING

COUNTY FAIR OUTREACH-DISTRACTED DRIVING

The critical dangers of distracted driving will be front and center at rural county fairs, creating opportunities to connect with attendees about traffic safety. Rooted in their communities, fairgoers offer an ideal audience for reinforcing vital safety messages and sparking important conversations. These interactions will foster open dialogue, while also gathering valuable community insights on current road safety. Interactive educational booths will actively engage visitors and raise awareness through compelling experiences, including the immersive Oculus VR Driving Simulator, the challenging Distract-A-Match game, and a survey to capture public input.

Alliance Sport Marketing will bring this interactive experience to 5 county fairs across Iowa. The engaging displays will educate the public on key road safety issues, and Alliance teams will connect with fair attendees to collect digital survey responses that measure local driver behavior. Following each fair, an event recap report detailing estimated attendance and survey participation will be provided, along with a comprehensive summary of the valuable survey responses gathered.

SUB-RECIPIENT NAME AND TYPE: Alliance Sport Marketing, LLC, Marketing Company

LOCATION: Selected Counties

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-DD-2026 15-00-50

AMOUNT OF FEDERAL FUNDS: $65,000.00

ELIGIBLE USE OF FUNDS: Distracted Driving

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

MEDIA CAMPAIGN-DISTRACTED DRIVING

Countermeasures for communication and outreach remain the same.

Countermeasures that Work, 11th Edition, 2023

Distracted Driving

- Communications and Outreach on Distracted Driving

The media campaign developed "No One's a Good… "Distracted" Driver has been successful to date. In 2026, the messaging will be widespread to educate Iowans about the new hands-free law and influence Iowans to limit their distractions when behind the wheel. Targeted campaigns distracted driving. Impactful digital billboards and a mix of TV and radio will educate Iowans about the new hands-free law. Advertising will also drive users to the drivesmartiowa.com website to learn more through targeted digital placements.

SUB-RECIPIENT NAME AND TYPE: ZLR, Marketing Agency

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 402 and 405E

PROJECT AGREEMENT NUMBER: To Be Determined

AMOUNT OF FEDERAL FUNDS: To Be Determined

ELIGIBLE USE OF FUNDS: Paid Media/Advertising

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

TRAFFIC RECORDS

DEPARTMENT OF MANAGEMENT-CITATION/ADJUDICATION DASHBOARD AND ANALYSIS

This project provides for the development and maintenance of a citation data dashboard and analysis of data focusing on chronic offenders/driver behavior. The Citation/Adjudication dashboard will provide quarterly statistics on citations for four key traffic safety metrics: speeding, occupant protection (seat belt use), driver impairment, and distracted driving. The dashboard allows traffic safety partners access to accurate and timely information and includes analysis on chronic offenders, identifies patterns, and contributing factors to inform enforcement strategies, policy development, and targeted interventions. The project aligns with the Traffic Records Assessment by supporting the use of data for analysis and program planning.

SUB-RECIPIENT NAME AND TYPE: Department of Management-Division of Data, Planning, and Improvement

LOCATION: Des Moines

FEDERAL FUNDING SOURCE: Section 405c

PROJECT AGREEMENT NUMBER: 405c-B3C-2026 41-00-50

AMOUNT OF FEDERAL FUNDS: $35,000.00

ELIGIBLE USE OF FUNDS: Enhancing the ability of a State and the Secretary to observe and analyze local, State, and national trends in crash occurrences, rates, outcomes, and circumstances, as well as supporting traffic records improvement training and expenditures for law enforcement, emergency medical, judicial, prosecutorial, and traffic records professionals.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

EMS INJURY SURVEILLANCE

This project involves a set of activities to enhance the quality and utilization of Emergency Medical Services (EMS) data in Iowa, as it relates to traffic safety. The project's goal is to address recommendations from the 2020 State of Iowa Traffic Records Assessment, specifically improving the data quality control program for the Injury Surveillance system by creating a formal, permanent framework. The project also includes ongoing emphasis and encouragement for EMS Services to utilize the Continuum Module from ImageTrend. This visualization tool helps EMS

teams analyze data, spot patterns, and allow proactive monitoring of patient care. This tool will also provide regular feedback to traffic safety stakeholders regarding EMS response to crashes. These activities aim to move beyond simply collecting EMS data and use it to inform decisions, refine protocols, and ultimately improve outcomes in the field.

SUB-RECIPIENT NAME AND TYPE: Iowa Department of Health and Human Services, Bureau of Emergency Medical and Trauma Services, State Agency

LOCATION: Des Moines

FEDERAL FUNDING SOURCE: Section 405c

PROJECT AGREEMENT NUMBER: 405c-B3C-2026 41-00-51

AMOUNT OF FEDERAL FUNDS: $215,294.00

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

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

CRASH AND ROADWAY DATA IMPROVEMENT PROJECT

The Iowa DOT will improve the accessibility, integration, accuracy, and uniformity of crash data to support real-time safety evaluation and proactive safety management strategies. Activities include updating, improving, and producing new data visualization tools through feedback from Data Dashboard Focus Group Meetings. It will also improve crash data quality and documentation by updating and maintaining the crash data dictionary.

This project also improves the accuracy of the Roadway Data System by completing, maintaining, and updating the Iowa Intersections and Curve Database. This is critical for safety analysis and developing predictive models. Activities include integrating the intersection database, updating the horizontal curve parameters, and linking to crash data for analysis.

Overall, the project activities are focused on enhancing crash data through improved documentation and quality control processes, making the data more accessible and useful via updated and new visualization tools. Activities will also ensure the accuracy and integration of essential roadway data like intersections and curves to support advanced safety analyses.

SUB-RECIPIENT NAME AND TYPE: Iowa Department of Transportation, State Agency

LOCATION: Ames

FEDERAL FUNDING SOURCE: Section 405c

PROJECT AGREEMENT NUMBER: 405c-B3SA-2026 42-00-50

AMOUNT OF FEDERAL FUNDS: $150,000.00

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

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

IOWA TRAFFIC AND CRIMINAL SOFTWARE PROGRAM (TRACS)

This project enhances Iowa's Traffic and Criminal Software (TraCS), an essential data collection, reporting, and Records Management System (RMS) used by the state's public safety community. TraCS streamlines and automates crash reporting and citation issuance, and this project ensures its continuous improvement. By regularly analyzing data, implementing validations, and refining data collection, the project aims to improve data accuracy and completeness. These efforts directly support recommendations from the 2020 Traffic Records Assessment, ultimately expanding the data pool available for analysis and ensuring law enforcement maintains a uniform, standardized electronic process for capturing and transmitting traffic data with increased accuracy and timeliness.

SUB-RECIPIENT NAME AND TYPE: Iowa Department of Transportation, State Agency

LOCATION: Ames

FEDERAL FUNDING SOURCE: Section 405c

PROJECT AGREEMENT NUMBER: 405c-B3SA-2026 42-00-51

AMOUNT OF FEDERAL FUNDS: $100,000.00

ELIGIBLE USE OF FUNDS: Software or applications to identify, collect, and report data to State and local government agencies, and enter data into State core highway safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle data. Supporting traffic records improvement training and expenditures for law enforcement, emergency medical, judicial, prosecutorial, and traffic records professionals.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

IOWA TRAFFIC SAFETY DATA SERVICES (ITSDS)

The ITSDS project enhances crash data accessibility and integration, empowering agencies, organizations, and individuals with essential expertise and resources. It assists traffic safety stakeholders needing crash data related to funding, improving roads, implementing enforcement, writing reports and proposals, designing presentations, or increasing traffic safety awareness. ITSDS fills the gap between what safety data users can gather themselves and what can be obtained from those with greater expertise. The project improves traffic records in Iowa by increasing data accessibility to a diverse user group. It also identifies possible deficiencies or inconsistencies in other crash-based performance areas and integrates crash data with other related datasets.

