

House Transportation Iowa DOT Briefing

OUR MISSION

Getting you there
safely,
efficiently, and
conveniently.



IOWA DEPARTMENT OF
TRANSPORTATION

OUR VISION

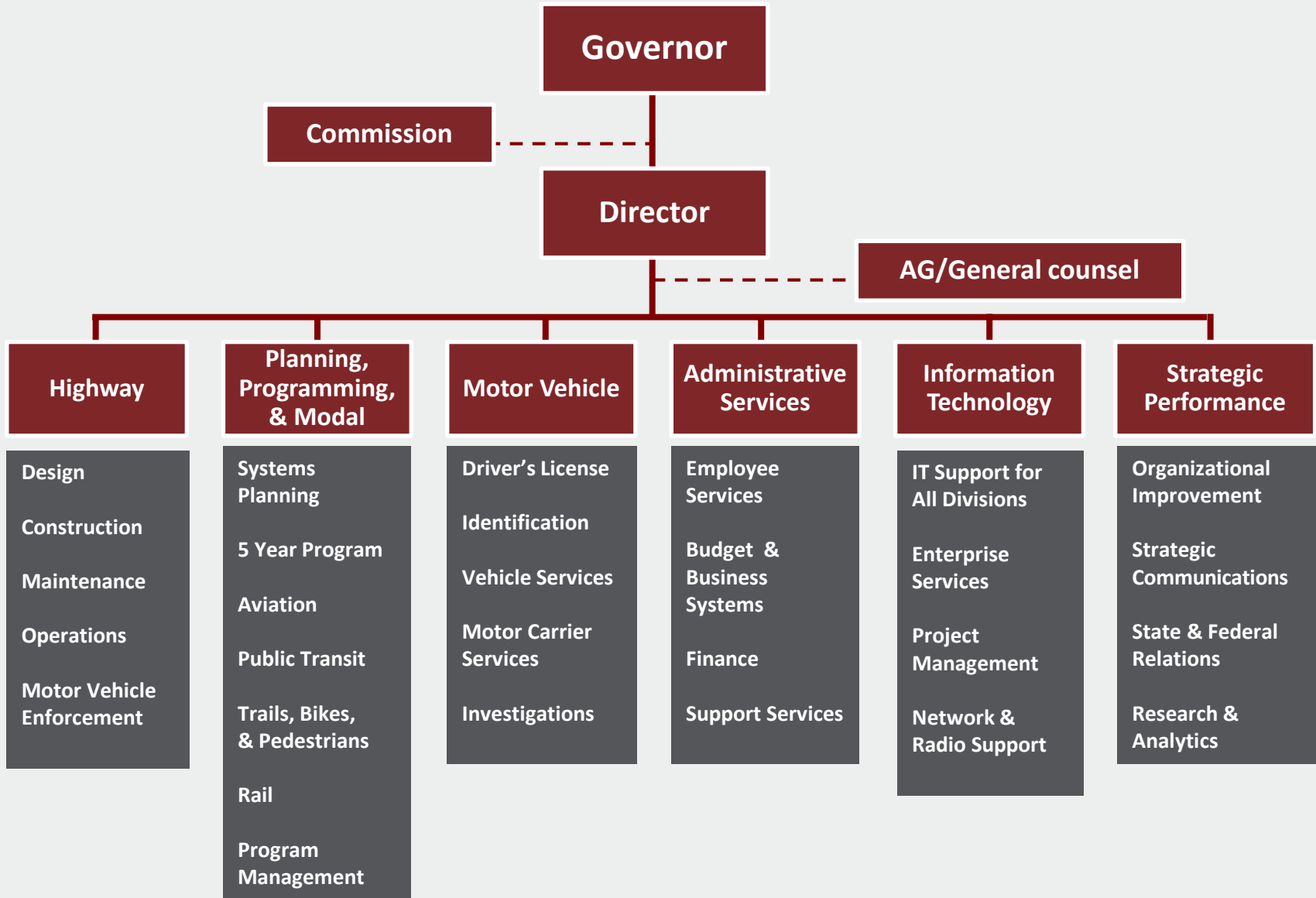
Smarter

Simpler

Customer Driven

January 29, 2019

