

IOWA MOTOR VEHICLE ENFORCEMENT

FFY 2017 ANNUAL REPORT



SMARTER | SIMPLER | CUSTOMER DRIVEN
Motor Vehicle Enforcement



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INTRODUCTION

We are submitting this report to the Iowa General Assembly pursuant to Iowa Code 321.477(5), which states:

“The department shall submit a report to the general assembly on or before December 1 of each year that details the nature and scope of enforcement activities conducted in the previous fiscal year by employees designated as peace officers pursuant to [section 321.477] who are assigned to the supervision of the highways of this state. The report shall include a comparison of commercial and noncommercial motor vehicle enforcement activities conducted by such employees.”

This provision applies to officers we designate as Motor Vehicle Enforcement (MVE) officers. Because MVE tracks its time and activity on a federal fiscal year basis to meet federal reporting requirements for federally funded and required activities, this report covers activities occurring in the last federal fiscal year, Oct. 1, 2016, to Sept. 20, 2017.

HISTORY OF MVE

MVE's role in protecting Iowa's transportation assets and promoting the safe interaction of commercial and noncommercial motor vehicles on the transportation system dates back to 1941, when the Iowa State Highway Commission (the predecessor to the modern Iowa Department of Transportation) recognized the need to regulate the size and weight of motor vehicles to protect public safety and integrity of the road and bridge infrastructure. The Highway Commission recommended legislation that authorized it to designate employees as peace officers to enforce size and weight regulations, and that legislation was signed by Gov. George A. Wilson and became effective July 1, 1941.

The Iowa legislature formed the Iowa DOT in 1975 and MVE was formed at the same time, from a combination of size and weight enforcement officers from the Highway Commission, motor vehicle investigators from the Iowa Department of Public Safety, and peace officers from the Iowa State Commerce Commission. (Motor vehicle investigators, which in the Department of Public Safety were associated with enforcement activities related to motor vehicle registration, motor vehicle dealer licensing, motor vehicle inspection, and operators and chauffeurs licensing, are now part of our Bureau of Investigations & Identity Protection, and remain dedicated to enforcement activities associated with motor vehicle dealer regulations, vehicle theft and fraud, and identity theft and fraud.) The officers joined in MVE in 1975 were given the "authority of a peace officer to control and direct traffic and weigh vehicles, and to make arrests for violations of the motor vehicle laws relating to the operating authority, registration, size, weight, and load of motor vehicles and trailers and registration of a motor carrier's interstate transportation service with the department."

GENERAL RESPONSIBILITIES

The responsibilities of MVE officers have evolved as the needs of a modern transportation system evolved and federal regulations regarding commercial motor vehicles, carriers, drivers, and loads were established and grew. Significant additions to responsibilities included adoption of the Federal Motor Carrier Safety Regulations (see Iowa Code 321.449) and the federal Hazardous Materials Safety Regulations (see Iowa Code 321.450) in 1987. Today, responsibilities of MVE officers include the following.

- Enforcement of size and weight regulations.
- Escort of oversize and overweight vehicles and vehicles carrying radioactive loads.
- Enforcement of the state and federal motor carrier and hazardous materials safety regulations.
- Enforcement of fuel tax regulations, including operating authority under the International Fuel Tax Agreement (IFTA) for interstate commercial motor vehicles and laws regarding the use of untaxed fuel.

- Enforcement of commercial motor vehicle registration regulations, including operating authority under the International Registration Plan (IRP) and the federal Unified Carrier Registration (UCR) system for interstate commercial motor vehicles; driver and vehicle inspections for commercial motor vehicles involved in accidents causing serious injuries or fatalities.
- By designation of the governor, serving as the lead agency for the federal Motor Carrier Safety Assistance Program in Iowa.

MVE and federal highway funding

MVE plays an important part in our ability to access federal highway funding. Under 23 USC 141(a)&(b), a state that fails to enforce maximum size and weight laws on the federal-aid systems, including the interstate system, is subject to a reduction of its federal highway funding. In FFY 2018 that amount for Iowa would be approximately \$35.8 million. MVE maintains and implements our size and weight plan to retain our eligibility for full funding each federal fiscal year.

MVE officers also guide and control traffic during a variety of incidents, events, and emergencies; assist other law enforcement agencies as requested, provide highway assistance to stranded and disabled motorists; provide work zone enforcement to promote work zone safety, and engage in noncommercial traffic enforcement and operating while intoxicated enforcement as needed.

Note: Absent further action by the legislature this authority is repealed July 1, 2018.