SUB-RECIPIENT NAME AND TYPE: Iowa State University-Institute for Transportation, State University

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405c

PROJECT AGREEMENT NUMBER: 405C-B3DSA-2026 43-00-50

AMOUNT OF FEDERAL FUNDS: $118,075.00

ELIGIBLE USE OF FUNDS: Enhancing the ability of a State and the Secretary to observe and analyze local, State, and national trends in crash occurrences, rates, outcomes, and circumstances.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

RESEARCH STUDY-BEYOND CRASH REPORTS

This two-pronged research project links data from multiple sources, including the Iowa Crash Outcome Data Evaluation System (CODES), driver licensure history, courts data, vehicle registration data, and spatial data. Activities include exploring new ways to obtain linkable hospital and trauma data and assessing data completeness, potentially determining the need for imputing missing values. The project will provide feedback to traffic records stakeholders to improve data performance in terms of accuracy, completeness, uniformity, and accessibility.

Two program areas will be evaluated, Motorcycle Safety and Young Driver Safety. Utilizing the integrated data, particularly CODES, motorcycle licensure, and registration data, the project will analyze characteristics of persons injured or killed in motorcycle crashes. Additionally, it will incorporate driving records, licensing history, crash, and justice data to examine specific aspects of young driver safety. The project addresses recommendations from previous Traffic Records Assessments by improving data integration capacity, contributing to the assessment of completeness, uniformity, and accessibility, and increasing the accessibility of findings to stakeholders.

SUB-RECIPIENT NAME AND TYPE: University of Iowa-Injury Prevention Research Center, State University

LOCATION: Iowa City

FEDERAL FUNDING SOURCE: Section 405c

PROJECT AGREEMENT NUMBER: 405c-B3RPTE-2026 45-00-50

AMOUNT OF FEDERAL FUNDS: $119,531.00

ELIGIBLE USE OF FUNDS: Conducting research relating to State traffic safety information systems, including developing programs to improve core highway safety databases and processes by which data are identified, collected, reported to State and local government agencies, and entered into State core safety databases.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

RESEARCH STUDY-COST AND OUTCOMES OF IMPAIRED CRASHES IN IOWA

This project outlines four primary activities, driven by recommendations from the 2022 Iowa Impaired Driving Program Assessment to reduce impaired driving-related crashes in Iowa. Activities include developing datasets (using CODES), data analysis, reporting, and dissemination. Project activities are designed to provide data-driven insights that inform and

enhance impaired driving countermeasures. By generating actionable evidence, these activities will empower stakeholders to make more strategic decisions, leading to improved intervention efforts that better target high-risk populations. The findings are expected to help stakeholders focus prevention activities on critical problem areas, groups, and time periods to maximize their impact on reducing impaired driving. The results will also directly inform legislative decisions concerning licenses, ignition interlocks, and deferred sentences, fostering more effective policy development.

SUB-RECIPIENT NAME AND TYPE: University of Iowa-Injury Prevention Research Center, State University

LOCATION: Iowa City

FEDERAL FUNDING SOURCE: Section 405c

PROJECT AGREEMENT NUMBER: 405c-B3RPTE-2026 45-00-51

AMOUNT OF FEDERAL FUNDS: $49,942.00

ELIGIBLE USE OF FUNDS: Supporting reporting criteria relating to emerging topics, including-Impaired driving as a result of drug, alcohol, or polysubstance consumption.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

LAW ENFORCEMENT DASHBOARD

This project involves the support, maintenance, and enhancement of a dashboard that contains crash and enforcement data for law enforcement agencies. These activities ensure the dashboard remains functional, accurate, and accessible, supporting improved data-driven decision making by law enforcement. The project also addresses data integration recommendations identified in Iowa's 2020 state traffic records assessment.

SUB-RECIPIENT NAME AND TYPE: Iowa State University-Institute for Transportation, State University

LOCATION: Ames

FEDERAL FUNDING SOURCE: Section 405c

PROJECT AGREEMENT NUMBER: 405c-B3SA-2026 42-00-52

AMOUNT OF FEDERAL FUNDS: $5,874.00

ELIGIBLE USE OF FUNDS: Enhancing the ability of a State and the Secretary to observe and analyze local, State, and national trends in crash occurrences, rates, outcomes, and circumstances.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

CSI TRAFFIC RECORDS SWOT ANALYSIS

This project extends FY2025 funding into FY2026 for GHSA's Consulting Services Initiative to conduct and lead a SWOT analysis to strengthen Iowa's traffic records systems and Statewide Traffic Records Coordinating Committee (STRCC). The analysis will re-vitalize STRCC and offer a

fresh perspective on goals, objectives and the steps needed for effective project prioritization, charting a strategic course for the ongoing development of the state's traffic systems.

SUB-RECIPIENT NAME AND TYPE: GHSA Consulting Services Initiative-SWOT Analysis

LOCATION: Des Moines

FEDERAL FUNDING SOURCE: Section 405c

PROJECT AGREEMENT NUMBER: 405c-B3SP-2026 46-00-50

AMOUNT OF FEDERAL FUNDS: $18,074.42

ELIGIBLE USE OF FUNDS: 23 CFR 1300.22(d)(5) Supporting traffic records improvement training and expenditures for law enforcement, emergency medical, judicial, prosecutorial, and traffic records professionals.

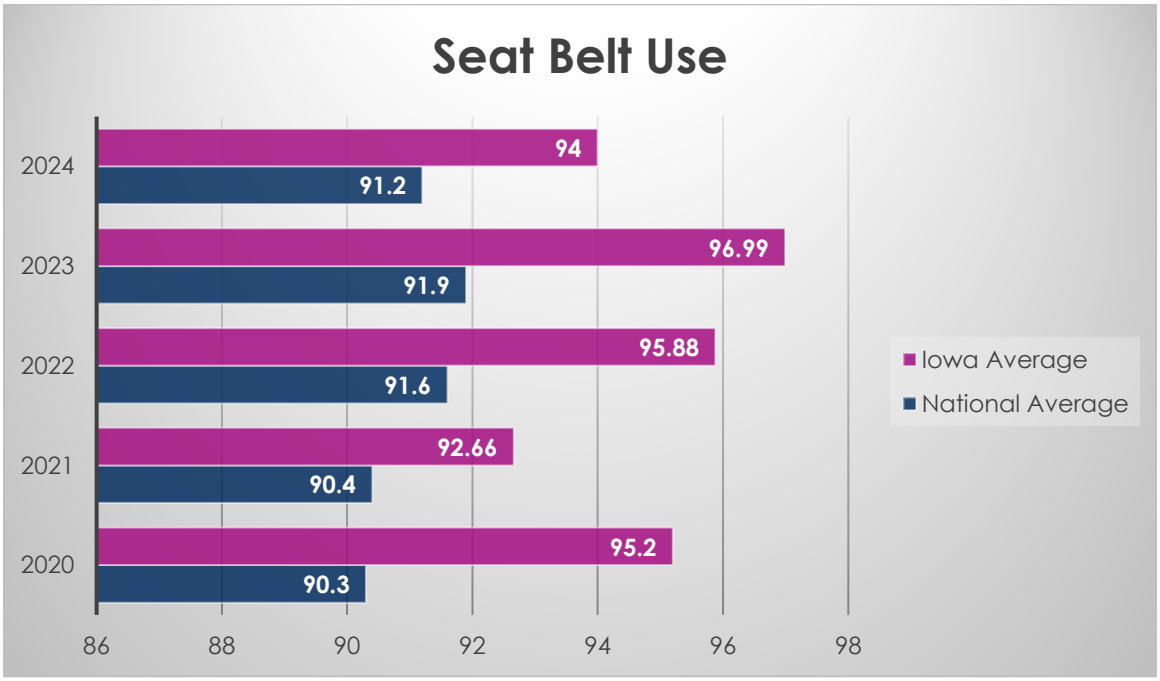
PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

NATIONAL PRIORITY PROGRAM-405B OCCUPANT PROTECTION GRANT

QUALIFICATION CRITERIA

The state conducts an annual Seat Belt Usage Survey, which undergoes thorough review and approval by NHTSA and serves as a critical qualifying metric. The 2024 observational survey, administered by the Center for Survey Statistics and Methodology at Iowa State University, yielded a safety belt usage rate of 94.00%. Consequently, Iowa meets the criteria to be designated a 'high belt' use state.