ORGANIZATION AND FUNCTIONS



SCOPE OF OPERATIONS

ROADWAY SYSTEM

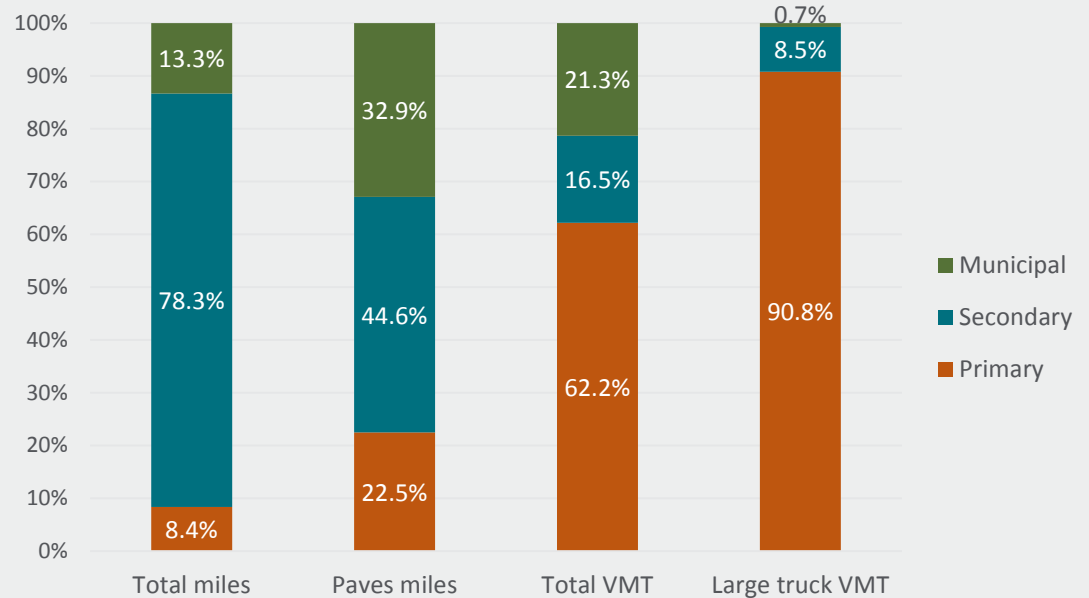


PRIMARY SYSTEM
DOT'S RESPONSIBILITY



SECONDARY SYSTEM

Mileage and Vehicle Miles Traveled by Highway Jurisdiction
(Jan. 1, 2018)



