

FFY
2013

State of Iowa Highway Safety Plan

Iowa Department of Public Safety
Governor's Traffic Safety Bureau



August 2012





List and Description of Data Sources

Fatality and Other Crash Reports – The Iowa Department of Transportation (IDOT) collects fatality and other crash information as submitted by Iowa law enforcement officers. Both electronic and paper submissions of crash reports are accepted by the Office of Driver Services, IDOT. As of July 2012, 197 Iowa law enforcement agencies have the capability to submit crash reports electronically through the Traffic and Criminal Software (TRaCS) System.

The Iowa Department of Transportation / Office of Traffic and Safety and In-Trans at Iowa State University assist the GTSB in the analysis of crash data.

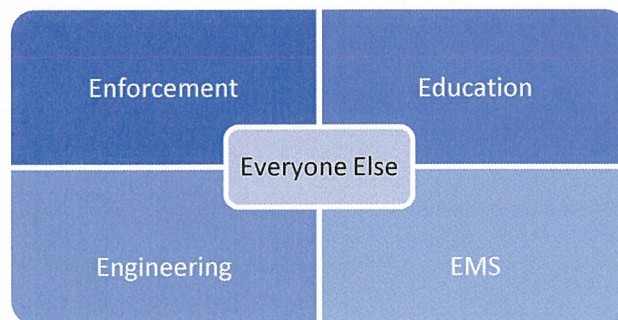
FARS – Iowa utilizes data maintained in the Fatality Analysis Reporting System (FARS) Encyclopedia to develop performance measures.

Occupant Protection Surveys – Safety belt and child restraint surveys are conducted annually using NHTSA’s approved methods to determine the State’s use rate. In 2011 the National Highway Traffic Safety Administration (NHTSA) issued new Uniform Criteria for State Observational Surveys of Seat Belt Use to be implemented by all states. Iowa submitted a new methodology for the state observational survey which was approved by NHTSA on March 19, 2012. Iowa adopted the new methodology in 2012 with the observational survey to be completed by Iowa State University’s Survey and Behavioral Research Services. Prior to 2012 the survey was conducted by the Iowa State Patrol.

Public Awareness Surveys – A behavior, awareness and attitude survey has been conducted at identified driver license stations within Iowa since 2010 to measure driver attitudes and behaviors regarding speed, safety belts, distracted driving and impaired driving. Specific questions are asked in the survey pertaining to media messages that are aired and printed throughout the year and during national mobilization periods. In 2010 and 2011, the survey was collected by an individual contractor with analysis being completed by In-Trans at Iowa State University. In 2012, the survey was completed and analyzed by Iowa State University’s Survey and Behavioral Research Service.

Partners in Safety

Iowa is fortunate to have strong partnerships with numerous agencies. Through these partnerships Iowa is addressing traffic safety issues geared to impacting positive driver behavior. The multi-faceted approach supports the state’s efforts to achieve overall traffic safety objectives. Through the efforts of our partners working in coordination with each other we can achieve our traffic safety goals.





Setting Goals for Traffic Safety Improvement

Traffic data is the foundation of traffic safety programs in the state of Iowa. At the core of traffic data is the Statewide Traffic Records Coordinating Committee (STRCC). The STRCC is responsible for promoting a traffic records programs which strives to improve overall data quality. Section 408 funds have assisted the state in developing and maintaining traffic data which is used extensively for traffic safety analysis, special projects, and for deployment of enforcement activities. The accuracy and timeliness of data is a critical component in regard to decision making and planning of countermeasures to manage and evaluate programs. Iowa strives to maintain a complete traffic records system to include crash data, roadway inventory, driver data, vehicle data, citation/adjudication, and injury surveillance.

In April of 2011, STRCC hosted a NHTSA sponsored assessment. During the coming years, the recommendations of the assessment team will continue to be reviewed by the STRCC and other members of the traffic safety community for possible implementation and inclusion in Iowa's overall state traffic records system.

Iowa analyzes the five most recent years of data when setting performance measures and goals in the specific measure areas identified by NHTSA. Trends are closely reviewed to plan goals. Other information used to assist in setting goals includes results of both the statewide observational safety belt survey, and the awareness surveys conducted at Department of Transportation Motor Vehicle License Stations. Throughout the year the GTSB requests additional analysis of data through the Iowa Department of Transportation/Office of Traffic and Safety and In-Trans at Iowa State University. Information gathered can set a foundation for the review of goals and objectives and for the analyses of the effectiveness of traffic safety campaigns conducted throughout the state. An understanding of the evolving driving culture is imperative for the effectiveness of traffic safety programs and messages.

To continue to develop and maintain traffic safety programs that educate the public and to explain "why" in regard to enforcement efforts brings in a component of marketing. Iowa will continue educational efforts including utilizing social media to help spread traffic safety messages. Building strong relationships with the media results in earned media, which in turn enhances the credibility of the message being delivered. The GTSB and numerous partners are continuing to make positive strides to encourage behavioral changes as they relate to traffic safety issues. A goal to educating the public is to provide information that traffic crashes should be considered an epidemic and that changing behavior and mindset can made a difference in regard to traffic safety.

We will continue to work with our traffic safety partners to set goals. During calendar year 2012, the Iowa Department of Transportation began steps to develop a new Strategic Highway Safety Plan (SHSP). Staff from the GTSB are actively involved in this process and will be working closely with other traffic safety officials and the SHSP consultant team. Information learned through the development of the SHSP will be incorporated in future goals, projects, and objectives implemented through the Governor's Traffic Safety Bureau.

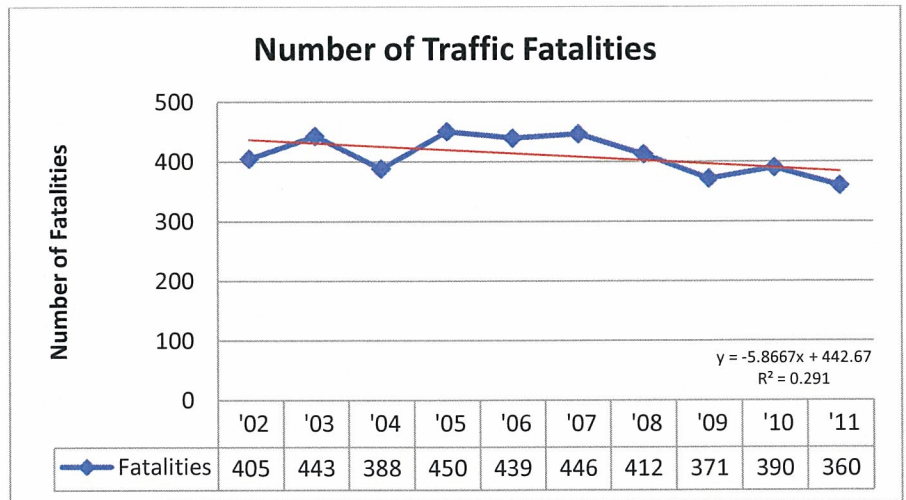


Trends

A useful method to evaluate a program is to review trends. Iowa uses 10 years of data for trend analysis. Reviewing trends can help to evaluate specific areas and programs.

Traffic Fatalities

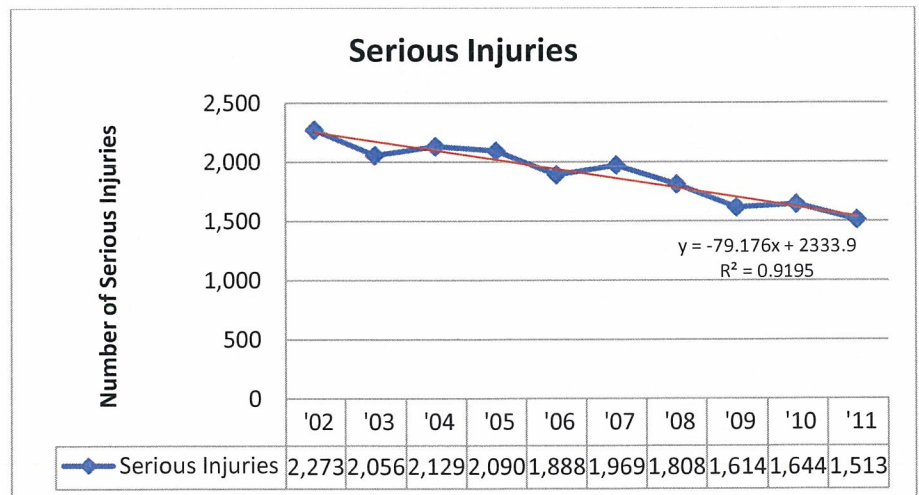
A 66-year record low number of traffic fatalities was achieved in 2011 when Iowa recorded 360 traffic fatalities. The 360 fatalities reflected a 7.69% decrease in the number of fatalities from the 390 recorded in 2010 and a 2.965% decrease from the previous 64-year record low of 371 traffic fatalities which was recorded in 2009. More than half of all traffic fatalities in Iowa occur on rural /secondary roads.



Source: Iowa Department of Transportation

Serious Injuries

When reviewing the trend over the past decade, Iowa has experienced a steady decrease in the overall number of serious injuries. Between 2010 and 2011, serious injuries decreased by 7.968%.