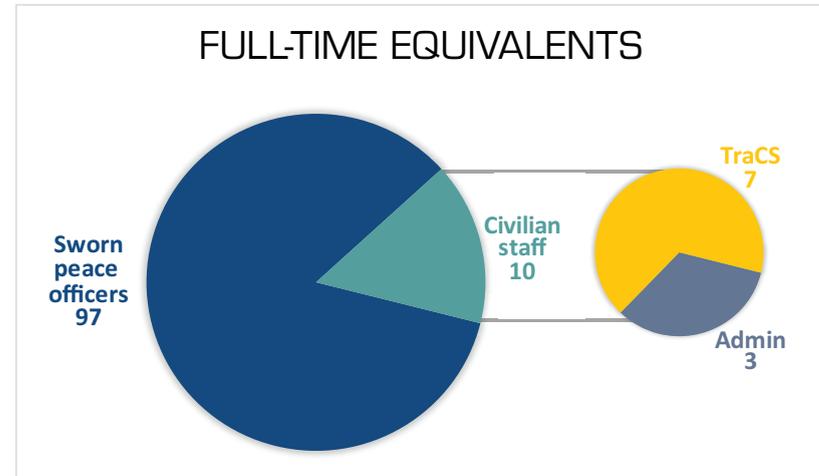
LEGAL AUTHORITY

Iowa Code 321.477 Employees as peace officers

- 1. The department may designate by resolution certain of its employees upon each of whom there is conferred the authority of a peace officer to enforce all laws of the state including but not limited to the rules and regulations of the department. Employees designated as peace officers pursuant to this section shall have the same powers conferred by law on peace officers for the enforcement of all laws of this state and the apprehension of violators.*
- 2. Employees designated as peace officers pursuant to this section who are assigned to the supervision of the highways of this state shall spend the preponderance of their time conducting enforcement activities that assure the safe and lawful movement and operation of commercial motor vehicles and vehicles transporting loads, including but not limited to the enforcement of motor vehicle laws relating to the operating authority, registration, size, weight, and load of motor vehicles and trailers, and registration of a motor carrier's interstate transportation service with the department.*
- 3. Employees designated as peace officers pursuant to this section shall not exercise the general powers of a peace officer within the limits of any city, except as follows:*
 - a. When so ordered by the direction of the governor.*
 - b. When request is made by the mayor of any city, with the approval of the director.*
 - c. When request is made by the sheriff or county attorney of any county, with the approval of the director.*
 - d. While in the pursuit of law violators or in investigating law violations.*
 - e. While making any inspection provided by this chapter, or any additional inspection ordered by the director.*
 - f. When engaged in the investigation and enforcement of laws relating to narcotic, counterfeit, stimulant, and depressant drugs.*
- 4. The limitations specified in subsection 3 shall in no way be construed as a limitation on the power of employees designated as peace officers pursuant to this section when a public offense is being committed in their presence.*
- 5. The department shall submit a report to the general assembly on or before December 1 of each year that details the nature and scope of enforcement activities conducted in the previous fiscal year by employees designated as peace officers pursuant to this section who are assigned to the supervision of the highways of this state. The report shall include a comparison of commercial and noncommercial motor vehicle enforcement activities conducted by such employees.*
- 6. The maximum age for a person employed as a peace officer pursuant to this section is sixty-five years of age.*

MVE has for many years been an office within our Motor Vehicle Division, which also includes Driver & Identification Services, Vehicle & Motor Carrier Services, and the Bureau of Investigation & Identity Protection. However, this year we organizationally moved supervision of MVE from the Motor Vehicle Division to our Systems Operations Bureau in our Highway Division, which includes the offices of Maintenance, Traffic & Safety, Traffic Operations (which includes our Traffic Management Center), and now Construction & Materials. This move will better align our operational resources and help us more effectively implement transportation system management and operations (TSMO) principles, as well as more strategically and effectively guide MVE's work, by better aligning MVE with operational decisions and data involving commercial motor vehicles. (For more on our TSMO strategy and plan, please go to iowadot.gov/tsmo.) This move will also improve coordination with the Iowa State Patrol, as we continue to build joint operations protocols with ISP through our Systems Operations Bureau and Traffic Operations.

This move is organizational only – MVE will remain headquartered at the Motor Vehicle Division building in Ankeny (which also houses the Traffic Management Center) where it will continue to interact with the Motor Vehicle Division on matters such as commercial driver's license requirements, commercial driver fitness and capability, movement of oversize and overweight loads, and motor carrier operating authority. No physical relation of staff or offices and no expenditure of funds was necessary to complete this organizational move.



MVE as a law enforcement agency has a very lean structure. MVE is again headquartered in the Motor Vehicle Division building in Ankeny, and has no districts or district offices. MVE has 107 total full-time equivalents (FTEs) – 97 peace officer positions and 10 civilian positions (seven of which are on the TraCS team). MVE has nine supervisory positions – a chief, an assistant chief, and seven captains, with an average span of control of just under 12 to 1. Ten positions plus the TraCS team are housed at the Motor Vehicle Division headquarters in Ankeny and the remaining 90 are dispersed in patrol areas throughout the state and operate from patrol vehicles and fixed-scale locations. Organizationally MVE is structured as follows.

FIELD ENFORCEMENT

The assistant chief and seven captains oversee 73 officers assigned to general enforcement activities throughout the state, including at fixed-scale locations.

HAZARDOUS MATERIALS ENFORCEMENT

One captain oversees six peace officers that specialize in enforcement of hazardous materials safety regulations throughout the state.

ADMINISTRATION

The administrative team includes the MVE chief, who oversees all aspects of MVE enforcement and administration, including the TraCS team; three civilian staff that provide secretarial, grant, and data analysis support; and five officers that provide hiring, training, public information, data reporting, and application and equipment support.