PRIMARY AREAS OF FOCUS



Winter maintenance



Construction



Traffic incident management



System operations

SCOPE OF OPERATIONS

AIR, RAIL, TRANSIT, & WATER



AIR TRANSPORTATION

Grants
Planning
Inspections services



TRANSIT

Grants
Technical assistance



RAIL

Grants
Inspections
Safety programs



WATER

Policy activities
Access investments

SCOPE OF OPERATIONS

DRIVERS & VEHICLES



2.6 M

driver's license and
ID customers



4.5 M

registered vehicles



132,200

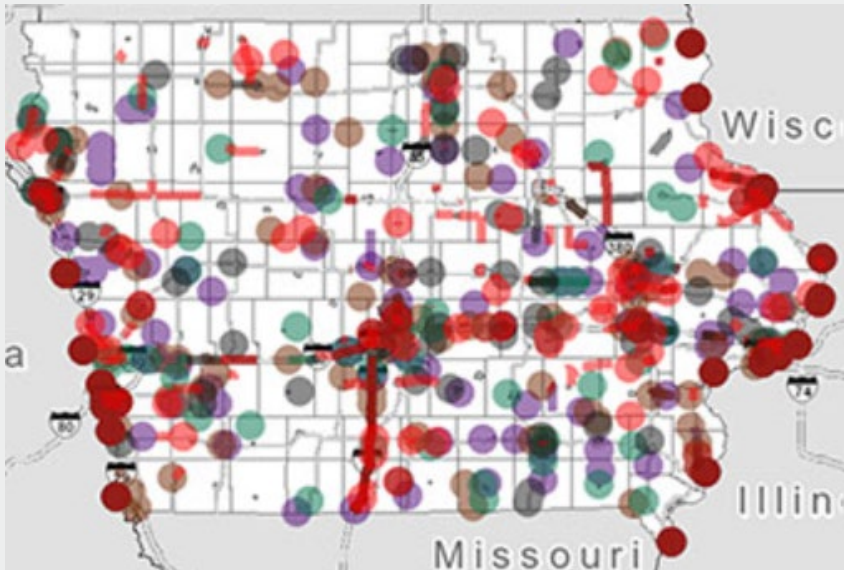
oversize/overweight loads
permitted & routed/year



890,000+

commercial motor vehicles
weighed or inspected/year

FIVE-YEAR HIGHWAY PROGRAM STATEWIDE IMPACTS



\$3.4B

IN HIGHWAY INVESTMENTS



\$1.8B DEDICATED TO
MODERNIZATION AND
ENHANCED SAFETY FEATURES.



55% INVESTED IN
RURAL AREAS



REDUCED THE NUMBER OF
STRUCTURALLY DEFICIENT
BRIDGES ON THE PRIMARY
SYSTEM FROM

256 TO **43**

IN 2006

IN 2018

ECONOMIC DEVELOPMENT STATEWIDE INVESTMENTS & RESULTS

REVITALIZE IOWA'S SOUND ECONOMY (RISE) (since 1985)



800 PROJECTS



448 MILLION IN ASSISTANCE



85,000 JOBS

22.5 BILLION OF CAPITAL INVESTMENTS

RAILROAD REVOLVING LOAN & GRANT PROGRAM (since 2006)



77 PROJECTS



47 MILLION IN ASSISTANCE



3,000 JOBS

900 MILLION OF CAPITAL INVESTMENTS

FUNDING SOURCE – ROAD USE TAX FUND (RUTF)

Iowa Constitution limits use of RUTF exclusively to construction, maintenance, and supervision of highways.

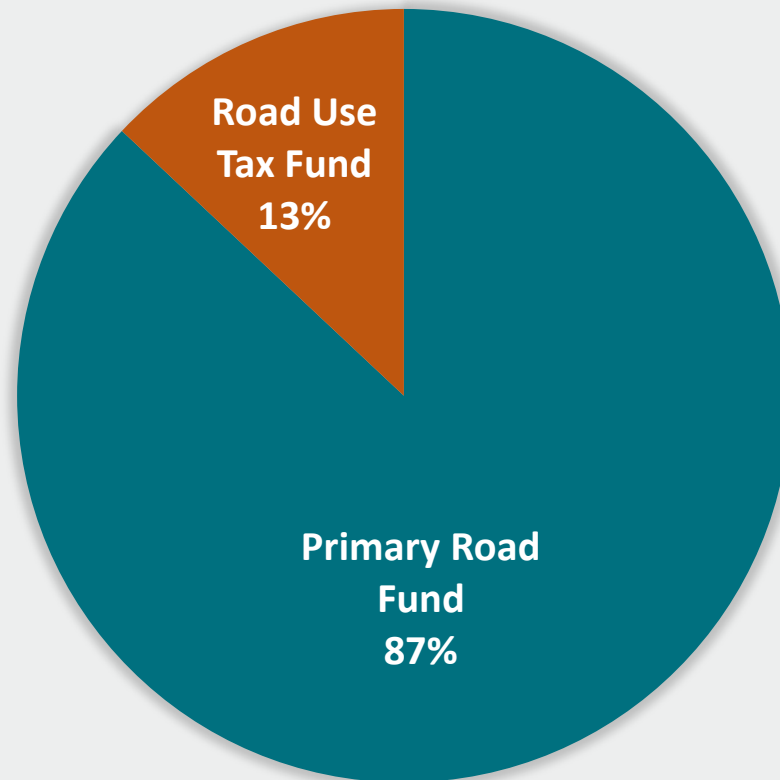
Iowa DOT is not funded through the general fund, our operations funding comes from the RUTF and the Primary Road Fund, *but only as appropriated by the legislature.*