Source: Iowa Department of Transportation



Alcohol Impaired Fatalities / Alcohol and Drug Impaired Injuries

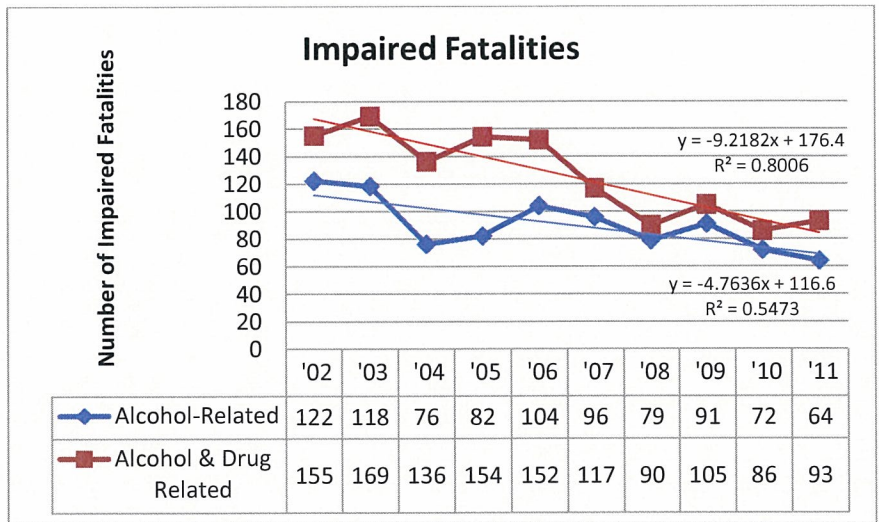
During 2011, 18% of all of Iowa's fatalities from traffic crashes were alcohol related.

Impaired driving efforts in the state of Iowa have strengthened since the enactment of .08 legislation in 2003. Enforcement continues to be strongly supported in the state through Section 402 and 410 funding in addition to a strong special Traffic Enforcement Program (STEP) program. Section 402 and 410 agencies are strongly encouraged to participate in the "Driver Sober or Get Pulled Over" national mobilization. Participation in the August/September sSTEP wave is required for sSTEP agencies and runs in conjunction with the "Drive Sober or Get Pulled Over" national mobilization

In addition to efforts to reduce-alcohol-impaired fatalities and injuries, Iowa will continue to support the Drug Recognition Expert (DRE) program and training. Iowa recognized there are a wide variety of drugs, both illicit and licit that can impair driving.

Impaired Fatalities

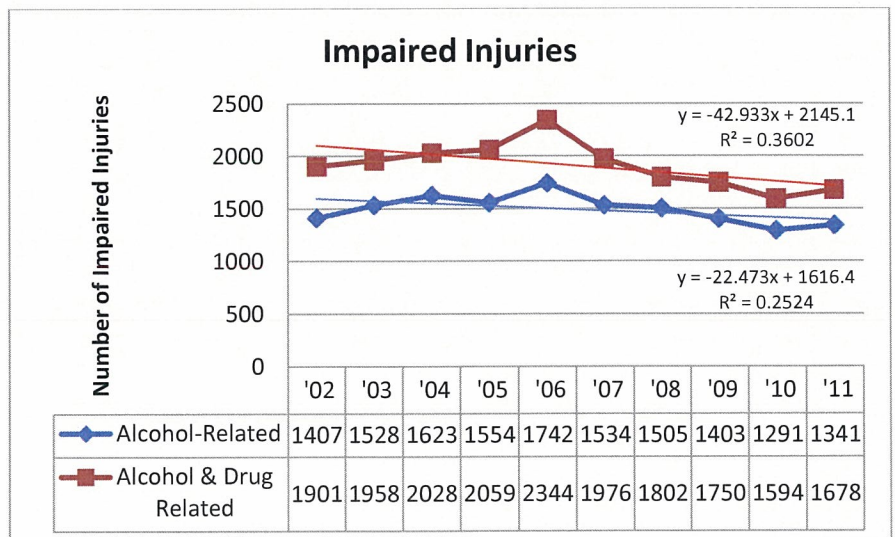
Over the last decade, the number of alcohol and drug-impaired fatalities has fluctuated; however, over the last 10 years, Iowa has seen a significant downward trend in this area.



Source: Iowa Department of Transportation

Impaired Injuries

Although between 2010 and 2011 Iowa experienced a 3.873% increase in the number of alcohol impaired driving injuries, the 10-year trend reflects a steady decrease. The combined number of alcohol and drug-impaired injuries reflects a similar trend over the past 10-year period.



Source: Iowa Department of Transportation



Motorcycle Fatalities / Unhelmeted Fatalities / Injuries

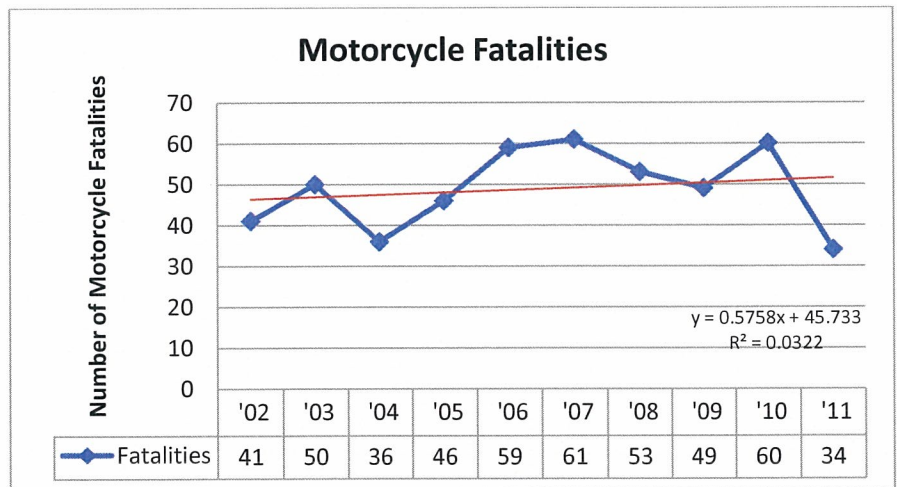
Iowa continues to see an increase in the number of motorcycles on Iowa's roadways due to both pleasure riding and as an economic way of travel. According to records maintained by the Iowa Department of Transportation, in 2011, there were 267,550 licensed motorcyclists in Iowa, representing about 12% of Iowa's 2-million licensed drivers.

Motorcycle safety issues are challenging within the state of Iowa. Due to climate, motorcycling is not a year-around event. Therefore, riders need to recognize that skills may need to be enhanced for the riding season. Section 2010 Motorcycle funds have assisted in providing high-quality training programs throughout the state. Although Iowa does not have a helmet law, motorcyclists are encouraged to wear helmets and other protective and visible clothing. Accessories such as modulating headlights are also encouraged to increase visibility.

In addition to educating riders of ways to reduce motorcyclist fatalities and injuries, it is also critical to increase other motorists' awareness of motorcyclists and to share the road.

Total Motorcycle Fatalities

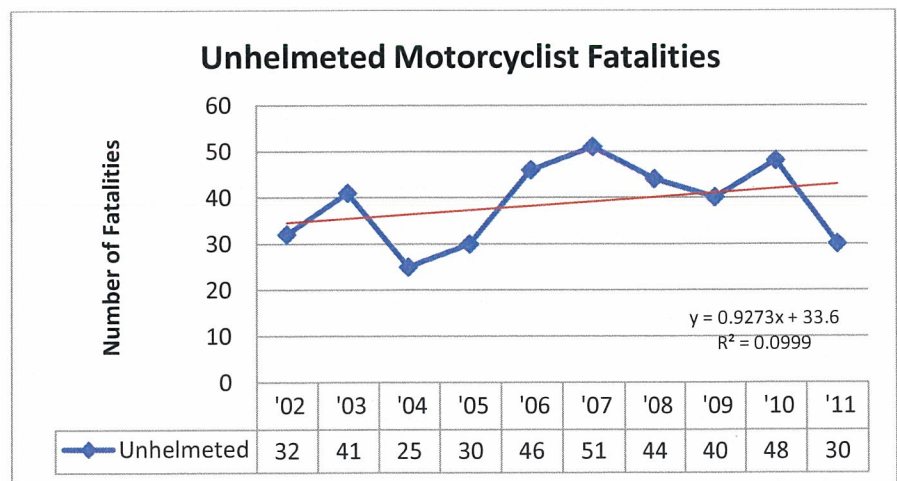
Although between 2010 and 2011, Iowa experienced a 43.33% decrease in motorcycle fatalities, the 10-year trend line identifies a gradual increase in fatalities during that time-period. 2011 data should be considered an anomaly as the average of the previous 5 years (2006 - 2010) was 56.4 fatalities.



Source: Iowa Department of Transportation

Motorcycle Fatalities / Unhelmeted

Between 2010 and 2011, Iowa experienced a 37.5% decrease in the number of unhelmeted motorcyclist fatalities; however, the 10-year trend line shows a general overall increase. Iowa does not have a motorcycle helmet law but efforts funded through Section 2010 funding will continue to carry the message to encourage riders to wear proper gear, including helmets.