TRACS TEAM

Seven civilian staff form the TraCS team. The TraCS team administers the Iowa model for TraCS (Traffic & Criminal Software) and MACH (Mobile Architecture for Communications Handling), and also leads the national model for TraCS and MACH.

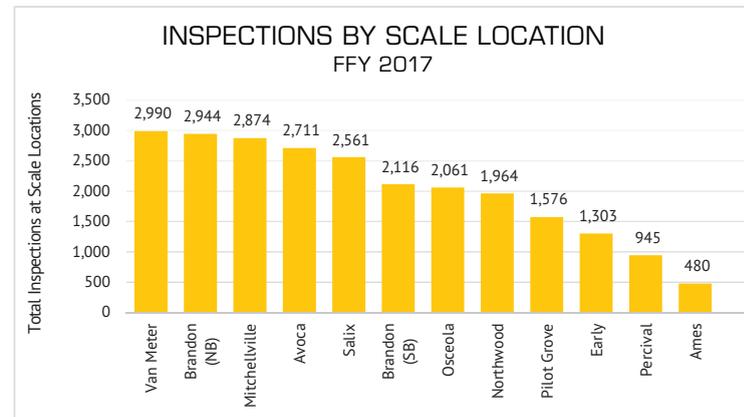
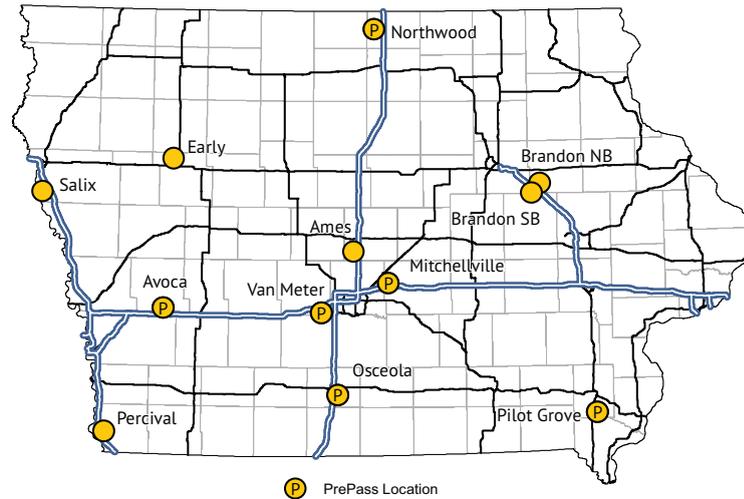
- TraCS allows law enforcement agencies to collect and report information in accident reports and citations electronically to the Iowa DOT and to the Iowa courts; over 99 percent of all accident reports are submitted electronically and over 85 percent of all citations are submitted electronically using TraCS.
- MACH is an internet-based communications tool that allows public safety agencies to visually see the location and activity of their officers and assets and share and communicate critical information, to enhance cooperation and organization within agencies and between agencies during both routine activities and emergency situations.

Both TraCS and MACH are provided to participating agencies at no cost. Currently, 340 Iowa agencies participate in TraCS and 245 Iowa agencies participate in MACH, and we continue to seek to enroll new agencies every year. For more information on TraCS and MACH see iowadot.gov/tracs/tracs-home.

Again, MVE is headquartered in the Motor Vehicle Division building in Ankeny, but the vast majority of its resources and staff are dispersed throughout the state and provide an enforcement presence throughout the state. MVE operates 12 fixed-scale locations on the Primary Road System (fixed-scales, also called weigh stations, are permanent scales that are built into the ground at a fixed location and provide a platform for weighing a vehicle as a unit, as opposed to portable scales that an officer carries in his or her vehicle and may deploy at various roadside points by placing them under the individual axles of the vehicle) and conducts both weight and safety inspections on vehicles passing through these facilities. These facilities are fully owned by the Iowa DOT and are integrated to the primary system via access ramps, signs, signals, and intelligent screening technology. Intelligent screening technology includes PrePass technology at five scale locations, also the 360 Smartview system at the Dallas and Jasper County scale locations.

PREPASS

PrePass is a weigh station bypass system provided by HELP Inc., a nonprofit organization that is a public-private partnership between state transportation officials and trucking industry members throughout North America with a mission of improving safety and efficiency in freight movement and commercial transportation. The Iowa DOT has been a long time member of HELP Inc., which provides the PrePass system at no cost to member jurisdictions. PrePass works as follows.



Participating carriers contract with HELP Inc. to place transponders in their vehicles. When the vehicle approaches a scale equipped with PrePass, it will pass under a scanner suspended over the road called an Advanced Vehicle Identification (AVI) reader. The transponder transmits carrier and vehicle information through the reader to the PrePass system, which automatically checks the vehicle's safety and credential clearance status and the vehicle's weight. Based on the clearance status and weight, the PrePass system sends a signal to the transponder, which notifies the driver of the screening result both visually and audibly. A green light tells the driver to bypass the scale, and a red light tells the driver to pull into the weigh station. To maintain system integrity, some PrePass trucks are randomly selected and receive a red light, requiring them to pull into the weigh station where a carrier's compliance can be confirmed. A roadside bypass compliance reader identifies when any noncompliant truck fails to pull into the weigh station so an officer can be dispatched to intervene with the vehicle.