RUTF distribution



DOT FUNDING SOURCES

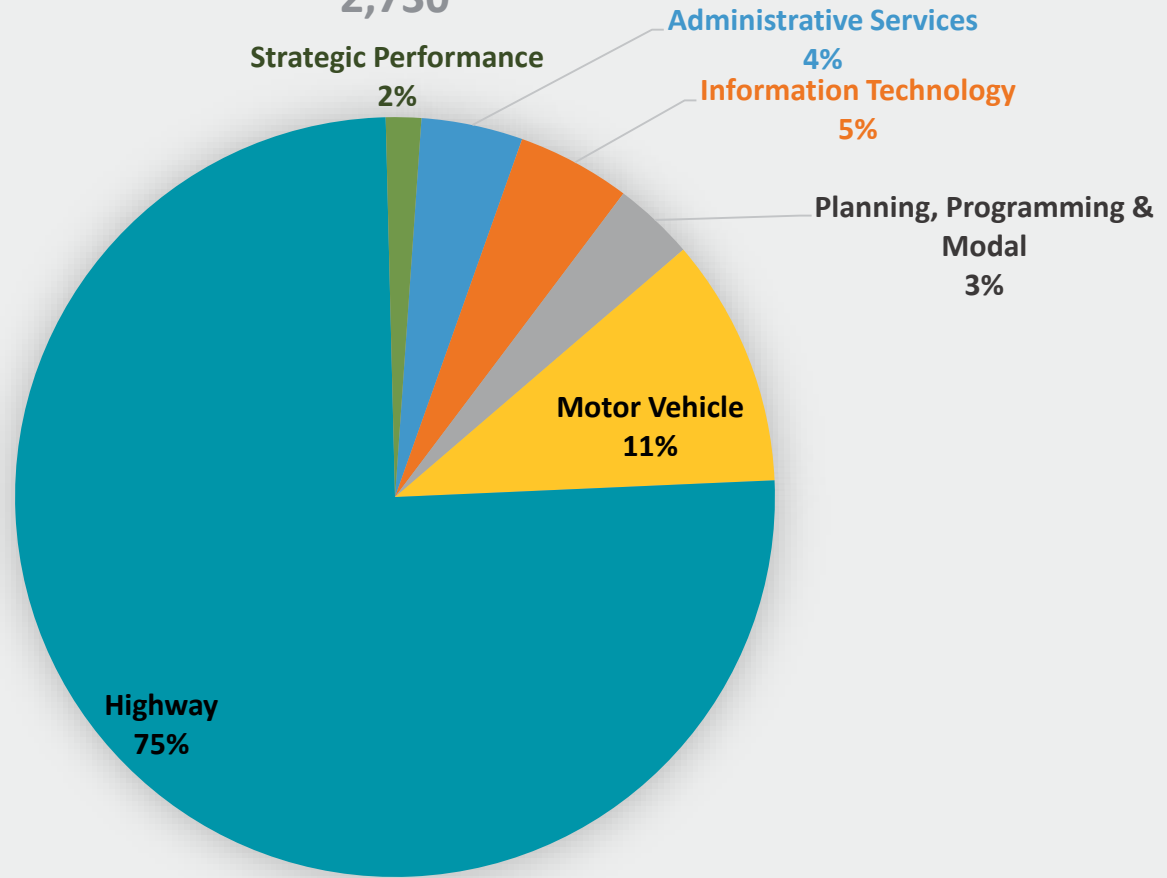
FY20 OPERATIONS BUDGET REQUEST FUNDING SOURCES