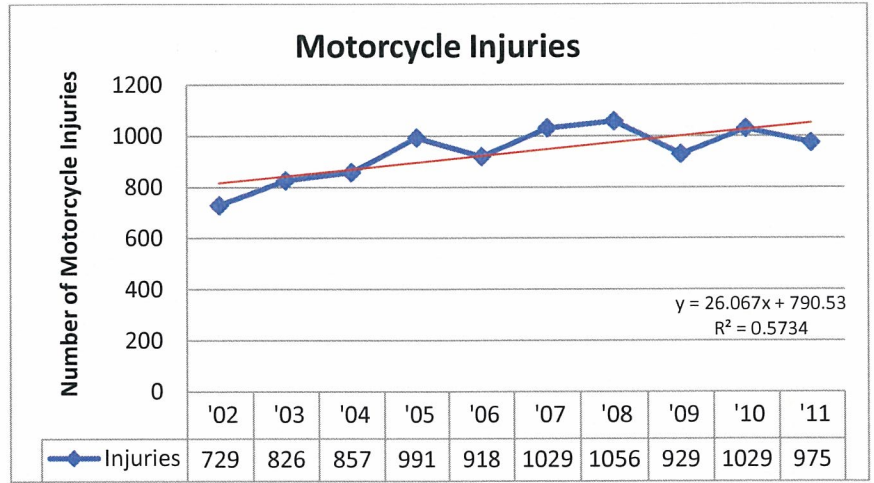


Source: Iowa Department of Transportation



Motorcycle Injuries

The number of licensed motorcyclists has increased over the last decade. The increase in motorcycles is reflected in the steady upward trend of motorcyclist injuries, some of which can be very severe in nature.



Source: Iowa Department of Transportation



Distracted Driving Crashes and Injuries

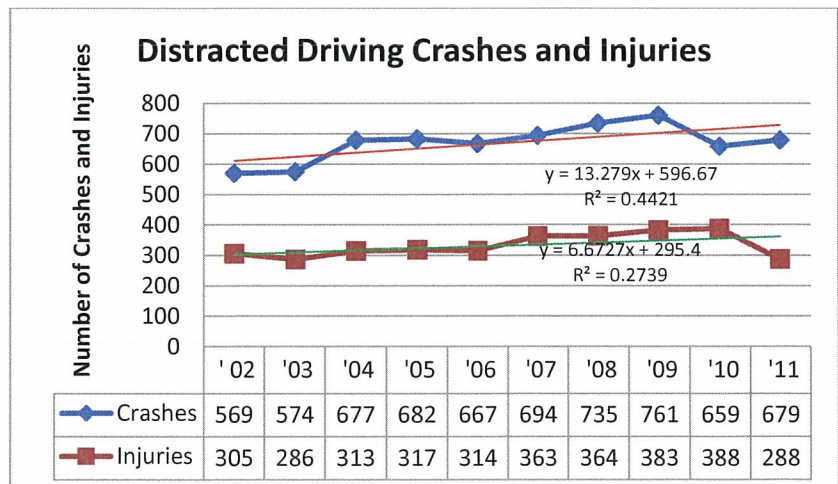
Distracted driving is becoming a national epidemic. In 2010, at least 3,092 individuals were killed nationwide in distraction-related crashes. Nationally, this accounts for approximately one in every 10 fatalities on the nation's roadways. Distracted driving is a societal/behavioral issue. Drivers can be easily distracted due to technology, talking to others in the vehicle, eating/drinking, by children or pets, or anything else that takes their attention away from the task of driving.

In 2010, the Iowa legislature passed a law prohibiting all motor vehicles from text-messaging while driving and prohibiting teens holding "restricted" (graduated) driver's licenses from using an electronic communication device or electronic entertainment device while driving. July 1, 2010 through June 30, 2011 represented an educational period for the law during which time enforcement officers could only issue a warning to violators. After June 30, 2011, violators could be issued a citation. For adults, the law is secondary and prohibits drivers from using a handheld electronic communication device to write, send or read a text message while driving a motor vehicle unless the motor vehicle is in a complete stop off of the traveled portion of the roadway. The law does not prohibit the use of global positioning or navigation systems. Restrictions on teen drivers are more rigid and the law is considered primary. Teen drivers holding a restricted driver's license shall not use any electronic communication device or electronic entertainment device while driving a motor vehicle unless the motor vehicle is completely stopped off of the traveled portion of the roadway.

A new approach to educate the public, primarily youth, about the dangers of distracted driving is through the use of a desk-top simulator which was purchased by the GTSB. During FFY 2012, GTSB staff has made a strong effort to visit schools throughout Iowa to provide a hands-on experience using the simulator. Through the experience, students can get a sense of how distractions, such as texting, can affect their driving. The impact of driving impaired can also be experienced when students wear fatal vision goggles during the driving exercise. The program has been extremely popular and has received positive comments from school administrators, students and law enforcement agencies and will continue into FFY 2013.

The 10-year trend lines for distracted driving crashes and injuries reflect a gradual increase.

Efforts will continue to be made by the GTSB and other safety partners to continue to spread the word about the seriousness of the distracted driving epidemic.



Source: Iowa Department of Transportation



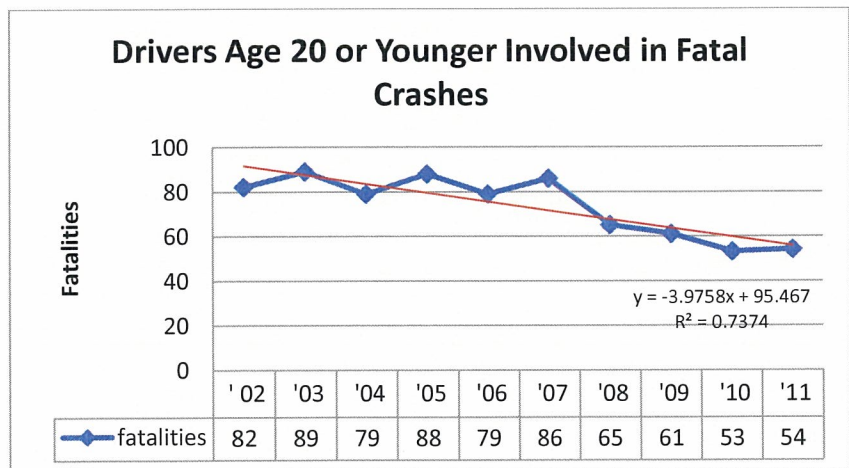
Drivers Age 20 or Younger Involved in Fatal Crashes

Behavioral factors contribute to the fact that fatal car crashes are the leading cause of death in young Iowans aged 16 – 20. Nationally young driver involvement in fatal crashes is higher than that of any other age group. Some of the behavioral factors include distracted driving, texting while driving, speeding, and not wearing safety belts. Driving inexperience can also contribute to critical misjudgments of young drivers.

In addition to regular driver education classes, parents and other adults need to set good examples when driving. Parents need to drive with their teens to help build skills. Parents also need to set and enforce ground rules about driving. In addition to parental examples, Iowa has strong support of statewide school officials and law enforcement in educational activities and events at school. The use of social media such as Facebook has been incorporated as a way to educate the general public, especially teens, to provide information regarding traffic safety.

Iowa has a graduated driver’s licensing program (GDL) program. Iowa’s initial GDL became effective in 1999 and may be part of the reason for the decrease in young drivers being involved in fatal crashes.

Although between 2010 and 2011, Iowa experienced a 1.88% increase in the number of drivers age 20 or younger involved in fatal crashes, the 10-year trend line shows a steady decrease over the years.



Source: Iowa Department of Transportation



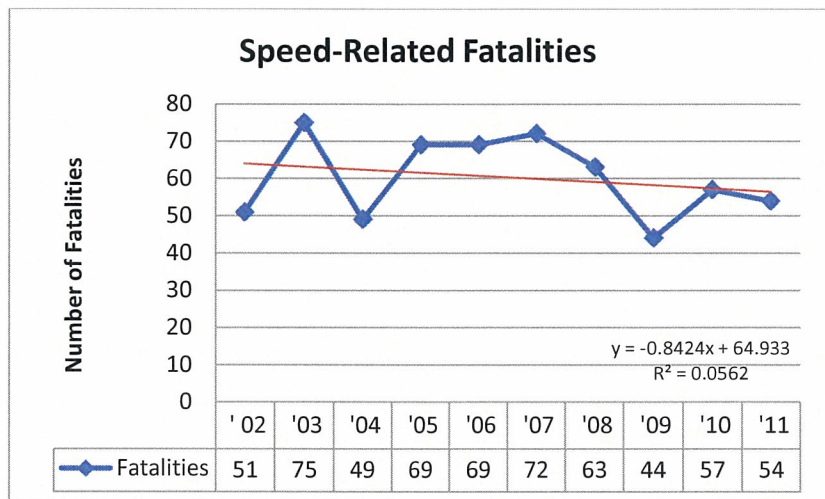
Speed

Over the last decade, speed was the number one causation for traffic fatalities and serious injuries in the state of Iowa. Through our law enforcement partners, efforts to reduce speed are part of the overall mission to improve traffic safety. Section 402 and 410 funding has allowed for strong partnerships between local, county and state enforcement agencies. In addition to federally funded overtime activities for enforcement, their efforts also provide for awareness and educational components.

Questions regarding speed are included in the yearly public awareness survey conducted at selected Department of Transportation Driver License Stations. The information gathered through the surveys is used to analyze behavior of drivers, the effectiveness of public service announcements and other media events.

Between 2010 and 2011, speed-related fatalities decreased by 5.263%. The 10-year trend line reflects a gradual decrease in speed-related fatalities over that time period.