OCCUPANT PROTECTION PLAN

PROBLEM IDENTIFICATION (FROM TRIENNIAL HIGHWAY SAFETY PLAN 2024-2026)

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

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

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

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

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

• 94.57% of respondents indicated they always wear a seat belt when they drive or ride in a car, van, sport utility vehicle or pickup.

• 40.64% of respondents indicated chances were very likely you would get a ticket for not wearing a seat belt; an additional 36.70% indicated chances would be somewhat likely.

Iowa does not have an all occupant/all seating position belt use law. Belt usage rates, as reported through the Awareness Survey, reveal low use as back seat passengers.

• 58.80% of respondents indicated they always wear a safety belt if a passenger in the back seat of a vehicle.

ADULT OCCUPANT PROTECTION

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

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

Although Iowa's observational seat belt usage rate was recorded as 95.88% for 2022, many of the small rural communities throughout the state report significantly lower rates.

CHILD PASSENGER SAFETY

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

1. Children must ride in an appropriate rear-facing child safety seat until one year of age and at least 20 pounds.

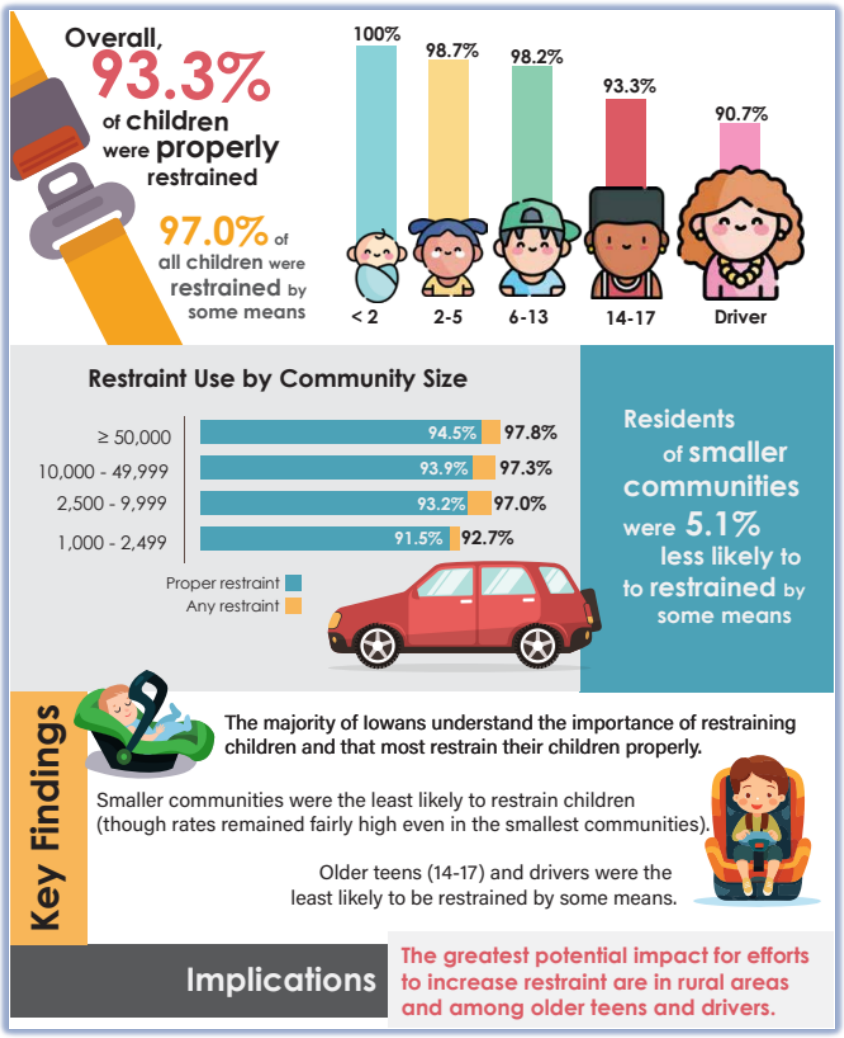
2. Children must ride in a child safety seat or a booster seat though the age of 5 years.

3. Children ages 6 through 17 must ride in a booster seat and/or seat belts.

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

2024 SURVEY RESULTS

Results from 2024 Seat Belt Survey showed 94% for drivers and right front passengers were belted. The 2024 Child Passenger Safety Survey showed that 93.3% of children were properly restrained. The survey showed as community size decreased, so did restraint use. Older teens and drivers were the least likely to be restrained by some means. While Iowa maintains a high survey number, there is still much work to be done.



OCCUPANT PROTECTION IN IOWA

Iowa's proactive approach to occupant protection is built on a foundation of collaborative strategies. These include targeted enforcement, comprehensive communication and outreach initiatives, specialized child passenger safety and youth programs, and impactful media partnerships. These wide-ranging strategies reflect proven and effective countermeasures detailed in the "Countermeasure That Work" guide (11th Edition, 2023), such as short-term and sustained high-visibility seat belt enforcement, programs tailored for older children, efforts to increase child restraint and booster seat usage, and strategic media engagement.

From GTSB's perspective, diligent project management ensures the success of all safety initiatives, including occupant protection programs. This involves continuous monitoring to assess progress, address challenges, identify successes, and ultimately guarantee the achievement of established performance goals.

A cornerstone of Iowa's occupant protection efforts is the Child Passenger Safety (CPS) Program, a collaborative effort supported by Section 405b funding and coordinated by Unity Point/Blank Children's Hospital. Encompassing both Conventional and Special Needs Car Seat components, the program is managed by two CPS Instructors. These professionals provide crucial statewide training and recertification for CPS Technicians, directly support families by providing free and loaned specialized seats, facilitate insurance processing for specialized equipment, and offer invaluable guidance on proper car seat installation. Additionally, they organize impactful CPS events and the annual statewide CPS conference.

Iowa benefits from the strong commitment of its law enforcement agencies to occupant protection through a combination of targeted enforcement and proactive education. The state's special Traffic Enforcement Program (sTEP) remains a vital component of this effort, implementing strategic enforcement waves throughout the year, including active participation in the national "Click It or Ticket" campaign. Law enforcement agencies are encouraged to leverage local media partnerships to amplify the reach and impact of high-visibility enforcement and other safety initiatives. Several law enforcement agencies have funds for child passenger safety and child restraint education, and agencies in Scott County and the surrounding area have funds for use of a seat belt convincer.

The High Five program focuses dedicated occupant protection efforts within the counties of Appanoose, Fremont, Humboldt, Keokuk, and Mitchell. Furthermore, the SAFE program is expanding its presence and impact across Iowa. Starting in FFY 2026, FCCLA will also become a valuable partner in promoting traffic safety, including occupant protection, within high schools statewide.