360SMARTVIEW

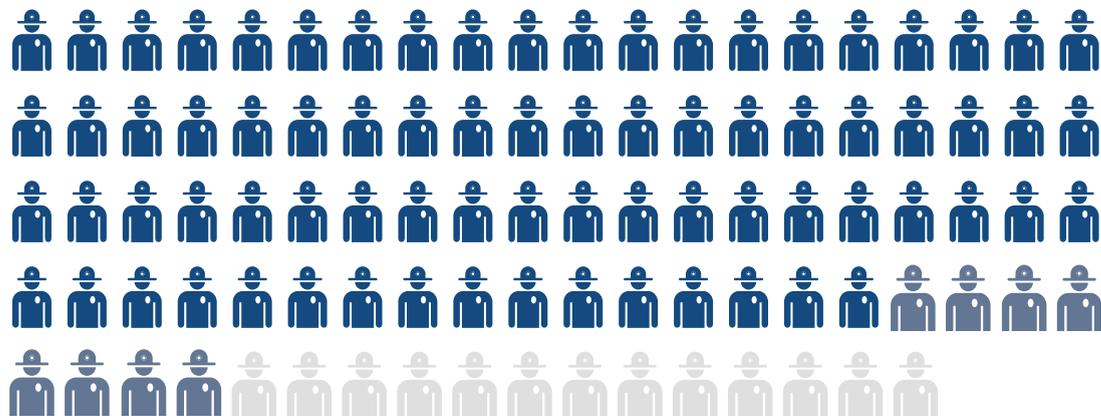
360 Smartview is another bypass system that can screen all vehicles entering a scale site, and not just those that are owned by carriers that have enrolled in PrePass and equipped their vehicles with transponders. This advanced e-screening system uses cameras at the scale's entrance ramp to take photos of the vehicle, the license plate, and the USDOT number. Using national commercial vehicle databases, the system quickly makes sure the license plate number and USDOT number correlate; and then checks the carrier's safety rating, which is based on prior inspections, citations, and other factors related to the vehicles in its fleet.

Inside the scale building, officers can see on their monitors the images and the carrier's safety rating. The system directs vehicles from carriers with good safety ratings to bypass the scale and continue with very little delay or interruption, and directs vehicles that have questionable plates or USDOT numbers or are from carriers with questionable safety ratings to continue to the scale facility where an officer can further inspect the vehicle. This system was implemented at no charge to the state through a grant from the Federal Motor Carrier Safety Administration.

BENEFITS OF INTELLIGENT SCREENING SYSTEMS

Intelligent screening systems make both enforcement and carriers more efficient and help both avoid waste, while at the same time improving overall commercial motor vehicle safety. For enforcement, they help officers make smart inspection decisions and focus limited resources on vehicle and carriers most in need of intervention, without wasting time on carriers and vehicles that do not. For carriers, they reduce delay and lost travel and driver time, reduce fuel consumption (which reduces emissions), and increase productivity and fuel efficiency. As an example, FMCSA estimates that each bypass results in carrier operational savings of \$8.68, and HELP Inc. estimates that each bypass saves nearly one-half gallon of fuel per bypass. In the aggregate HELP Inc. estimates that PrePass carriers have saved more than \$5.7 billion operational costs and more than 300 million gallons of fuel since 1997. Use of these systems is part of our commitment to our vision of being smarter, simpler, and customer driven; and our mission of getting you there, safely, efficiently, and conveniently.

97 sworn peace officers



= currently vacant position

76 males

8 females

17 military veterans

100% of MVE officers have completed the Iowa Law Enforcement academy and are trained and certified to ILEA standards.

As noted above, 97 of the positions within MVE (93 percent) are sworn peace officer positions. All peace officers employed by MVE are required to be certified as law enforcement officers by the Iowa Law Enforcement Academy under Iowa Code 80B, which means that they meet the mental, physical, moral, and psychological standards for law enforcement officers established by ILEA (see 501 IAC 2); have successfully completed an ILEA academy or ILEA approved equivalent and meet the certification through training requirements established by ILEA (see 501 IAC 3); maintain their certification throughout their employment by meeting the mandatory in-service training requirements established by ILEA (see 501 IAC 8), and are not otherwise subject to decertification (see 501 IAC 6). In short, all of our officers meet the same standards, training, and certification requirements attendant all law enforcement officers in the state of Iowa, and on top of that complete and maintain training specific to duties performed as an MVE officer.

Of the 97 peace officer positions within MVE, currently, 84 are filled and 13 are vacant. MVE has an ongoing process to fill positions and, as always, all applicants will be required to either be ILEA certified law enforcement officers or complete the ILEA academy and attain ILEA certification as a law enforcement officer.