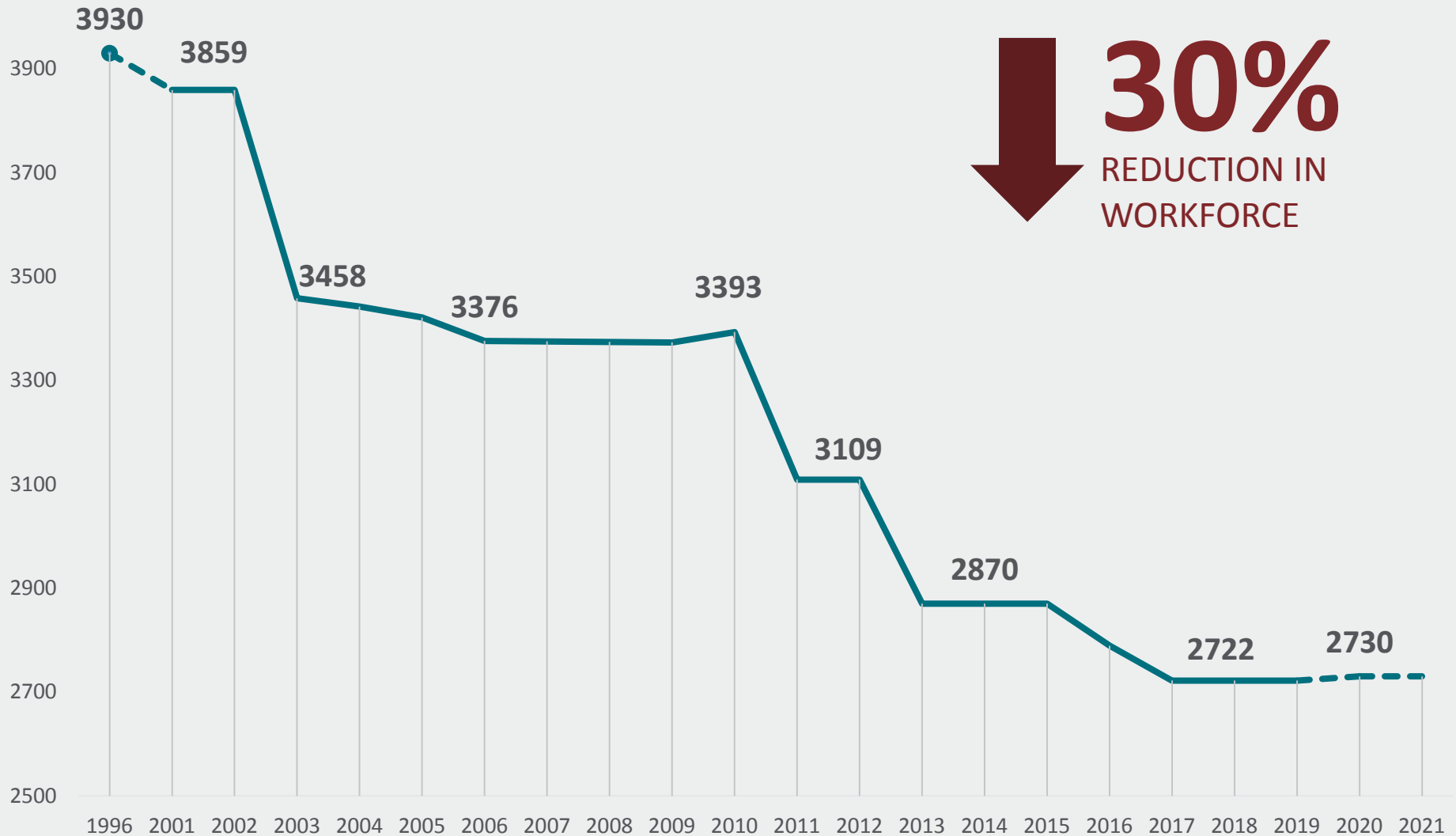
FTE DISTRIBUTION

Iowa DOT FY 2020 Request Permanent FTE/Positions

2,730



IOWA DOT FTE HISTORY



LEGISLATIVE PROPOSALS

HSB43 – Compliance with federal CDL regulations

(Subcommittee: Reps. Worthan, A. Meyer and Judge)