Strategic media engagement is a critical element of Iowa's occupant protection strategy. The state partners with ZLR Ignition as its primary media resource, securing impactful radio and television placements to support national mobilizations. ZLR Ignition collaborates closely with GTSB to develop innovative and engaging educational messages and manages GTSB's comprehensive microsite, which provides essential information on the proper use of child restraints, key safety facts, and a readily accessible library of public service announcements.

COUNTERMEASURE STRATEGIES

The following countermeasure strategies are currently in use and will be continued into FFY 2026.

Public Education Through Seat Belt Convincers
Highway Safety Office Program Management
Media and Communication
Annual Observational Safety Belt Usage Survey
Inspection Stations
Public Outreach and Education Statewide
High Visibility Enforcement

PARTICIPATION IN CLICK-IT OR TICKET NATIONAL MOBILIZATION

In Iowa, select law enforcement agencies participate in sTEP high visibility enforcement projects each year. These agencies are asked to work six blocks of time called a "wave" throughout the funding year. These waves include national mobilizations, including Click It Or Ticket in May, and Drive Sober or Get Pulled Over in August and December. For the "Click It or Ticket" event, agencies are asked to conduct pre-and post-wave observational seat belt usage surveys and report the results to GTSB. Funding is allocated for overtime enforcement and approved equipment and totals $233,175.00. In FFY 2026, 20 law enforcement agencies across the state will participate in the Click It or Ticket national mobilization as a sTEP agency.

CHILD RESTRAINT INSPECTION STATIONS

51 inspection stations are offered regularly in Iowa, and each is staffed with a minimum of 1 nationally certified CPS Technician. 48 inspection stations are in urban areas, and 3 are in rural areas*. It is important to note that in addition to the inspection stations, 71 individual technicians offer one on one appointments *and* maintain an inventory of child restraint seats which can be provided to families identified as eligible. Many of these technicians receive referrals from hospitals, service organizations, and schools. 16 of the 71 are in rural counties. All the inspection stations and individual appointments are available to the at-risk population.

In FFY 2024, 1,689 car seats were checked, 618 (37%) were installed incorrectly, and 74 were either expired or recalled. 460 no cost car seats were issued to families in need throughout the state. Additionally, 473 car seats were checked through Blank Children's Hospital. It is expected that numbers in FFY 2026 will be similar.

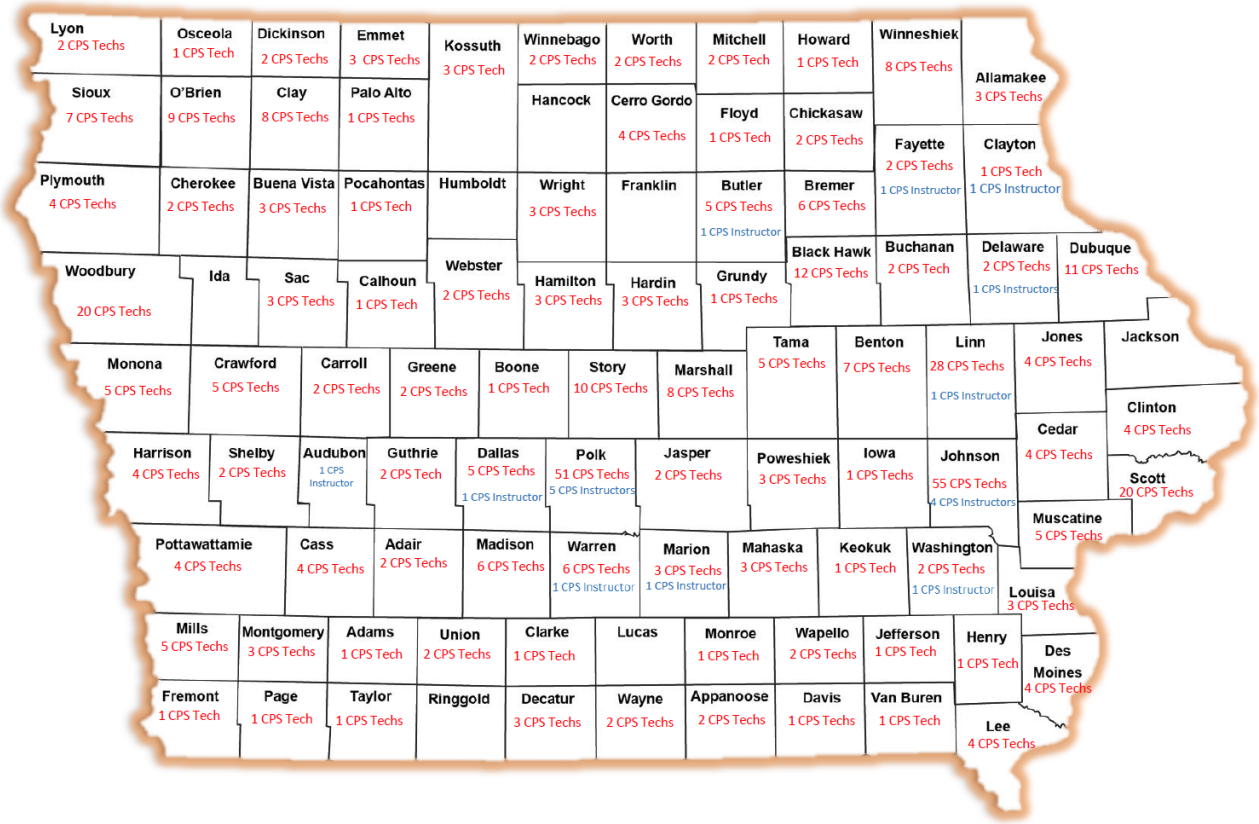
* Urban and rural definitions are based Iowa State University, Extension and Outreach Census 2020: Urban and Rural Population in Iowa's Counties 1940-2020, Table 2: Counties with No Urban Population.

CHILD PASSENGER SAFETY TECHNICIANS

The State CPS program in Iowa plans to host a minimum of four Child Passenger Safety Certification Courses. Currently there are 467 technicians and/or instructors in 93 of 99 counties. This fiscal year, we will shift our focus toward strategic placement of technicians based on the number of technicians needed to serve as an effective local resource. This data-driven approach will allow us to identify and prioritize areas with the greatest need, particularly our High Five counties, (Appanoose, Fremont, Humboldt, Keokuk, Mitchell) or those with low or no technicians.

Recertification of currently certified technicians must take place every two years. Numerous CEU opportunities are offered each year, with one opportunity the biennial CPS Conference in Iowa, as well as the biennial regional CPS Conference held in a NHTSA Region 7 state on a rotating basis.

The map below shows the location of CPS Technicians and CPS Instructors in the state as of July 2025.



OCCUPANT PROTECTION PROJECTS

SEAT BELT CONVINCER EDUCATION

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

- Outreach

A shared seat belt convincer is utilized throughout Scott County to educate the public on the importance of seat belt usage. It has been used at county fairs, National Night Out, local football games, and summer markets.

SUB-RECIPIENT NAME AND TYPE: See table below.