MVE COLLABORATION WITH ILEA

Not only are all of our officers fully trained and certified by ILEA, but MVE plays a part of ILEA and its training courses. Under Iowa Code 80B.6(1)(k), the Iowa Law Enforcement Academy Council (appointed by the Governor and approved the Iowa Senate) includes a member of MVE (currently MVE Chief David Lorenzen, appointed through April 30, 2019). Additionally, many MVE officers serve as ILEA faculty members. More than half of ILEA's classes are taught by visiting agency representatives, and MVE officers regularly service in this capacity. Topics taught cover a variety of topics, including firearms training, defensive tactics, field sobriety testing, and emergency driving. MVE officers are not just members of the Iowa law enforcement community but an integral and respected part of its governance, standards, and training.

REQUIRED IN-SERVICE TRAINING

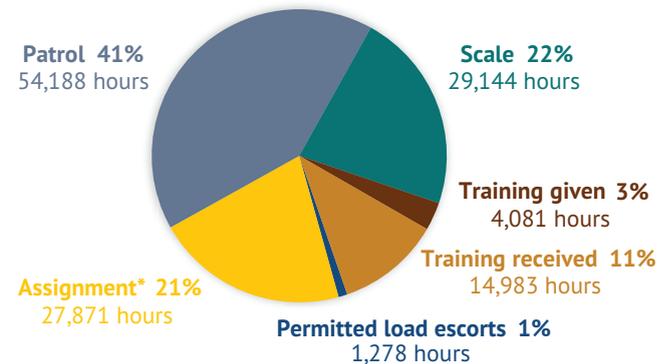
Highlighted trainings indicate training specific to MVE.

4th amendment search and seizure	Hazardous materials certification
ALBERT (active shooter)	Implied consent
ASAP – collapsible baton	Iowa Administration Code 761
Below 100	Iowa Law Enforcement Academy Basic Training 14 weeks
Blue Courage	Iowa traffic laws 321
Bus inspector certification	Iowa weapon laws
Cargo tank certification	Mandatory reporter
CFR 23 FHWA weight enforcement – HAENNI (portable) scales	Motor Carrier Safety Assistance Program
CFR 49 North American standard inspections, Parts A & B	New entrant safety audits
Compliance review audit	OC (pepper) spray
CPR first responder	Radar certification
Data Master certification	Standardized field sobriety test
Defensive driving	Stop Stick® certification
Defensive tactics	Tactical medical training
DRE (Drug Recognition Expert)	Taser certification
Firearms – Handgun – Long Gun	TIM (Traffic Incident Management)

Although focus has often been placed on the total number of commercial and noncommercial citations issued by MVE officers as a measure of the balance of their activities between commercial and noncommercial vehicles and enforcement activities, those gross numbers paint an incomplete picture because they fail to reflect the time invested by MVE officers in the size, weight, load, operating authority, and commercial vehicle safety duties required of them and the fact that many of those activities will not result in citations (note that commercial safety inspections are intended to document not just violations but compliance rates to establish safety ratings favorable to safe carriers). Much of MVE officers' time is devoted to size, weight, load, authority and safety inspections, both at fixed-scale locations and at roadside from stops initiated on patrol, and those inspections take much more time to complete than a typical traffic stop for a noncommercial vehicle. Based on time and activity reports, MVE officers spent just under two thirds of their time (63 percent) on patrol or operating fixed-scale locations, and 87 percent of traffic enforcement actions initiated by MVE officers involved commercial motor vehicle inspections arising from interactions initiated on patrol or at a fixed-scale. (Another 7 percent involved traffic stops of commercial motor vehicles.) Just 6 percent of traffic enforcement activities initiated by MVE officers involved a traffic stop of a noncommercial motor vehicle.

OFFICER TIME ALLOCATION BY ACTIVITY FFY 2017

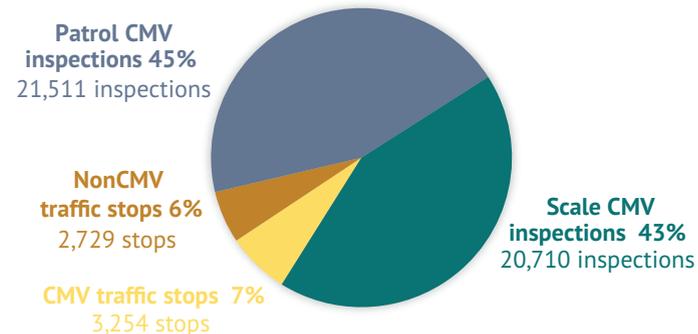
Numbers reflect work hours



*Please note that the segment labeled assignment, which accounts for 21 percent of the activity, covers a range of activities related to commercial motor vehicle enforcement, including motor carrier audits; education and outreach programs; commercial vehicle and driver information line duty; training development; attending interagency meetings and safety meetings; court attendance, traffic control for construction projects, special events, and accidents; and a variety of necessary administrative duties.