- Section 1: Entry-level driver training
- Section 2: Check of federal drug and alcohol clearinghouse

HSB46 – Increase legal length for automobile transporters

(Subcommittee: Reps. Sieck, Maxwell and Kurtz)

HSB45 – Remove outdated references to paper aircraft registration certificates

(Subcommittee: Reps. Landon, Thorup and Cohoon)

LEGISLATIVE REPORTS

2018 Report on the Impact of Electric Vehicles to the Road Use Tax Fund

Section 3 of Iowa Acts Chapter 1077 of the 87th General Assembly directed the Iowa DOT to “estimate the impact of increased usage of electric, hybrid, and other high-efficiency motor vehicles in this state on future revenues to the road use tax fund.” It also required the Iowa DOT to “evaluate and may recommend the creation of alternative funding mechanisms or the alteration of existing funding mechanisms to mitigate any estimated decrease in future revenues to the road use tax fund related to increased usage of electric, hybrid, and other high-efficiency motor vehicles.” The full report can be found at: <http://publications.iowa.gov/29142/>.

Motor Vehicle Enforcement Annual Report FFY 2018

Section 321.477(5) of the Iowa Code requires the Iowa DOT to 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 must include a comparison of commercial and noncommercial motor vehicle enforcement activities conducted by such employees. The full report for FFY 2018 can be found at: <http://publications.iowa.gov/28506/>

 PROPOSAL

IMPLEMENT MINIMUM FEDERAL ENTRY-LEVEL COMMERCIAL DRIVER TRAINING REQUIREMENTS

ISSUE: The Federal Motor Carrier Safety Administration (FMCSA) has implemented commercial driver's license (CDL) regulations (49 C.F.R. pt. 380, subpt. F and 49 C.F.R. pt. 383, subpt. E) that will require CDL applicants to complete entry-level driver training before obtaining or upgrading their CDL.

These regulations become effective February 7, 2020. All states must begin enforcing these regulations by that date or will face a finding of noncompliance that could result in the loss of federal highway funding.

PROPOSED SOLUTION: Amend section 321.188 of the Iowa Code to require CDL applicants to complete any entry-level driver training required by the FMCSA's regulations before taking the applicable CDL knowledge or skills test. To be in compliance by February 7, 2020, we are seeking legislative authority in the 2019 session with an effective date that coincides with that date.

WHY THIS PROPOSAL SHOULD BE IMPLEMENTED

We need to implement this proposal to remain compliant with the federal FMCSA regulations. This is important not just because federal highway funds are conditioned upon compliance with these federal regulations, but because Iowa's access to CDLs is conditioned upon Iowa maintaining a CDL program that complies with the federal regulations – failure to comply can lead to decertification of our program, which would interfere with commercial drivers' ability to obtain or maintain a CDL and make a living, and Iowa businesses' ability to access drivers and move freight, goods, and people. The amount of federal funds at risk if we fail to comply is about \$36M annually.



THE AMOUNT OF FEDERAL FUNDS AT RISK IF WE FAIL TO COMPLY IS ABOUT \$36M ANNUALLY.

WHO WILL BE AFFECTED BY THIS?

The federal rules apply to people who apply for a Class A or Class B CDL, an upgrade of their CDL (for instance, a Class B CDL holder applying for a Class A CDL), or a hazardous materials (H), passenger (P), or school bus (S) endorsement for their license for the first time.

The federal rules do not apply to people already holding a valid CDL or a P, S, or H endorsement issued before the federal compliance date of February 7, 2020. They also don't apply to people who are exempt from holding an CDL (for instance, a farm operator that is already exempt from holding a CDL would not, as a result of these rules, be required to obtain a CDL or complete entry-level driving training.)