FEDERAL FUNDING SOURCE: 405b

ELIGIBLE USE OF FUNDS: To educate the public concerning the proper use and installation of child restraints, including related equipment and information systems.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

Sub-Recipient	Project Number	Type of Agency	Location	Federal Award Amount
Bettendorf Police Department	405b-M1PE-2026 22-01-00	Law Enforcement	Scott County	$1,000.00
Davenport Police Department	405b-M1PE-2026 22-01-01	Law Enforcement	Scott County	$2,500.00
Eldridge Police Department	405b-M1PE-2026 22-01-02	Law Enforcement	Scott County	$1,000.00
LeClaire Police Department	405b-M1PE-2026 22-01-03	Law Enforcement	Scott County	$1,200.00
Scott County Sheriff Office	405b-M1PE-2026 22-01-04	Law Enforcement	Scott County	$2,000.00

STATEWIDE CHILD PASSENGER SAFETY (CPS) PROGRAM AND INSPECTION STATIONS

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

Seat Belts and Child Restraints

- Programs for Increasing Child Restraint and Booster Seat Use, 2-star citation
- Child Restraint Inspection Stations, 3-star citation
- Programs for Older Children, 3-star citation

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

- Occupant Protection for Children Program
- Outreach Program

The Child Passenger Safety program is the primary statewide resource for Child Passenger Safety education and outreach support, and uses a multi-faceted approach including consultation, education, distribution and installation. The team is made up of certified child passenger safety technician instructors (CPSTIs) with additional training in the safe transport of children with special healthcare needs.

The program focuses heavily on certifying new CPSTs. Currently in Iowa there are approximately 475 technicians, allowing for statewide coverage. In addition to certifying new technicians, the program encourages recertification rates by offering numerous continuing education opportunities. To support certification course offerings, the program has maintained an instructor team of at least 15 CPS Instructors. CPSTs can become an instructor through an application and training process facilitated by Safe Kids Worldwide and the Iowa CPS Coordinator. This can be a several month-long process which requires an extensive time commitment, strong educational and CPS skills, and agency buy-in.

CPS Technicians across the state regularly work with the public, both in child restraint check community events, and in one-on-one appointments through referrals with multiple social service organizations. These events provide valuable resources and education to parents and

caregivers on the proper use and installation of child restraint systems. When appropriate, a new child restraint may be provided to a parent/caregiver if the need exists, when safety issues have been identified as a concern and/or if the restraint system is expired.

The program addresses special needs children's individual and unique transportation requirements through a team approach. The Special Needs CPS Coordinator works statewide with physical therapist (PT), occupational therapist (OT), medical providers, durable medical equipment (DME) providers, families, and other CPS technicians to identify the best restraint and mode of transportation for the child.

Goals for FFY 2026 include:

- Increased collaboration with caregivers and community agencies/programs.
- CPS Technician certification, recertification, and engagement.
- Data collection and analysis to highlight program opportunities for improvement and growth.

SUB-RECIPIENT NAME AND TYPE: Unity Point, Blank Children's Hospital, Hospital

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405b

PROJECT AGREEMENT NUMBER: 405b-M1CPS-2026 23-00-50

AMOUNT OF FEDERAL FUNDS: $203,350.00

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

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

CHILD SAFETY SEAT DISTRIBUTION PROGRAM

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

Seat Belts and Child Restraints

- Programs for Increasing Child Restraint and Booster Seat Use, 2-star citation
- Programs for Older Children, 3-start citation
- Child Restraint Inspection Stations, 3-star citation

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

- Occupant Protection for Children Program
- Outreach Program

Funding will support the purchase and distribution of child safety seats for CPS Technicians to use during outreach programs and inspection stations. The safety seats will be distributed to low-income families/higher risk populations throughout the State. Certified Child Passenger Safety

Technicians consult with families to determine the appropriate child safety seat for the child(ren) and then educate on safe use and installation. Families in financial need are provided a seat at no cost. Technicians can request state car seats through a link where the CPS Coordinator reviews the request and grants car seats based on need. Information is collected on each technician's CPS activities including number of seats installed, number of distributed seats, and the type of seats that remain in their inventory.

In addition, the program maintains a small inventory of loaner car seats for use by caregivers who have an urgent need for an adaptive car seat, including premature and low birth weight children. The current inventory is expiring, and new seats are needed to maintain this vital service.

SUB-RECIPIENT NAME AND TYPE: Unity Point Blank Children's Hospital, Hospital

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405b

PROJECT AGREEMENT NUMBER: 405b-M1CPS-2026 23-00-50

AMOUNT OF FEDERAL FUNDS: $75,000.00

ELIGIBLE USE OF FUNDS: To purchase and distribute child restraints to low-income and underserved populations.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

CAR PASSENGER SAFETY EDUCATION PROGRAM-MARSHALL COUNTY

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

Seat Belts and Child Restraints

- Child Restraint Inspection Stations, 3-star citation
- Programs for Older Children, 3-star citation
- Programs for Increasing Child Restraining and Booster Seat Use, 2-star citation

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

- Occupant Protection for Children Program
- Outreach Program

This program supplies funding to support Child Passenger Safety Education. The Sheriff Office will offer CPS presentations and one on one appointments to include consultation, education, distribution, and installation of child restraints.

SUB-RECIPIENT NAME AND TYPE: Marshall County Sheriff Office, Law Enforcement

LOCATION: Marshall County

FEDERAL FUNDING SOURCE: Section 405b

PROJECT AGREEMENT NUMBER: 405b-M1CPS-2026 23-01-00

AMOUNT OF FEDERAL FUNDS: $2,500.00

ELIGIBLE USE OF FUNDS: To educate the public concerning the proper use and installation of child restraints, including related equipment and information systems.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

CAR PASSENGER SAFETY EDUCATION PROGRAM-CEDAR RAPIDS

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

Seat Belts and Child Restraints

- Child Restraint Inspection Stations, 3-star citation
- Programs for Older Children, 3-star citation
- Programs for Increasing Child Restraining and Booster Seat Use, 2-star citation

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

- Occupant Protection for Children Program
- Outreach Program

This program supplies funding to support Child Passenger Safety Education. The police department will offer CPS presentations and one on one appointments to include consultation, education, distribution, and installation of child restraints.

SUB-RECIPIENT NAME AND TYPE: Cedar Rapids Police Department, Law Enforcement

LOCATION: Linn County

FEDERAL FUNDING SOURCE: Section 405b

PROJECT AGREEMENT NUMBER: 405b-M1CPS-2026 23-01-01

AMOUNT OF FEDERAL FUNDS: $1,200.00

ELIGIBLE USE OF FUNDS: To educate the public concerning the proper use and installation of child restraints, including related equipment and information systems.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

SEAT BELT SURVEY

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

Seat Belts and Child Restraints, Legislation and Licensing

- Primary Enforcement Seat Belt Use Laws, 5-star citation

Iowa's annual observational seat belt usage survey will be conducted by a firm to be determined. In FFY 2026, data will be collected, seat belt use data weighed as required, and a final report provided and approved by NHTSA.

SUB-RECIPIENT NAME AND TYPE: To Be Determined

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405b

PROJECT AGREEMENT NUMBER: To Be Determined

AMOUNT OF FEDERAL FUNDS: To Be Determined

ELIGIBLE USE OF FUNDS: To establish and maintain information systems containing data about occupant protection, including the collection and administration of child passenger safety and occupant protection surveys.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

CHILD PASSENGER SAFETY EDUCATION-IOWA STATE FAIR

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

Seat Belts and Child Restraints

- Child Restraint Inspection Stations, 3-star citation
- Programs for Older Children, 3-star citation
- Programs for Increasing Child Restraining and Booster Seat Use, 2-star citation

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

- Communication Program
- Occupant Protection for Children Program
- Outreach Program

Rated as one of the best fairs in the country, Iowa State Fair attendance is over 1.1 million local, regional, and international visitors. This educational opportunity will be staffed by CPS technician volunteers and GTSB staff, providing demonstrations on the use of car seats and informational brochures on child passenger safety.