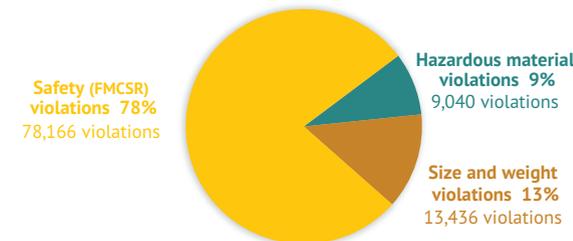
TRAFFIC ENFORCEMENT ACTIVITY FFY 2017

Numbers reflect individual enforcement actions

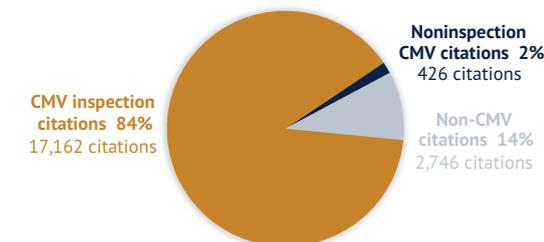


On a citation basis, the data likewise shows the majority of citations issued by MVE officers were related to commercial motor vehicle violations. Of all citations issued by MVE officers, 86 percent were for violations associated with a commercial motor vehicle, with the vast majority (84 percent) being associated with violations assessed as a result of a size, weight, or safety inspection. Just 14 percent of the violations issued by MVE officers were for a violation attributed to a noncommercial motor vehicle operator. Whether compared by time invested or number of citations issued, MVE officers clearly spent preponderance of their time conducting enforcement activities that assure the safe and lawful movement and operation of commercial motor vehicles and vehicles transporting loads.

CMV INSPECTION VIOLATIONS BY TYPE FFY 2017



CITATIONS FFY 2017



WORK ZONE ENFORCEMENT

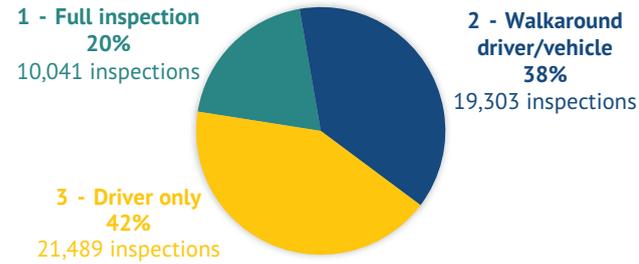
Speed plays a role in the majority of crashes in Iowa work zones. MVE officers work closely with Iowa DOT construction staff to pinpoint trouble spots where additional enforcement would benefit public safety.

It is difficult to safely move traffic through the changes that occur when work zones shift. MVE provides additional law enforcement staffing for traffic control when contractors are moving large equipment to and from a project or when barriers dividing traffic are being installed.

The majority of crashes in work zones are rear-end crashes due to driver inattention and speed, and commercial motor vehicles can be particularly dangerous in this circumstance. Additional enforcement presence from MVE has been shown to reduce these types of crashes, particularly in heavily traveled interstate work zones.

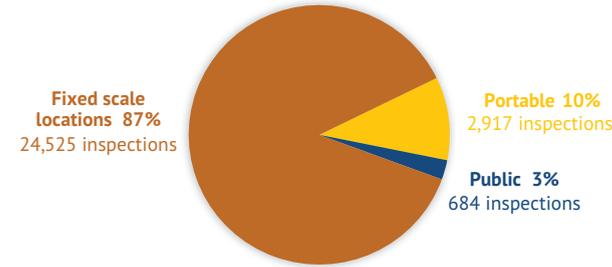
In FFY 2017 MVE devoted approximately 5,000 staff hours to work zone enforcement. Much of this time was devoted to providing traffic control and protecting the queue, meaning that we help alert drivers to the approaching queue of vehicles to slow them down and avoid rear-end collisions. In FFY 2017, MVE officers issued 993 work zone citations; 844 for violations committed in noncommercial vehicles; and 149 for violations committed in commercial motor vehicles.

CMV SAFETY INSPECTION BY LEVEL
FFY 2017



Levels refer to inspection levels in the North American inspection standards established by the Commercial Vehicle Safety Alliance. Hazardous material and motor coach inspections are included in Level 1 and Level 2 inspections.

SIZE AND WEIGHT PROGRAM
FFY 2017



MVE's budget for FY2017 was just under \$10.6 million. Funding for MVE is appropriated from the Road Use Tax Fund by the legislature during the annual budget approval process for the Iowa DOT's budget. MVE is not funded from the General Fund.

MVE is designated by the governor as Iowa's lead agency for the Motor Carrier Safety Assistance Program (MCSAP), and contributions to its budget are offset by participation in that program. MCSAP is a federal grant program administered by FMCSA that provides financial assistance to states to reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles. MCSAP is authorized by the Fixing America's Surface Transportation Act (FAST Act), and is governed by 49 U.S.C. §§ 31102 and 31104, and by 49 CFR part 350. Under the MCSAP regulations, only MVE as Iowa's lead agency is eligible to apply for MCSAP grant funding, by submitting a commercial vehicle safety plan as required by 49 CFR 350.201 and 205. In FFY 2017, the total MCSAP grant award to the State of Iowa was just over \$4.2 million; approximately 35 percent of that amount (just under \$1.5 million) was allocated to the Iowa State Patrol as a subgrantee under the grant, and the remainder (just under \$2.8 million) was allocated to MVE. MVE was also allocated \$520,199 under the new entrant safety audit portion of the grant.