In 2011, speed-related fatalities accounted for 15% of all traffic fatalities in the state of Iowa.



Source: Iowa Department of Transportation



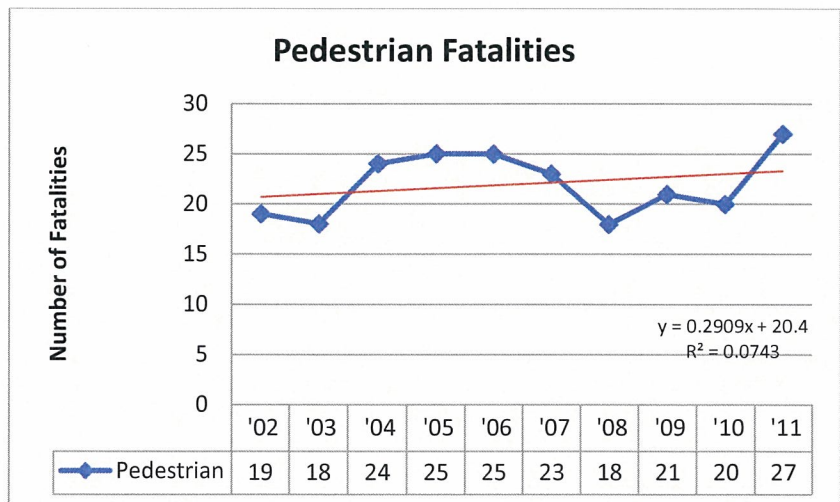
Pedestrian Fatalities

According to NHTSA data, pedestrian fatalities have steadily decreased nationally; however, in Iowa, the 10-year trend line reflects a steady increase.

An objective to reduce pedestrian fatalities would be to remind motorists to drive distraction-free and to be aware of individuals walking, roadway workers, emergency personnel and children playing. For FFY 2013, the University of Iowa, Department of Public Safety will implement a pedestrian program in their educational events.

Between 2010 and 2011, Iowa experienced a 35.00% increase in the number of pedestrian fatalities. Over the past 10 years there has been a fluctuation in the number of pedestrian fatalities. The trend line for the same period reflects a steady increase.

As of August 30, 2012, 10 (ten) pedestrian fatalities have been recorded for the calendar year 2012. With four more months left of the year, it is highly possible that Iowa will see a significant drop in pedestrian fatalities between 2011 and 2012.

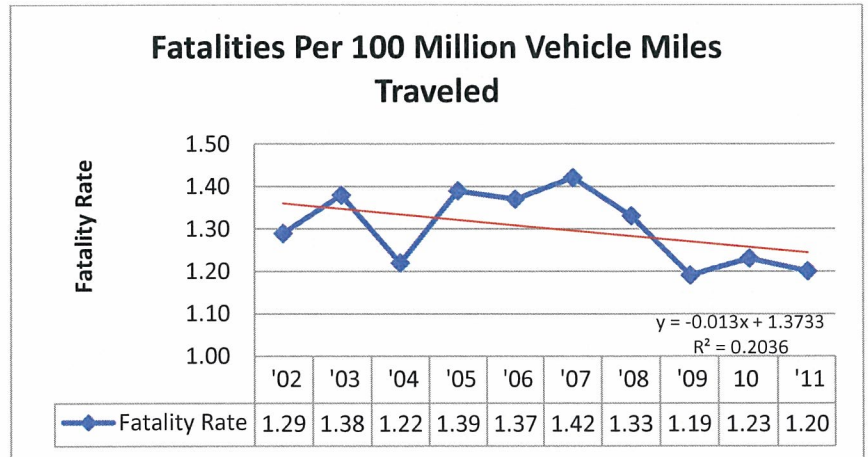


Source: Iowa Department of Transportation



Fatalities Per 100 Million Vehicle Miles Traveled

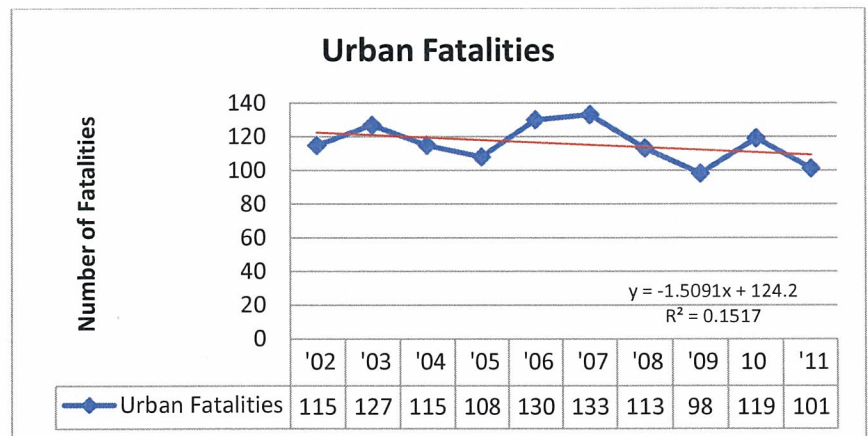
The 10-year trend line reflects a steady decrease in the number of fatalities per 100 million vehicle miles traveled. Iowa remains slightly above the national average (1.11 in 2010 – FARS Data).



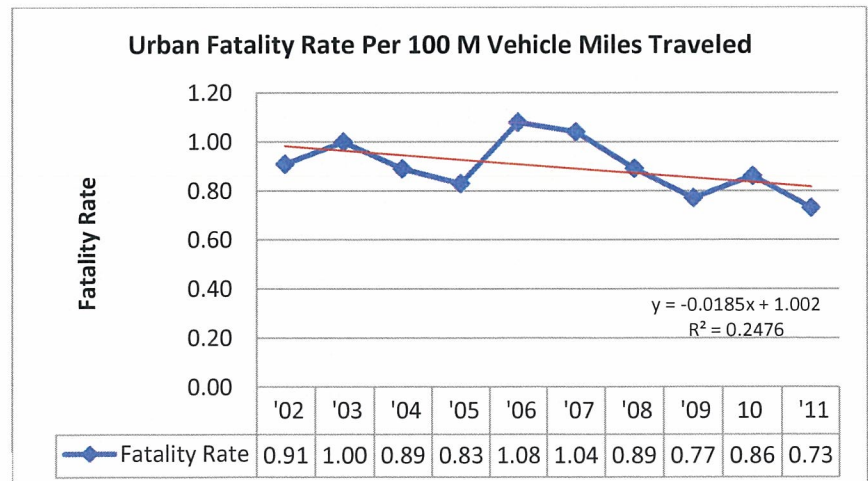
Source: Iowa Department of Transportation

Urban Fatalities and Urban Fatalities Per 100 Million Vehicle Miles Traveled

Urban fatalities have fluctuated over the last 10 years. However, the 10-year trend line indicates general downward trend. Between 2010 and 2011, Iowa experienced a 15.12% decrease in the number of urban fatalities.



The urban fatality rate per 100 million vehicle miles traveled also reflects a overall decrease when analyzing the last 10 years.



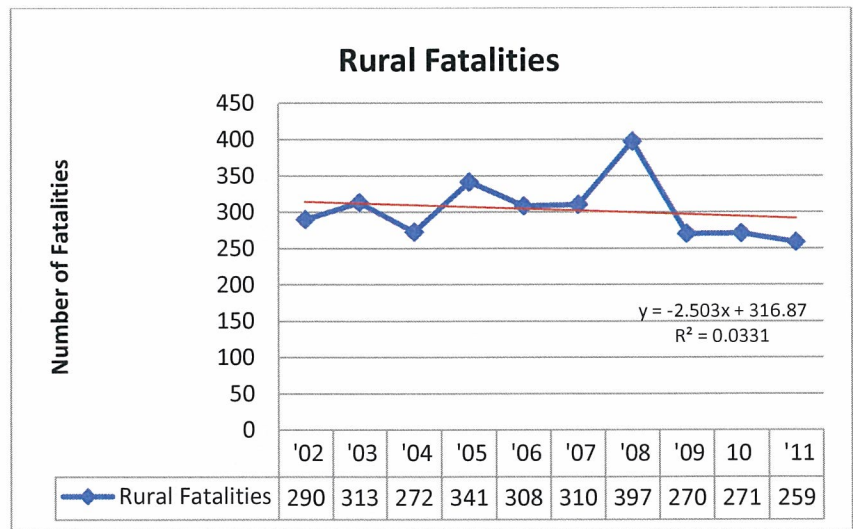
Source: Iowa Department of Transportation



Rural Fatalities and Rural Fatalities per 100 Million Vehicle Miles Traveled

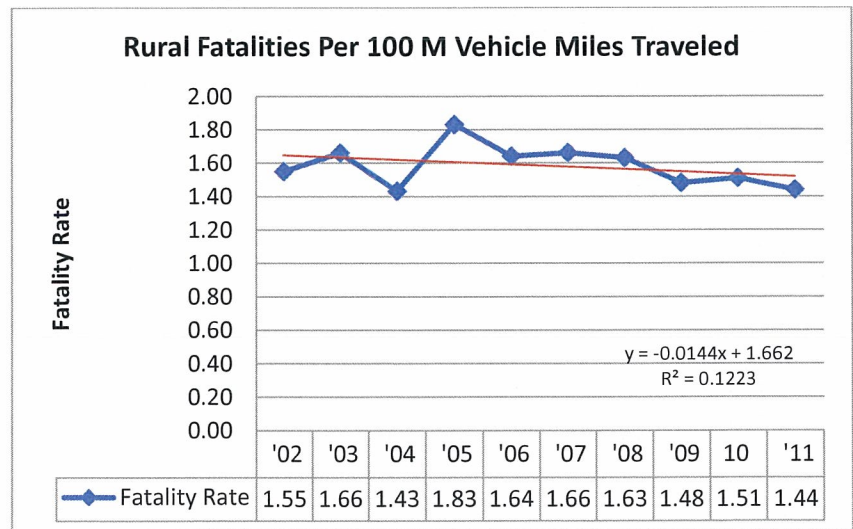
There are over 114,000,000 miles of public roadways in Iowa, of which 90,075 miles are classified as secondary roadway systems. In 2011, almost 72% of all of Iowa’s traffic fatalities occurred on secondary rural roads. Data supports that most rural road crashes are single vehicle crashes. Contributing factors of rural road crashes include but are not limited to losing control, failing to yield, driving too fast, road departures, hitting a stationary object, driver inexperience and alcohol.