SUB-RECIPIENT NAME AND TYPE: GTSB

LOCATION: Des Moines

FEDERAL FUNDING SOURCE: Section 402

PROJECT AGREEMENT NUMBER: 402-CR 2026 08-00-01

AMOUNT OF FEDERAL FUNDS: $2,300.00

ELIGIBLE USE OF FUNDS: Child Restraint

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

MEDIA CAMPAIGN-OCCUPANT PROTECTION

Countermeasures for communication and outreach remain the same.

Countermeasures that Work, 11th Edition, 2023

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

- Communication Program
- Enforcement Program

The media campaign developed "No One's a Good…"Unbuckled", Driver/Passenger and launched in 2024, established in 2025 and will be evaluated in 2026. Targeted campaigns include High Five counties with geo-targeting with radio and out-of-home to continue to remind users to buckle up. ZLR Ignition will continue to flight media around peak travel season and through the summer.

SUB-RECIPIENT NAME AND TYPE: ZLR Ignition, Marketing Agency

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405b

PROJECT AGREEMENT NUMBER: To Be Determined

AMOUNT OF FEDERAL FUNDS: To Be Determined

ELIGIBLE USE OF FUNDS: Paid Advertising

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No

NATIONAL PRIORITY PROGRAM-405C STATE TRAFFIC SAFETY INFORMATION SYSTEM GRANT

QUALIFICATION CRITERIA

GTSB employs a Traffic Records Program Administrator, Colleen Powell to focus on problem identification, state traffic records projects, and Statewide Traffic Records Coordinating Committee functions (STRCC).

Colleen Powell
Traffic Records Program Administrator
Governor's Traffic Safety Bureau, Department of Public Safety
215 E. 7th St.
Des Moines, IA 50319
Mobile: 515-901-6178
powell@dps.state.ia.us

STRCC meets a minimum of three times per year. During the 12 months preceding the application due date, STRCC meetings were held on the following dates: 09/20/2024, 1/21/2025, 5/1/2025.

STRCC maintains and updates annually a strategic plan approved by the committee and shared with membership.

QUANTITATIVE IMPROVEMENT

An Interim Progress Report and supporting data was submitted to the Region 7 office and approved in May 2025. This data provides a demonstration of quantitative improvement of a core database through a specific attribute.

The project used for FFY 2026 identified the efforts of the Iowa Department of Health and Human Services, Bureau of Emergency Medical and Trauma Services (IDHHS/BEMTS). The Bureau showed improvement by documenting the time difference in hours between the date and time the EMS incident unit notified and the date and time the incident was captured in the State EMS registry.

The baseline supporting documentation and this year's supporting documentation are here.

Approval from the Region 7 office can be found on the next page.

Infrastructure Investment and Jobs Act (IIJA) Sec. 405c
INTERIM PROGRESS REPORTING (FY 2026)

State: Iowa Report Date: 04/05/2025 Submitted by:

System to be Impacted (pick one primary area)	☐ CRASH ☐ DRIVER ☐ VEHICLE ☐ ROADWAY ☐ CITATION/ADJUDICATION ☒ EMS/INJURY
Performance Area(s) to be Impacted (pick one primary area)	☐ ACCURACY ☒ TIMELINESS ☐ COMPLETENESS ☐ ACCESSIBILITY ☐ UNIFORMITY ☐ INTEGRATION
Performance Measure used to track Improvement(s)	Narrative Description of the Measure Iowa will improve the timeliness of the EMS/Injury system as measured in terms of a decrease in the average time difference between the EMS incident unit notified date and the date the incident was created or submitted to the State's EMS incident registry.
Is project included in the Traffic Records Strategic Plan?	Yes If the project is not currently included in the State Traffic Records Strategic Plan (TRSP), the plan will need to be modified prior the State's FY26 application.
Is this a new project? Or was it the same measure used to show progress previously?	New Measure - Yes Same Measure as FY25 No If yes, is the State using the same data set, with the same time period to demonstrate progress? Choose an item.
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s) In 2003, a fully electronic NEMSIS v2 compliant EMS incident capture system known as "Webcur" was rolled out to state EMS transport agencies. Through a state mandated Request for Proposal, Iowa replaced Webcur with vendor Imagetrend's "Rescue Bridge", also NEMSIS 2 compliant, in 2015. One year later Imagetrend's "Elite", NEMSIS v3 compliant, replaced Rescue Bridge and has since transitioned to NEMSIS V3.5. Also starting in 2016 Iowa enforced the legislative requirement non-transport EMS agencies submit their incident data to the State. Elite is an EMS data collection system for EMS services to use to automate the capture and transmission of incident information from local agencies to the Iowa Department of Health and Human Services, Bureau of Emergency Medical and Trauma Services (Iowa HHS - BEMTS). In turn, it is also the conduit through which Iowa HHS - BEMTS provides collective State data to the NEMSIS organization. With 724 active EMS services in Iowa, including 391 ground transport, 13 air transport and 320 non-transport, enticing and enabling these services to submit their incident data to the State was the primary challenge for several years. Previous interim progress reports reflect the significant improvements in annual EMS service data submissions. In 2020, new rules were enacted through legislation narrowing the window between the date of EMS incident unit notified and date the incident was created in or imported to the State EMS incident registry. The maximum time allowed previously was 180 days and is now set at 60 days. With the implementation of these rules, a focus on the timeliness performance measure, and monthly compliance reviews, the bureau expected—and is seeing—a significant year-over-year decrease in the average time of incident submission starting in FY 2024.

<table>
<tr><td>Specification of how the Measure is calculated / estimated</td><td>Narrative Description of Calculation / Estimation Method

The primary measure of this project will be to determine time difference, in hours, between the EMS incident unit notified date/time and the date/time the incident was captured in the State EMS incident registry. The progress will be reported annually.</td></tr>
<tr><td>Date and Baseline Value for the Measure
(A contiguous, 12-month performance period starting no earlier than April 1, 2023, e.g., April 1, 2023 – March 31, 2024)</td><td><table>
<tr><td></td><td>Number of EMS Agencies Submitting Incidents in Elite</td><td>Average EMS Incident Submission Time (hours)</td></tr>
<tr><td>04/01/2023</td><td>705</td><td>188</td></tr>
<tr><td>03/31/2024</td><td>713</td><td>133</td></tr>
</table>
Is supporting documentation attached? Yes</td></tr>
<tr><td>Date and Current Value for the Measure
(An identical contiguous, 12-month baseline period starting no earlier than April 1, 2024, e.g., April, 1, 2024-March 31, 2025)</td><td><table>
<tr><td></td><td>Number of EMS Agencies Submitting Incidents in Elite</td><td>Average EMS Incident Submission Time (hours)</td></tr>
<tr><td>04/01/2024</td><td>713</td><td>133</td></tr>
<tr><td>03/31/2025</td><td>693</td><td>63</td></tr>
</table>
Is supporting documentation attached? Yes</td></tr>
<tr><td>Regional Program Manager Conclusion and Comments Review Date: 5/6/2025</td><td>Aaron Bartlett has reviewed the IPR and believes that it demonstrates progress.</td></tr>
<tr><td>RA Comments – Susan DeCourcy Review Date: 5/21/2025</td><td>After review, I concur this Iowa project demonstrates progress.</td></tr>
</table>

NATIONAL PRIORITY PROGRAM-405D IMPAIRED DRIVING COUNTERMEASURES GRANT

QUALIFICATION CRITERIA

Iowa maintained an average of 0.366589181 for this funding period as reflected below: and thus, qualifies as a "mid-range" state for Section 405d funding purposes.