HOW LONG DOES AN INSPECTION TAKE?



LEVEL 1 INSPECTION

Full inspection of driver's credentials, condition, status, hours of service, seat belt, logs, reports, and the vehicle, including physically inspecting under the vehicle.



LEVEL 2 INSPECTION

Walk around driver/vehicle inspection. Similar to Level 1 but only includes those items that can be inspected without physically getting under the vehicle.

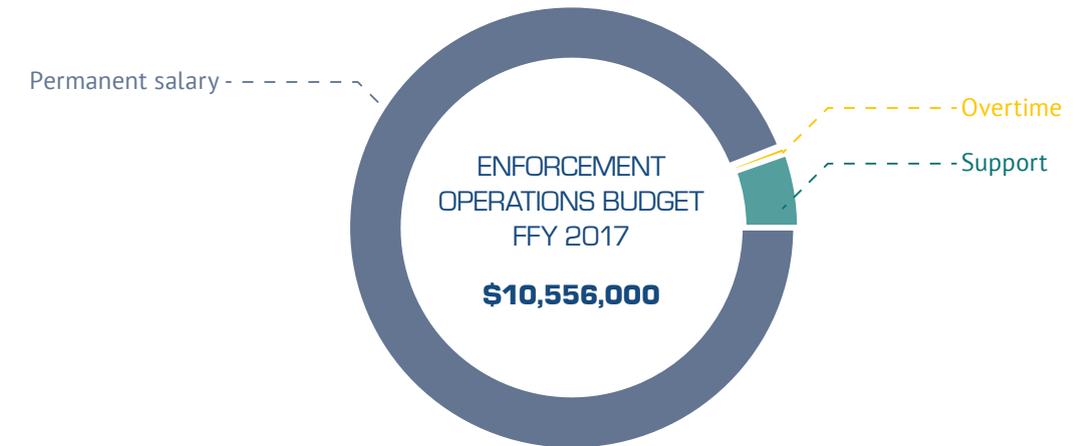


LEVEL 3 INSPECTION (DRIVER ONLY)

Driver/credential inspection only. Covers the driver's credentials, condition, status, hours of service, seat belt, logs, and reports.



HAZMAT INSPECTION



Permanent salary - **\$9,924,000**
 Overtime - **\$60,000**
 Support - **\$572,000**

= Total - \$10,556,000

+ *TraCS/MACH Special Appropriation - \$300,000*

FFY2017 MCSAP ALLOCATION

\$4.25M

MCSAP grant is split between MVE and Iowa State Patrol.

65% MVE \$2.76M

35% ISP \$1.49M

MCSAP is a matching grant program, with MCSAP covering 85 percent of eligible costs and expenditures and the state covering 15 percent. We make the 15 percent match by fully funding MVE's budget and paying for eligible costs and activities as they are incurred, and the federal contribution is then drawn down and inures to the benefit of the Road Use Tax Fund on a quarterly basis as eligible enforcement activities are conducted and completed. Note that because the operation of noncommercial motor vehicles affects commercial motor vehicle safety, up to 10 percent of the basic funding amount may be used to cover noncommercial motor vehicle traffic enforcement.

As a side note, participation in the MCSAP program assures a level of focus on commercial motor vehicle safety enforcement activities above and beyond that necessary to cover the funds granted, as MVE, as the lead agency, must maintain a level of expenditure, in addition to the required 15 percent matching share of the MCSAP grant award as provided in 49 CFR 350.301, that is known as maintenance of effort (MOE). The purpose of the MOE is to ensure that MCSAP lead agencies are committed to maintaining their own state funded commercial motor vehicle safety programs, notwithstanding federal funding. As the MCSAP lead agency, MVE must maintain an MOE that is at least equal to the average expenditure of the MCSAP lead agency for MCSAP eligible activities in FFY 2004 and 2005. Expenditures of the Iowa State Patrol (whether supported by MCSAP grant funds or not), other federal funds, and MCSAP lead agency matching funds are not included in the MOE calculation.

MVE's operations budget includes salary and support for the TraCS team. In FY2017 we also received a special appropriation of \$300,000 for TraCS and MACH support to cover outside services needed to enroll more local agencies in TraCS and MACH.

COMMUNITY & SAFETY INITIATIVES



TRUCKERS AGAINST TRAFFICKING EFFORTS

Partnering with Truckers Against Trafficking, a national nonprofit with the mission of raising awareness of human trafficking, the Iowa DOT's MVE officer outreach to professional drivers has become a national model. MVE officers interact daily with drivers during the normal course of business and also take part in special outreach programs to educate drivers on how to spot signs of human trafficking and what to do if a driver suspects this type of activity. The MVE efforts are recognized nationally as a model for other enforcement to follow.

BLUE COURAGE

To protect and serve. This motto, first adopted by the Los Angeles Police Department in 1955, is now a generally recognized mantra for law enforcement. Policing is a necessary, but sometimes extremely challenging, undertaking. Those challenges, especially the mental and emotional aspects of the job, can take a toll on an officer.