Over the last ten years, the trend line of rural road crashes is showing a minimal decrease; an approximate 7.20% decrease. Iowa will continue to work toward the common goal of reducing death on serious injuries on the rural roadway system through both a systematic and a behavioral approach. Since rural roads are maintained at a local and county level, maintaining strong Multi-Disciplinary Safety Team programs throughout the state will increase awareness of safety needs.



Source: Iowa Department of Transportation

The rural fatality rate per 100 million vehicle miles traveled reflects a gradual decline when analyzing a 10-year trend line.



Source: Iowa Department of Transportation



Statewide Safety Belt Usage

The Iowa Governor’s Traffic Safety Bureau (GTSB) is responsible for documenting and reporting patterns of seat belt use for the state of Iowa. In 2011 the National Highway Traffic Safety Administration (NHTSA) issued new Uniform Criteria for State Observational Surveys of Seat Belt Use to be implemented by all states starting with the 2012 survey. The new plan had to be developed by the state, submitted for NHTSA approval and upon approval be implemented during the 2012 survey. The GTSB partnered with Iowa State University’s Survey and Behavioral Research Services (SBRS) to develop a new seat belt use sampling and data collection plan in compliance with the new regulations. On March 19, 2012, the GTSB was informed by the NHTSA Seat Belt Survey design Review Team that the plan developed by SBRS was fully compliant with the Uniform Criteria and will be used for the implementation of Iowa’s 2012 seat belt survey. Just after receiving approval from NHTSA, GTSB was advised that not all states were able to develop a compliant plan so the federal requirement was going to be suspended for one more year but states with approved plans may use them in this year’s survey. It was decided that Iowa would use the new plan for our 2012 survey.

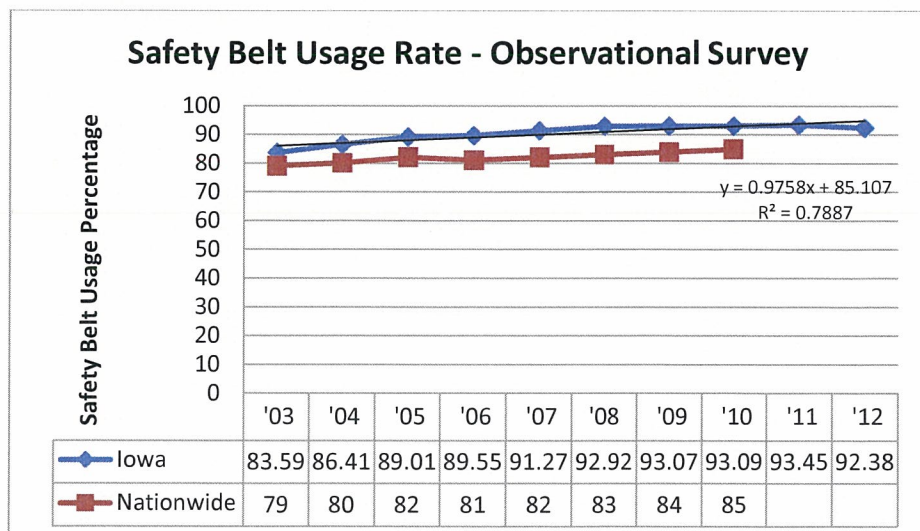
Iowa is composed of 99 counties; 70 of these counties account for 87.6% of the passenger vehicle crash-related fatalities according to Fatality Analysis Reporting System (FARS) data averages for the period 2005 to 2009. The subsample of counties to be included in the survey will be drawn from these 70 counties. Eligible roads are identified by the U.S. Department of Transportation Federal Highway Administration (FHWA) Federal Functional Classification as primary roads (interstate), secondary roads (other principal arterial and minor arterial), and local roads (major collector, minor collector, and local). In addition, eligible roads are divided into road segments which are stratified by available descriptive information. A stratified probability proportional to size (PPS) sample was employed to select the road segments to be used as observation sites.

The target population of this study includes all drivers and right-front passengers of all passenger vehicles that travel on public roads within the State boundary from 7 a.m. to 6 p.m. in all days of the calendar year 2012. The passenger vehicles are defined by Criterion 1340.3 as motor vehicles with a gross vehicle weight rating of less than 10,000 pounds. The population parameter of interest is the seat belt use rate. Here, the seat belt use rate is defined as the ratio of the miles that members in the target population traveled while wearing seat belts to the miles that all members in the target population traveled with or without belt use.

The 2012 observational safety belt use rate is 92.38%.

According to observational safety belt usage surveys, Iowa continues to have a higher usage rate than that recorded nationally. Reasoning for the decline reflected in calendar year 2012 could be due to the newly adopted methodology to collect such information.

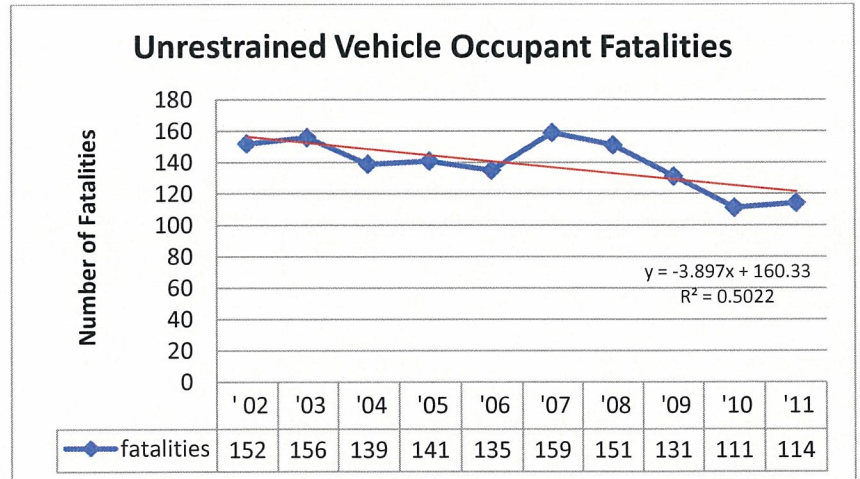
Sources: GTSB and NHTSA.





Unrestrained Vehicle Occupant Fatalities

The 10-year trend line reflects a gradual decrease in the number of unrestrained vehicle occupant fatalities. However, in 2011 alone, 32% of all fatalities involved unrestrained occupants. The GTSB and traffic safety partners will continue efforts to promote the use of safety belts.



Source: Iowa Department of Transportation



FFY 2013 Performance Measures and Goals

NHTSA and the Governor’s Highway Safety Association (GHSA) agreed on a minimum set of performance measures for the development and implementation of highway safety plans. The set contains 14 measures: ten core outcome measures, one core behavior measure and three activity measures. In addition to the core performance measures, the GTSB has determined two additional areas of interest and/or concern that are significant to Iowa and focus on rural road issues.

NHTSA Core Outcome Measures

C-1	Traffic Fatalities	Decrease traffic fatalities 1.46% from the 2007 – 2011 calendar base year average of 395.8 to 390 by December 31, 2013.
C-2	Serious Injuries	Decrease serious injuries by 1.17% from the 2007 – 2011 calendar base year average of 1709 to 1,689 by December 31, 2013.
C-3	Fatalities / VMT	Decrease fatalities/VMT 2.669 % from the 2007 – 2011 calendar base year average of 1.27 to 1.24 by December 31, 2013.
C-4	Unrestrained Passenger Vehicle Occupant Fatalities	Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 1.65 % from the 2007 – 2011 calendar base year average of 133.2 to 131 by December 31, 2013.
C-5	Alcohol Impaired Driving Fatalities	Decrease alcohol impaired driving fatalities 3.614% from the 2007 – 2011 calendar base year average from 83 to 80 by December 31, 2013.
C-6	Speeding Related Fatalities	Decrease speeding related fatalities 1.72% from the 2007 – 2011 calendar base year average of 58 to 57 by December 31, 2013.
C-7	Motorcyclist Fatalities	Decrease motorcyclist fatalities 2.74% from the 2007 – 2011 calendar base year average of 51.4 to 50 by December 31, 2013.
C-8	Unhelmeted Motorcyclist Fatalities	Decrease unhelmeted motorcyclist fatalities 3.75% from the 2007 – 2011 calendar base year average of 42.6 to 41 by December 31, 2013.
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	Decrease drivers age 20 or younger involved in fatal crashes 2.86% from the 2007 – 2011 calendar base year average of 63.8 to 62 by December 31, 2013.
C-10	Pedestrian Fatalities	Reduce pedestrian fatalities 8.257% from the 2007 – 2011 calendar base year average of 21.8 to 20 by December 31, 2013.