WHAT IS ENTRY LEVEL DRIVER TRAINING?

Under FMCSA's required curriculum, no entry-level driver may take a CDL skills test to receive a Class A CDL, Class B CDL, passenger (P) endorsement, or school bus (S) endorsement unless the driver has successfully completed a mandatory theory (knowledge) and behind-the-wheel (BTW) training program, or, in the case of a hazardous materials (H) endorsement, mandatory theory training. The training must be provided by a training provider listed on FMCSA's Training Provider Registry and must be appropriate to the license/endorsement for which that person is applying.

WHO MAY PROVIDE THE TRAINING?

FMCSA's regulations provide that training must be performed by training entities that are approved by FMCSA and listed on a Training Provider Registry that will be maintained by FMCSA.

We will have no role in approving or monitoring training programs or providers; all responsibility for the Training Provider Registry remains with FMCSA. Our only role is to assure that CDL applicants have completed the required training with a provider listed on FMCSA's registry.

As examples of potential training providers, FMCSA lists training schools, educational institutions, rural electric cooperatives, motor carriers, state/local governments, school districts, joint labor management programs, owner-operators, and individuals, but also indicates that any training provider that meets their eligibility requirements could be qualified to provide the required training.

They also indicate that training may be provided either on a "for-hire" or "not-for-hire" basis, meaning that people can pay for required training or receive training as part of an employment program at no cost.

Based on this description we expect that any entity currently providing training in the state of Iowa may be eligible for listing on FMCSA's Training Provider Registry, provided they offer the curriculum required by FMCSA.

HOW WILL TRAINERS APPLY FOR LISTING ON FMCSA'S TRAINING PROVIDER REGISTRY?

FMCSA indicates that entities or individuals that want to be listed on its registry and approved to provide the required training must self-certify that they meet the applicable eligibility requirements set forth in FMCSA's regulations and electronically submit a completed Training Provider Registration Form affirming, under penalty of perjury, that the provider will teach the FMCSA-prescribed curriculum that is appropriate for the CDL class or endorsement.

They will be eligible to provide training once FMCSA has assigned them a unique training provider ID number. FMCSA has not yet opened the application process or registry but indicated it will be in place on February 7, 2020, and that trainers will be able to apply and be listed before then.

HOW LONG WILL THE TRAINING TAKE?

FMCSA indicates there are no minimum number of days or hours for the training, so the length of time will depend upon the complexity of the level of CDL or endorsement sought and the amount of time it takes the person taking the training to demonstrate proficiency in the required skills and knowledge.

DOES THIS ELIMINATE THE REQUIREMENT TO OBTAIN A COMMERCIAL LEARNER'S PERMIT (CLP) BEFORE OBTAINING A CDL?

No, CDL applicants that are already required to obtain and hold a CLP at least 14 days before completing the skills test necessary for a CDL will still be required to do so. However, for those that are required to complete required training before taking the skills test under FMCSA's training regulations, they will have to complete that training after they receive their CLP and before they take the required skills test.

FOR MORE INFORMATION ABOUT ENTRY LEVEL DRIVER TRAINING

See FMCSA's "Frequently Asked Questions: Entry-Level Driver Training Final Rule" at:

www.fmcsa.dot.gov/registration/commercial-drivers-license/eldt/faqs



 PROPOSAL

CHECKING NATIONAL DRUG AND ALCOHOL CLEARINGHOUSE FOR COMMERCIAL DRIVER'S LICENSE APPLICANTS

ISSUE: This proposed legislation is needed to comply with federal regulations that require us to check the national drug and alcohol clearinghouse (clearinghouse) for violations prior to issuing a commercial driver's license (CDL). (49 C.F.R. §383.73)

The clearinghouse is a database operated by Federal Motor Carrier Safety Administration's FMCSA that will contain information about violations of FMCSA's drug and alcohol testing program for CDL holders.