FY 2026 Impaired Driving Countermeasure Grant Classifications (23 CFR 1300.23)

ALCOHOL-IMPAIRED-DRIVING FATALITY RATES* PER 100 MILLION VMT
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2020-2022 FINAL

State	2020-2022			
	Fatalities	VMT	Rate**	Classification
Iowa	350	95,502	0.366589181	Mid-Range

STATEWIDE IMPAIRED DRIVING PLAN

The initial Impaired Driving Strategic Plan was submitted with the Annual Grant Application in 2024. GTSB, Impaired Driving Program Administrator, and the Impaired Driving Task Force continue to use the plan in conjunction with the 2022 Impaired Driving Assessment. The Impaired Driving Task Force meeting and its committees continue to meet regularly. See also certification in Part 3 of Appendix B.

NATIONAL PRIORITY PROGRAM-405E DISTRACTED DRIVING

QUALIFICATION FOR DISTRACTED DRIVING AWARENESS GRANT

Sample distracted driving questions from the State's driver license examination are listed below. They are based on the Iowa Driver's Manual.

A driver should not divide their attention from the task of driving by use of:

1. Cell phones.
2. Text messaging device.
3. Electronic entertainment devices.
4. All of the above.

Because there is often slow-moving traffic on county highways, you should:

1. Stay in the left lane and drive at the speed limit.
2. Pay attention. Be ready to change your speed to the speed of traffic.
3. Pass slow-moving vehicles on curves if they are slowing down.

Before responding to an electronic form of communication, the:

1. Driver must be stopped at a stop sign or at a red light.
2. Vehicle should be moved off the travel portion of the roadway and parked in a safe place.
3. Driver needs to lower their speed to under 25 miles per hour.

QUALIFICATION FOR DISTRACTED DRIVING LAW GRANT

Iowa recently passed a hands-free law which went into effect July 1, 2025. It has not yet been codified but Senate File 22, was signed by the Governor Kim Reynolds on April 2, 2025. Iowa qualifies for a distracted driving law grant by demonstrating compliance with the following:

23 CFR 1300.24(d)

(1) Prohibition of texting while driving. The State statute shall-
   - (i) Prohibit a driver from texting through a personal wireless communication device while driving.
   - (ii) Establish a fine for a violation of the statute.
   - (iii) Not provide for an exemption that specifically allows a driver to use a personal wireless communication device for texting while stopped in traffic.

(2) Prohibition on handheld phone use while driving. The State statute shall-
   - (i) Prohibit a driver from holding a personal wireless communication while driving.
   - (ii) Establishes a fine for violation of the statute, and
   - (iii) Not provide for an exemption that specifically allows a driver to use a personal wireless communication device for texting while stopped in traffic.

(3) Prohibition on youth cell phone use while driving. The State statute shall-
   (i) Prohibit a driver who is younger than 18 years of age or in the learner's permit or intermediate license stage from using a personal wireless communication device while driving.
   (ii) Establish a fine for a violation of the statute; and
   (iii) Not provide for an exemption that specifically allows a driver to use a person wireless communication device for texting while stopped in traffic.
(4) Prohibition on youth cell phone use while driving. The State statute shall prohibit a driver from viewing a personal wireless communications device (except for purposes of navigation).

Senate File 22-in part reads:

Sec. 8. Section 321.238, Code 2025, is amended to read as follows:

321.238 Use of electronic devices while driving – preemption of local legislation.

The provisions of this chapter restricting the use of electronic devices by motor vehicle operators shall be implemented uniformly through the state. Such provisions shall preempt any county or municipal ordinance regarding the use of an electronic device by a motor vehicle operator. In addition, a county or municipality shall not adopt of continue in effect an ordinance regarding the use of an electronic device by a motor vehicle operator.

Sec. 9. Section 321.276. subsection 1, Code 2025, is amended by striking the subsection and inserting in lieu thereof the following:

1. For purposes of this section:

a. "Electronic Device" means a device that is powered by electricity, including by a battery, and that is capable of being used to compose, send, receive, or read an electronic message, or that is capable of storing, retrieving on-demand, or displaying videos, movies, broadcast television images, visual images, or audio or video data files. "Electronic Device" includes but is not limited to a telephone including a cellular telephone, personal digital assistant, portable or mobile computer including a tablet, two-way messaging device, electronic gaming device, and any substantially similar portable device that is used to initiate, store, or receive electronic communication, information, or data. "Electronic device" does not include a device that is physically or electronically integrated into a motor vehicle, including but not limited to an integrated global positioning system or navigation system when the destination is entered into such system before the vehicle is in motion.

b. "Use" includes but is not limited to holding, viewing, or manipulating an electronic device.

c. "Voice-activated or hands-free mode" mean an attachment, accessory, application, wireless connection, or built-in feature of an electronic device or motor vehicle that allows a person to use verbal commands or a single touch to activate or deactivate the device or a function or software application of the device. "Voice-activated or hands-free mode" does not include

accessing nonnavigation video content, engaging in a video call, accessing or engaging in video streaming, accessing gaming data, or reading an electronic message or notification.

Sec. 10. Section 321.276, subsections 2, 3, and 4, Code 2025, are amended to read as follows:

2. A person shall not use an electronic device while driving a motor vehicle unless the motor vehicle is at a complete stop off the traveled portion of the roadway, or as far away from the center of the roadway as is practicable if the vehicle cannot be entirely removed from the traveled portion of the roadway.

4.a. A person convicted of this section is guilty of a simple misdemeanor punishable as a scheduled violation under section 805.8A, subsection 14, paragraph "1".

Sec.15. Section 805.8A, subsection 14, paragraph 1, Code 2025 is amended to read as follows:

1. Use of electronic device while driving violations. For violations under section 321 276, the scheduled fine is one hundred dollars.

NATIONAL PRIORITY PROGRAM-405F MOTORCYCLIST SAFETY GRANT

QUALIFICATION CRITERIA

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

MOTORCYCLE RIDING TRAINING COURSE

The designated state authority over motorcyclist safety issues is:

The Iowa Department of Transportation

Vania Boyd, Driver Education and Motorcycle Rider Education Manager

6310 SE Convenience Boulevard

Ankeny, Iowa 50021

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

The following is a list of counties where motorcycle training courses tentatively scheduled to be conducted in FFY2026 and the number of registered motorcycles in each county according to official state motor vehicle records. The State is offering at least one motorcycle rider training course in counties that collectively account for a majority of the State's registered motorcycles.

Motorcycle Registrations-1/1/2024-12/31/2024/FFY 2026 Projected Motorcycle Rider Education Courses		
County	*Count*	*Course Location*
Adair	504	
Adams	369	
Allamakee	1994	
Appanoose	812	
Audubon	425	
Benton	1749	
Black Hawk	6529	Waterloo (2)
Boone	2041	Ogden
Bremer	1448	
Buchanan	1287	
Buena Vista	1244	
Butler	1202	
Calhoun	724	
Carroll	1106	

Cass	1649	
Cedar	1189	
Cerro Gordo	4315	
Cherokee	882	Cherokee
Chickasaw	859	
Clarke	442	
Clay	1387	Spencer
Clayton	1294	
Clinton	3658	Clinton (2)
Crawford	857	
Dallas	3588	
Davis	401	
Decatur	415	
Delaware	1195	
Des Moines	2548	West Burlington
Dickinson	1487	Spirit Lake
Dubuque	4742	Peosta
Emmet	738	
Fayette	1241	
Floyd	1467	
Franklin	673	Hampton
Fremont	451	
Greene	784	
Grundy	835	
Guthrie	726	
Hamilton	999	
Hancock	1010	
Hardin	1188	
Harrison	1372	
Henry	1311	
Howard	670	
Humboldt	978	
Ida	487	
Iowa	1001	
Jackson	1381	
Jasper	2843	