NHTSA Core Behavior Measures

B-1	Observed Seat Belt Use	Increase the statewide observed safety belt usage rate of front seat outboard occupants in passenger vehicles .541% from the 2012 rate of 92.38% to 92.88% by December 2017. (Iowa conducts an annual statewide safety belt use survey with a methodology approved by NHTSA. In 2012, Iowa changed the methodology of collecting the data to comply with the “Uniform Criteria for State Observational Surveys of Seat Belt Use” issued by NHTSA in 2011 which were to be implemented by all states starting with the 2012 survey.)
	Awareness Survey	A behavior, awareness and attitude survey will be completed during FFY 2013 to measure driver attitudes and behaviors regarding speed, safety belts, distracted and impaired. After the completion of the FFY 2013 surveys, FFY 2010 through FFY 2013 will be compared.



Activity Measures

The efforts of Iowa law enforcement agencies receiving grant funding can be seen in the significant number of arrests and citations/warnings that occur each year. Activity measures are recorded during the grant-funded activities in the categories of safety belts, OWI and speed.

**Measured During Funded Enforcement Activities
2009 - 2011**

A-1	Safety Belt Citations	2009 = 21,000* 2010 = 15,144 2011 = 12,443	*2009 activity reflect all contacts. Starting in 2010, activity reflects only citations.
A-2	OWI Arrests	2009 = 3,650* 2010 = 2,295 2011 = 3,478	
A-3	Speed Citations	2009 = 90,000* 2010 = 35,930 2011 = 31,094	

Performance Measures Determined Significant to Iowa

Iowa has determined the following categories for further review and performance measurement analysis in regard to the area of rural road safety.

IA-1	Rural Fatalities/VMT	Decrease rural fatalities per 100 million vehicle miles traveled 2.59% from the 2007-2011 calendar base year average of 1.54 to 1.50 by December 31, 2013.
IA-2	Urban Fatalities/VMT	Decrease urban fatalities per 100 million vehicle miles traveled 3.263 % from the 2007 – 2011 calendar base year average of .858 to .83 by December 31, 2013.



Actuals / Goals / Projections

CORE OUTCOME MEASURES	FARS (Final)					Previous Goal		Future Goals and Projections***			
						Previous FY(11) Goal	Current FY(12) Goal **	Short Term Goal	Moderate Term Goal 3-Yr	Long Term Goal 5-Yr	
	2007	2008	2009	2010	2011*	2011	2012	2013	2015	2017	
OVERALL											
Traffic Fatalities	Total	446	412	371	390	360	415	402	390	360	348
	Rural	310	297	270	271	259	303	303	297	281	277
	Urban	133	113	98	119	101	****	****	110	103	100
Fatalities per 100 Million Vehicle Miles Traveled	Total	1.42	1.33	1.19	1.23	1.20	1.33	1.33	1.24	1.19	1.16
	Rural	1.42	1.33	1.19	1.23	1.44	1.62	1.71	1.50	1.46	1.43
	Urban	1.04	.89	.77	.86	.73	.90	.60	.83	.74	.70
Serious Injury	Total	1,969	1,808	1,614	1,644	1,513	1,847	1,763	1,689	1,225	1,067
OCCUPANT PROTECTION											
Unrestrained Occupant Fatalities (all seating positions)	159	151	131	111	114	139	128	131	106	102	
Observed Seat Belt Use Rate %	91.27	92.92	93.07	93.09	93.45	94.5	93.2	***** 92.38	92.68	92.88	
ALCOHOL-IMPAIRED DRIVING											
Fatalities Involving Driver or Motorcycle Operator with .08+ BAC	111	80	91	67	64	93	91	80	48	38	
SPEEDING											
Speed Related Fatalities	72	63	44	57	54	63	42.34	55	53	51	
MOTORCYCLES											
Number of Motorcycle Fatalities	61	53	49	60	34	52	49.04	50	49	48	
Number of Unhelmeted Motorcyclist Fatalities	51	44	40	48	30	41.1	41.589	41	39	37	
YOUTH											
Number of Drivers under 20 Involved in Fatal Crashes	86	65	61	53	54	74	67	62	40	32	
PEDESTRIANS											
Number of Pedestrian Fatalities	23	18	21	20	27	21	21	20	18	16	

- * State data for calendar year 2011 was used to assist in projections for calendar year 2013 and beyond.
- ** Goals for the FFY 2012 HSP were determined using the 2005 – 2009 calendar base year averages.
- *** Goals and projections for the FFY 2013 HSP were determined using 2007 – 2011 calendar base year averages with analysis of 10-yr trend lines.
- **** No specific goal identified in FFY 2011 and FFY 2012 HSPs.
- ***** The methodology of collecting data for the observational survey was changed for calendar year 2012. The new Methodology was developed to be in compliance with the “Uniform Criteria for State Observational Surveys of Seat Belt Use” issued by NHTSA in 2011.



The Process of Problem Identification in Iowa for the Granting of 402 and 410 Enforcement Contracts

Traffic related safety problems throughout Iowa are analyzed through the problem identification process. This process allows for the analysis of data and other pertinent information about traffic crashes to develop effective countermeasure programs. Iowa reviews statistics on serious traffic incidents and evaluates for each of the 99 counties. The *Administrative Code* of the State of Iowa currently specifies the inclusion of fatalities, alcohol-related fatalities, injuries, serious injuries, alcohol-related injuries, vehicle miles traveled, OWI revocation and motorcycle/pedestrian/bicycle fatalities/injuries in the problem identification analysis process. The analysis supports the application and implementation of strategies utilizing Section 402 federal highway safety funds in Iowa. In addition to the information listed above, county population was added to criteria for the Problem Identification process in Iowa beginning with FFY 2012 planning. For FFY 2013, planning purposes, the population data was derived from the latest census information collected by the U.S. Census Bureau which, for this report was the 2010 Census information.

For evaluation purposes, each of the nine data elements is given even weight. The *Administrative Code* does not specify any particular emphasis on the individual elements. Because each element was considered important for the inclusion in the problem identification analysis as defined by *Administrative Code*, equal consideration of each element has been adopted. Iowa has adopted the recommendation of the National Highway Traffic Safety Administration (NHTSA) to utilize at least 3 years of data for the problem identification analysis.

Data in each category is totaled and ranked in relationship to the other counties throughout the state in each of the eight categories from the highest number of occurrences to the lowest. For example, if the three-year data indicated that County X experienced an average of 35 traffic fatalities; the highest in the state, County X would be ranked number one in the fatality problem category. If County Y averaged 25 fatalities over the same three-year period, and that figure was the 12th highest among the 99 counties, then County Y would be ranked 12th in the area of traffic fatalities.

After all categories have been analyzed, the problem rankings in all data groups for each individual county are averaged and compared which provides for a composite ranking for each county. The composite ranking is used to determine the relative need for federal 402 highway safety program assistance. Counties are grouped by their individual ranking in each of the categories to determine their overall ranking. The overall ranking identifies the counties with the highest occurrence of traffic problems. From this process, the Top 22 counties, the counties with the highest composite rankings in the relevant categories, are identified for Section 402 highway safety funding.

Problem Identification Composite Ranking by County

The chart below identifies the ranking of the Top 22 Problem counties analyzed for FFY 2013 Section 402 funding. The evaluation included the most recent 3-years worth of traffic data in the identified categories. Individual county data is tallied and ranked from the highest to the lowest number in each area. After ranking each county, the overall composite ranking was made establishing the Top 22 counties.



Pedestrian/Bicycle Safety Area

Project Number: PS 13-08-01 **Budget: \$10,000**
Project Title: Blank Children’s Hospital

Description and Strategies: With prior DPS/GTSB approval, Blank Children’s Hospital will purchase and distribute bicycle helmets and safety materials in support of Iowa’s bicycle safety program or local groups conducting activities in their areas. Blank Children’s Hospital will also report on observational surveys of helmet use in each of the selected areas where bike helmets area given.

Pedestrian and Bicycle Safety Area - Budget Summary:

Project Number	Project Title	Budget
PS 13-08-01	Blank Children’s Hospital	\$ 10,000
Total 402 Funds		\$ 10,000



Roadway Safety Area

Project Number: RS 13-10-01 **Budget:** \$ 60,000
Project Title: Iowa Department of Transportation, Office of Traffic and Safety

Description and Strategies: Funding will provide for a Safety Circuit Rider program to assist local traffic engineers through Federal Highway Administration curriculums. The Safety Circuit Rider program is designed to provide safety-related information, training, and support to agencies responsible for local roadway safety. Funding will support training and program-related materials for local engineers in addition to other state and local employees.

Project Number: RS 13-10-02 **Budget:** \$ 150,000
Project Title: Iowa Department of Transportation, Office of Traffic and Safety

Description and Strategies: Funding will provide for a traffic engineer consultant to conduct studies and to identify cost-effective traffic safety and operational improvements to local engineers. The Traffic Engineering Assistance Program (TEAP) provides engineering expertise to local areas experiencing high crash incidents and need assistance with traffic control and/or operations.