A new program, Blue Courage, was recently brought to the Iowa DOT's MVE unit. This two-day training starts a process to focus on the human development of a police officer. It draws on relevant, proven literature and research on human effectiveness, positive psychology, leadership development, and neuroscience. The goal is personal and cultural transformation through institutionalizing the heart set, mindset, skill set, and tool set of our officers.

Law enforcement officers have long been trained on a particular skill set, but that training often left out the human side – the heart set and mind set. Blue Courage's holistic approach to law enforcement challenges conventional wisdom of the tough-as-nails officer, but comes at a time when law enforcement's connection to the public they serve is eroding. Blue Courage teaches MVE officers to show their humanity, have fun, and be part of the community.



READ WITH AN OFFICER

Getting out into the communities and fostering relationships begins young. In the last few years, several MVE officers have taken their lunch hour to go to local schools and read to youngsters. For many kids, this is their first up-close-and-personal conversation with a person in uniform. Not only is the officer there to read, they also answer questions the kids might have about being a law enforcement officer.



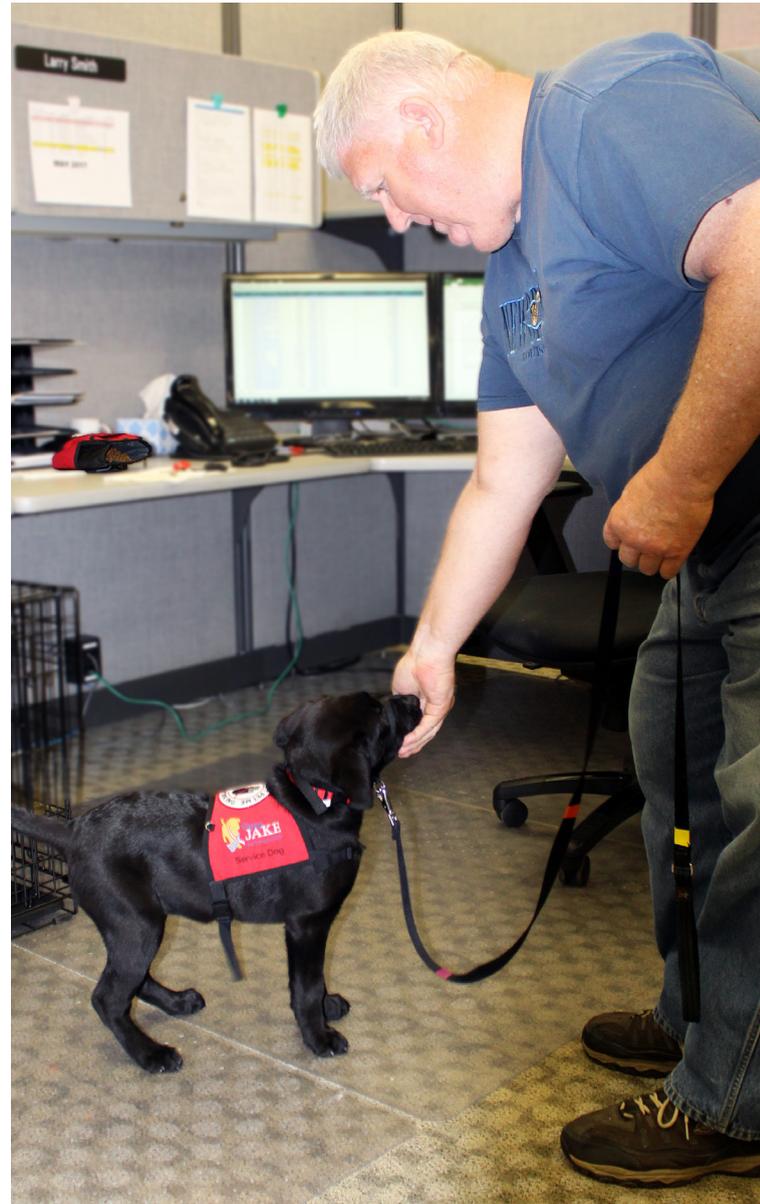
SPECIAL OLYMPICS

For more than 20 years, the MVE officers have proudly supported Special Olympics Iowa. Each year a large contingent of officers use their time off to carry the torch in the Iowa Law Enforcement Torch Run, Polar Plunges® and Cop on Top® events, and other activities supporting the organization.



MVE FOUNDATION

Members of MVE outside their work and official duties have formed a nonprofit foundation known as the MVE Foundation. The mission of the MVE Foundation is to “positively impact the communities in which MVE proudly serves and protects.” The foundation’s current goal is to fund the purchase and sponsorship training of a service dog for a veteran for the Puppy Jake Foundation. The Puppy Jake Foundation helps veterans by providing professionally trained service dogs.



Federal and state laws prohibit employment and/or public accommodation discrimination on the basis of age, color, creed, disability, gender identity, national origin, pregnancy, race, religion, sex, sexual orientation, or veteran's status. If you believe you have been discriminated against, please contact the Iowa Civil Rights Commission at 800-457-4416 or Iowa Department of Transportation's affirmative action officer. If you need accommodations because of a disability to access the Iowa Department of Transportation's services, contact the agency's affirmative action officer at 800-262-0003.