Jefferson	875	Pekin
Johnson	5072	North Liberty, Iowa City, Coralville
Jones	1226	
Keokuk	697	
Kossuth	1279	Algona
Lee	2433	
Linn	10551	Cedar Rapids
Louisa	692	
Lucas	784	
Lyon	855	
Madison	1036	
Mahaska	1618	
Marion	1912	
Marshall	1977	Marshalltown (2)
Mills	3338	Pacific Junction
Mitchell	786	
Monona	804	
Monroe	365	
Montgomery	626	
Muscatine	2668	Muscatine
O'Brien	1190	Sheldon
Osceola	603	
Page	896	
Palo Alto	604	
Plymouth	1869	
Pocahontas	652	
Polk	19009	Des Moines, Ankeny
Pottawattamie	6035	Council Bluffs
Poweshiek	1109	
Ringgold	267	
Sac	785	
Scott	9036	Davenport
Shelby	1071	
Sioux	2213	
Story	4360	
Tama	987	

Taylor	338	
Union	1030	Creston
Unknown	496	
Van Buren	2345	
Wapello	2844	Ottumwa
Warren	1385	
Washington	338	
Wayne	2749	
Webster	797	Fort Dodge
Winnebago	1006	Forest City
Winneshiek	6084	Calmar
Woodbury	597	Sioux City
Worth	967	
Wright	1749	
Other-Commercially Licensed Vehicles	1439	
Total	185,192	
Half of Total	92,596	
Training Counties-Majority Met	97,335	

Use of Fees Collected From Motorcyclists for Motorcycle Programs-Iowa Administrative Code, Chapter 635.5 (321) is the law requiring fees collected by the state from motorcyclists to be used for motorcycle training and safety programs.

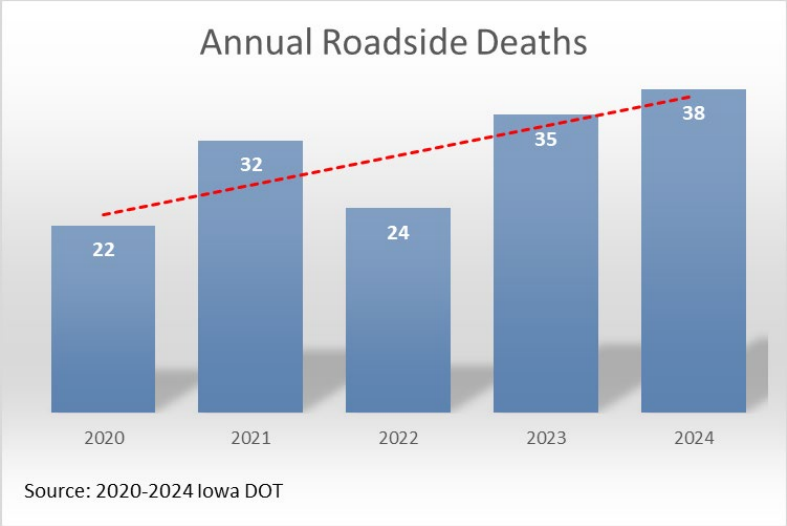
Three specific Iowa Code citations 321.179, 321.145(2)(b)(2), and 321.180B(5), explain in further detail how motorcycle rider education funds are utilized in the State of Iowa.

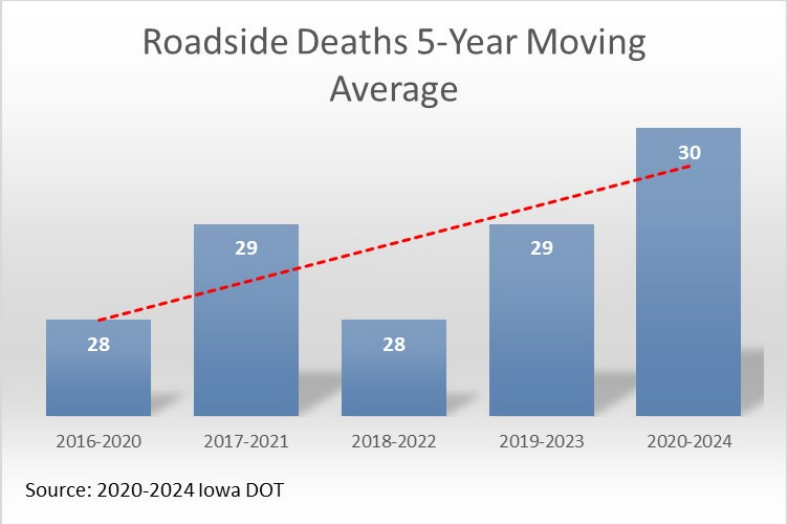
NATIONAL PRIORITY GRANT 405H-PREVENTING ROADSIDE DEATHS

QUALIFICATION CRITERIA

Recognizing the importance of road user safety, GTSB is pursuing funding through the 405h Preventing Roadside Deaths grant. This funding will be crucial for a public education campaign on the safety of vehicles and individuals stopped at the roadside, emphasizing Iowa's move over law and may support law enforcement efforts in enforcing this vital legislation.

GTSB, in collaboration with staff from the Iowa State University Institute of Transportation, analyzed annual and five-year moving average data from the Iowa DOT. The findings indicate a concerning trend: from 2020 to 2024, Iowa saw an increase in fatalities from motor vehicles striking other vehicles and individuals stopped at the roadside. Although numbers dipped in 2022, they've risen again in the last two years.





The performance measure for FFY 2026 will be to reduce the number of roadside deaths from the 2020-2024 average of 30, to a 2022-2026 average of 29, which is 3.33%.

Countermeasures will include public education and high visibility enforcement.

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

- Communication Program

Uniform Guidelines for State Highway Safety Program, Highway Safety Program Guideline No. 15, Traffic Enforcement Services

- Program Elements
- Traffic Law Enforcement
- Communication Program

Progress will be assessed by monitoring roadside fatalities annually, utilizing Iowa DOT data with consistent parameters for year-over-year and five-year moving average comparison.

In Federal Fiscal Year 2026, GTSB is strengthening its commitment to preventing roadside fatalities and serious injuries. Law enforcement agencies' traffic safety overtime efforts will include "Move Over" contacts in their goals and reporting, guaranteeing increased attention from officers.

GTSB has successfully used media campaigns for pedestrian safety in city crosswalks, but it is equally important to educate drivers on a crucial point: slow down and move over when any vehicle is stopped at the roadside with its hazard or emergency lights activated. GTSB will leverage 405h funds to launch public information campaigns aimed at educating the public on the safety of roadside vehicles and individuals, with the direct goal of reducing roadside deaths and injuries.

The campaign will inform drivers about their role in preventing roadside crashes by encouraging them to:

- Pay close attention to their surroundings.
- Slow down when approaching a roadside incident.
- Safely move over for vehicles with flashing lights.

By raising awareness and promoting these safe driving practices, GTSB aims to reduce deaths and injuries along Iowa's roadsides. *GTSB intends to spend the full awarded amount of 405h grant funds on the public education campaign below. Iowa has not applied for these funds in the past, but believes the awarded amount will be approximately $78,500.*

SUB-RECIPIENT NAME AND TYPE: ZLR, Marketing Agency

LOCATION: Statewide

FEDERAL FUNDING SOURCE: Section 405h

PROJECT AGREEMENT NUMBER: *To be assigned at a later date.*

AMOUNT OF FEDERAL FUNDS: *$78,500.00*

ELIGIBLE USE OF FUNDS: To educate the public regarding the safety of vehicles and individuals stopped at the roadside in the State through public information campaigns for the purpose of reducing roadside deaths and injuries.

PLANNING AND ADMINISTRATION COSTS: No

PROJECT USED TO MEET DISPOSITION OF UNEXPENDED BALANCES? No