Project Number: RS 13-10-03 **Budget:** \$ 20,000
Project Title: Iowa Department of Transportation, Office of Traffic and Safety

Description and Strategies: Funding will provide for services to assist local communities and regional planning associations in the formation and development of local multi-disciplinary safety teams (MDST's). The grant funding will allow for initial meetings between key participants and partners for the development of new MDSTs throughout the state. As the interest continues, funding will assist to guide new team initiatives.

Roadway Safety Area - Budget Summary:

Project Number	Project Title	Budget
RS 13-10-01-00	Department of Transportation, Office of Traffic and Safety	\$ 60,000
RS 13-10-02-00	Department of Transportation, Office of Traffic and Safety	\$ 150,000
RS 13-12-03-00	Department of Transportation, Office of Traffic and Safety	\$ 20,000
RS 13-00-00-03	GTSB Travel	\$ 10,000
RS 13-00-00-04	GTSB Region 7 Meeting	\$ 5,000
Total 402 Funds		\$ 245,000



Youth/Alcohol Safety Program

Project Number: YA 13-11-01-00 **Budget:** \$ 85,000
Project Title: Iowa State University, Department of Public Safety

Description and Strategies: The area of social norming is addressed with leadership development and creative prevention strategies developed through the Iowa State University, “Get a Grip” program. Strategies are developed to reduce the number of teen and young adult alcohol-related traffic incidents. “Get A Grip” is a student-driven and staff supported alcohol education and traffic safety leadership program for teens and young adults attending Iowa high school and colleges. Funding through this project provides for a part-time coordinator to plan and implement activities as well as mentor student trainers in the “Get A Grip” program. Training workshops, media message promotions and secondary school presentations will be developed to reach high school students and middle school students from several different districts. “Get A Grip” also maintains an internet website which includes a “Drive-Ride Blog” aimed at addressing and informing the student population across Iowa to focus on being alert, being aware of distractions and safe traveling. “Get A Grip” also uses key note speakers, driving simulators and promotional items to reinforce the message of traffic safety.

Project Number: YA 13-11-02-00 **Budget:** \$ 5,000
Project Title: Department of Transportation / Traffic and Safety

Description and Strategies: During the funding year, a subcontractor will develop promotional and educational materials in support of the “Sweet Ride” and “Restrain Yourself” campaigns on safe driving for teens that includes safety belt use, distracted driving and driving on rural roads. Funding will also be used to print and distribute materials to all Iowa licensed drivers ages 14 – 18.

Project Number: YA 13-11-03-00 **Budget:** \$ 8,000
Project Title: Morningside College

Description and Strategies: Morningside College will develop “Sober Driver” program kits with sample items for distribution to three to five Iowa community colleges. A “Sober Driver” program will be presented at a minimum of five Iowa colleges. Funding will also provide for support for college students and staff to implement their own “Sober Driver” campaigns.

Youth/Alcohol Safety Program Area - Budget Summary:

Project Number	Project Title	Budget
YA 13-11-01-00	Iowa State University, Department of Public Safety	\$ 85,000
YA 13-11-02-00	Department of Transportation / Traffic and Safety	\$ 5,000
YA 13-11-03-00	Morningside College	\$ 8,000
Total 402 Funds		\$ 98,000



Additional Highway Safety Funding

Section 405 – Occupant Protection Incentive Grant

Section 405 Occupant Protection Incentive funding will support efforts to increase statewide safety belt and child restraint usage. Child passenger safety efforts will include technician training, a statewide child restraint program with fit stations, web information as well as a statewide child restraint survey. Child restraint systems will be provided to low income families and child restraint training will be provided at hospitals and day care centers across the state.

Section 408 – State Traffic Safety Information Systems Improvement Grant

Coordinated with efforts of the State Traffic Records Coordinating Committee (STRCC), projects utilizing Section 408 monies will continue to support the traffic records program in Iowa. At the cornerstone of traffic records is the timeliness and accuracy of data collected through crash reports. The continuation of software enhancements to Iowa's Traffic Records and Crime Software (TraCS) strongly supports this effort. The Iowa Department of Transportation continues to add additional TraCS users/agencies throughout the state. Systems such as the Crash Outcome Data Evaluation System (CODES) in addition to special projects and activities provided by the Iowa Safety Data Service (ITSDS) provides for the evaluation of crashes. The use of data will continue to be a foundation as to traffic safety projects and initiatives, including behavioral studies, in the state of Iowa.

During April 2011, Iowa conducted an assessment of its statewide traffic records system under the advisory of NHTSAS and a 5-member team of peers. The recommendations of the assessment team have been reviewed and considered by the Statewide Traffic Records Coordinating Committee (STRCC) and other members of the traffic safety community for implementation and inclusion in Iowa's overall traffic records system.

In conjunction with traffic safety partners, Iowa will continue to utilize Section 408 funding to enhance the collection and the use of traffic records.

Section 410 – Alcohol Impaired Driving Countermeasures

Section 410 funding will provide for overtime enforcement directed at high-risk times and locations. Equipment supported through funding includes PBT's and in-car video systems in addition to educational materials. Two communication centers will receive funds to support impaired driving enforcement efforts. Partnerships with Mercy Medical Center and Siouxland C.A.R.E.S. will coordinate alcohol awareness programs in the Woodbury County area targeting youth under age 21 years of age.

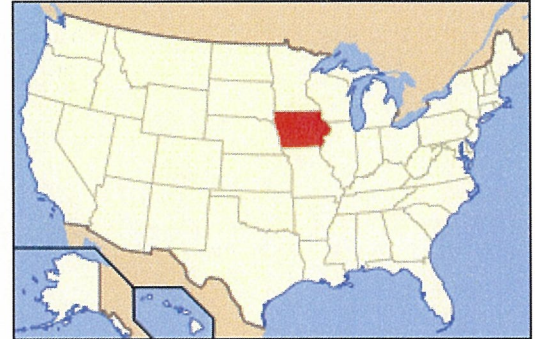
Section 2010 – Motorcycle Safety Grant

Funding will be used to support efforts to reduce motorcycle collisions, injuries and deaths in Iowa. In April of 2013, Iowa will host their 10th Annual Motorcycle Safety Forum. Section 2010 funds will help support this forum in addition to rider education training courses and media campaigns to include television radio, print and social media public service announcements



Iowa Demographics

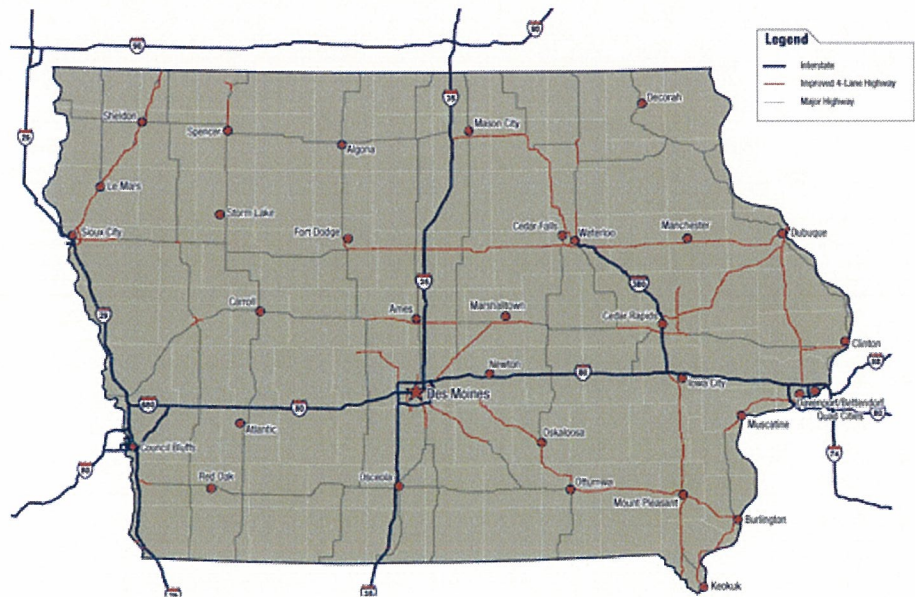
North-centrally located, Iowa is within a humid continental zone and generally experiences hot summers, cold winters and wet springs. Temperatures vary widely during the year with an annual average of 49° Fahrenheit. The state averages approximately 166 days of sunshine with 199 days which are cloudy or partly cloudy. The soil is fertile which makes Iowa one of the foremost farming states in the United States. The capital city of Des Moines is centrally located in the state and has an average daily temperature of 88° Fahrenheit in July and an average daily temperature of 10 ° Fahrenheit in January. Average precipitation is 30.5 inches plus and average of 30 inches of snow.



Iowa has a population of approximately 3,046,355*. The state is divided into 99 counties with 948 cities/municipalities.

There are 56,271 square miles of total area, ranking Iowa 23rd in the nation for total area. There are over 114,000,000 miles of public roadways of which 9,373 miles are classified as primary roadways and 90,075 miles are secondary roadway systems.

Due to the central geographic location, Iowa is well suited to support strong commerce. Iowa has the capability to export products all over the world with a combination of air, water, rail and highway systems. Interstate 35 and Interstate 80 are major coast to coast interstates that pass through Iowa.



*2010 Census



IOWA CERTIFICATIONS AND ASSURANCES

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

Section 402 Requirements (as amended by Pub. L. 112-141)

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations and high-visibility law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**



- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources,**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).**

(23 USC 402 (b)(1)(F));

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(j)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010,

(https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;



- Other relevant information specified by OMB guidance.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702);

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 1. Abide by the terms of the statement.



2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
 - f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 1. Taking appropriate personnel action against such an employee, up to and including termination.
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
 - g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.



3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction,



without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may



contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and



- b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

Iowa

State

2013
For Fiscal Year

8/28/2012

Date



State of Iowa

HS 217

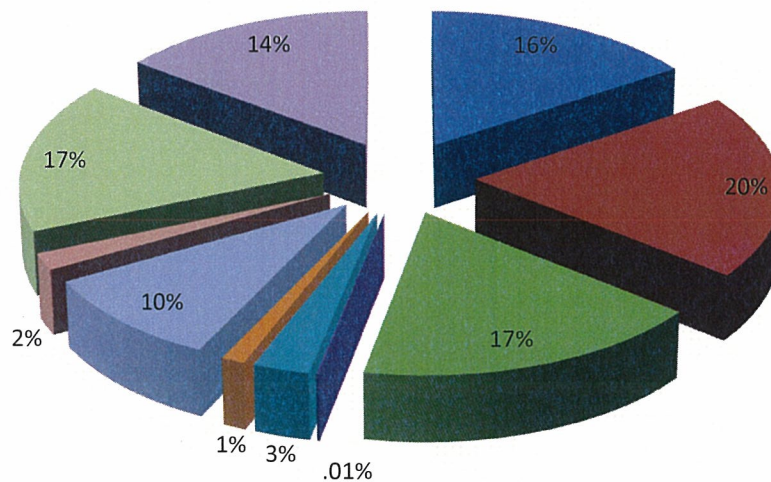
Highway Safety Program Cost Summary

U.S. Department of Transportation / National Highway Traffic Administration / Federal Highway Administration

Program Area Code	HSP Approved Program Funds	Match Funds	Previous Balance	Increase / Decrease	Current Balance	Share to Local Benefit
PA-13-01	\$240,000	\$240,000	\$0	\$0	\$480,000	\$0
AL-13-02	\$1,003,185	\$0	\$0	(\$72,270)	\$1,003,185	\$401,274
ALPM 13-02	\$323,920	\$0	\$0	\$305,000	\$323,920	\$0
OP-13-03	\$1,710,642	\$0	\$0	(\$261,753)	\$1,710,642	\$525,857
PT-13-04	\$1,460,275	\$968,204	\$0	\$537,726	\$3,880,786	\$584,110
PS-13-08	\$10,000	\$0	\$0	\$0	\$10,000	\$4,000
RS-13-10	\$235,000	\$0	\$0	\$50,000	\$235,000	\$94,000
YA-13-11	\$98,000	\$0	\$0	\$8,000	\$98,000	\$39,200
K2-13-00	\$654,126	\$619,452	\$0	\$20,553	\$1,273,578	\$0
K8-13-00	\$1,271,350	\$1,058,512	\$0	\$2,329,862	\$2,329,862	\$0
K2PM-13-00	\$171,810	\$0	\$0	\$16,610	\$171,810	\$0
K6-13-00	\$155,730	\$0	\$0	(\$2,701,625)	\$155,739	\$0
K8PM-13-00	\$140,000	\$0	\$0	(\$25,000)	\$140,000	\$0
K9-13-00	\$1,235,066	\$247,013	\$0	\$511,279	\$1,482,079	\$0
TOTAL	\$8,709,104	\$3,133,181		\$718,382	\$13,294,601	\$1,648,441



Iowa's FFY 2013 Highway Safety Funding



■ Alcohol \$1,327,105	■ Occupant Protection \$1,710,642
■ Police Traffic Services \$1,460,275	■ Pedestrian/Bicycle \$10,000
■ Roadway Safety \$235,000	■ Youth/Alcohol \$98,000
■ Occupant Protection Incentive \$825,936	■ Motorcycle (2010) \$155,730
■ Alcohol Incentive (410) \$1,411,350	■ Traffic Records/Data (408) \$1,235,066



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Region 7
Arkansas, Iowa, Kansas,
Missouri, Nebraska

901 Locust, Suite 466
Kansas City, MO 64106
Phone: 816-329-3900
Fax: 816-329-3910

September 27, 2012

The Honorable Terry E. Branstad
Governor of Iowa
State Capitol Building
Des Moines, Iowa 50319

Dear Governor Branstad:

We have reviewed Iowa's Fiscal Year 2013 Performance Plan, Highway Safety Plan, Certification Statement, and Cost Summary (HS Form 217), as received on September 1, 2012. Based on these submissions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 program.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year Highway Safety Program (carry-forward funds) will be available for immediate use by the State on October 1.

Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), consistent with the requirements of 23 CFR 1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

We look forward to working with Mr. K. London and the Governor's Traffic Safety Bureau during Fiscal Year 2013. If you have questions, please call our office at (816) 329-3900.

Sincerely,

Romell W. Cooks
Regional Administrator

cc:

K. Brian London
Jim Meyerdirk





U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Region 7
Arkansas, Iowa, Kansas,
Missouri, Nebraska

901 Locust, Suite 466
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September 26, 2012

Mr. K. Brian London
Department of Public Safety
Public Safety Building, 3rd Floor
215 East 7th Street
Des Moines, IA 50319-0248

Dear Mr. London:

We have reviewed Iowa's Fiscal Year 2013 Performance Plan, Highway Safety Plan, Certification Statement, and Cost Summary (HS Form 217), as received on September 1, 2012. Based on these submissions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 program.

By this letter, Iowa is hereby authorized to proceed with its Fiscal Year 2013 Highway Safety Plan. This authorization is subject to the availability of funds during Fiscal Year 2013 as of October 1, 2012; however, in no event does this authorization permit the State to be reimbursed for expenses in excess of amounts authorized by law. Federal 402 funds reprogrammed from the prior-year Plan will be available for immediate use by the State of Iowa under this Plan on October 1, 2012. Reimbursement is contingent upon the submission of a Cost Summary (HS 217) from the Grants Tracking System within 30 days after either the beginning of Fiscal Year 2013 or the date of this letter, whichever is later.

As noted in the 23 CFR Part 1200.21 (d) Major Purchases and dispositions: All purchases and dispositions of equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more per unit must receive prior written approval from the Approving Official, in this case the Region 7 Regional Administrator.

During the course of the fiscal year, we will work with the Governors Traffic Safety Bureau (GTSB) as they implement programs outlined in the Iowa Certification and Assurances. Specifically we will involve the GTSB as we coordinate efforts for the National "Click it or Ticket" Mobilization and the "Drive Sober or Get Pulled Over" Impaired Driving Campaign. We are glad that Iowa has put forth a great awareness campaign in the area of Distracted Driving. Your approach to educate the public, especially youth, about the dangers of distracted driving through the use of a desk-top simulator is a great strategy. The GTSB has put a renewed emphasis on drug impaired driving fatalities which has seen a steady downward trend in recent years. Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driving Enforcement



(ARIDE) training is a huge reason why Iowa is experiencing success in this area. We at NHTSA encourage you to reach your goal to advance these programs statewide in the future. You have already started setting goals and creating enforcement strategies to help reduce crashes and fatalities throughout the top 22 counties.

We applaud you and Jim Meyerdirk's staff for your efforts to continue to reduce the number of unrestrained fatalities on Iowa's roadways. On average during 2008-2010, Iowa annually lost 2.27 people per 100,000 as unbuckled passenger motor vehicle occupants in nighttime (6pm-6am) crashes; that was about 4.1% higher than the national nighttime unrestrained fatality rate. In 2007 Iowa had 159 unrestrained fatalities and in 2011 there were 114. We believe that your nighttime enforcement efforts were a contributing factor and we encourage you to continue to incorporate this type of enforcement in your overtime grants.

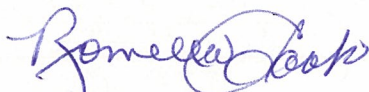
Over the last ten years we have seen a decrease in rural road fatalities in Iowa. In 2011 you experienced the biggest decline in 10 years, finishing the year with 259 down 31 from the 2002 total of 290.

Congratulations on your seatbelt survey design that was approved by NHTSA and implemented during the 2012 seatbelt survey. Your seatbelt usage rate decreased this year from 93.45 in 2011 to 92.38 in 2012; however, Iowa still remained higher than the national average and continues to be in the top ten in the nation for seatbelt usage. Your great commitment to keeping the motoring public buckled is the reason so many lives are saved everyday on Iowa's roadways.

However, we would like to encourage some improvements in the following areas: the GTSB's goals for speed, unrestrained fatalities, and BAC testing of alcohol related fatalities should be more aggressive. In addition, we would like you to include some of your safety partners in the planning process when developing the goals for your HSP. It appears that the GTSB is well on its way to establishing and aligning the SHSP with the HSP. The GTSB's participation on the SHSP Advisory Team which is comprised of other partners from the DOT could assist you in the HSP planning process in the future.

Again, great job Mr. London. We look forward to working with you and Jim Meyerdirk in Fiscal Year 2013. If you have questions, please call Dean Scott at 816-329-3900.

Sincerely,



Romell W. Cooks
Regional Administrator

cc: Jim Meyerdirk