PROPOSED SOLUTION: Amend section 321.188, of the Iowa Code, which lists the requirements a CDL applicant must meet, to include that we check the clearinghouse before issuing a CDL. This regulation takes effect January 6, 2020, and to be in compliance with the federal requirement before the effective date, we are seeking legislative authority in the 2019 session.

WHY THIS PROPOSAL SHOULD BE IMPLEMENTED

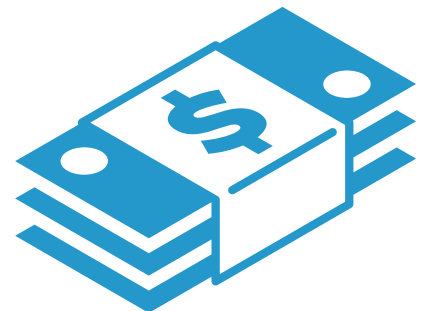
The clearinghouse was mandated by passage of the federal Moving Ahead for Progress in the 21st Century Act (MAP-21) and is intended to improve roadway safety by identifying commercial drivers who have committed drug and alcohol violations.

The goal of this proposal is to keep our CDL program in compliance with the applicable federal regulations, which assures that Iowa drivers are able to maintain access to CDL privileges, Iowa businesses have access to properly license commercial drivers, and we experience no disruption in federal funds.

THE PROPOSAL WILL HAVE A POSITIVE FISCAL IMPACT BY AVOIDING A FINDING OF NONCOMPLIANCE THAT COULD RESULT IN A LOSS OF APPROXIMATELY \$36M IN FEDERAL HIGHWAY FUNDS ANNUALLY.

CHECKING THE CLEARINGHOUSE IMPROVES ROADWAY SAFETY BY IDENTIFYING COMMERCIAL DRIVERS WHO HAVE COMMITTED DRUG AND ALCOHOL VIOLATIONS.

**\$36
MILLION**



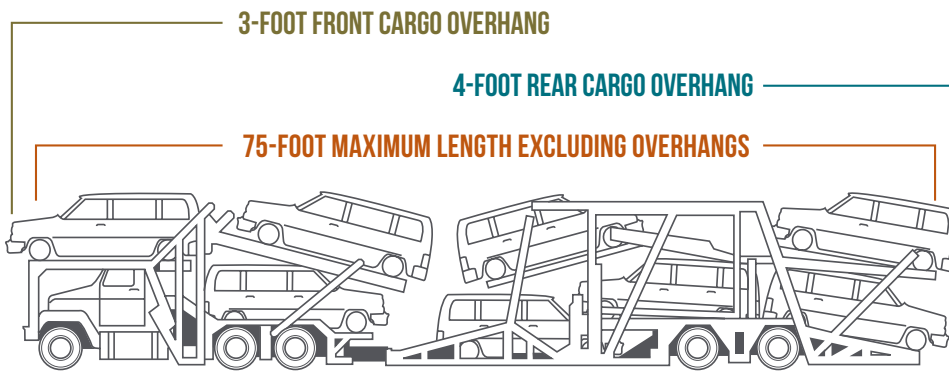
PROPOSAL

INCREASE THE LEGAL LENGTH FOR CAR HAULERS

ISSUE: The federal Fixing America’s Surface Transportation (FAST) Act amended 49 USC section 31111 to increase the legal length of stinger-steered automobile transporters, which are often referred to as car haulers. The diagram below shows the current legal length for these vehicles in Iowa under section 321.457 of the Iowa Code, and the new legal length required by the FAST Act. Because Iowa’s current legal length is less than the new FAST Act length, Iowa is no longer in compliance with 49 USC section 31111, which prohibits a state from imposing lengths less than the federally-required lengths.

PROPOSED SOLUTION: Amend section 321.457 of the Iowa code to increase the legal length of car haulers to a maximum length of 80 feet with a front overhang of no more than four feet and a rear overhang of no more than six feet, as shown below.

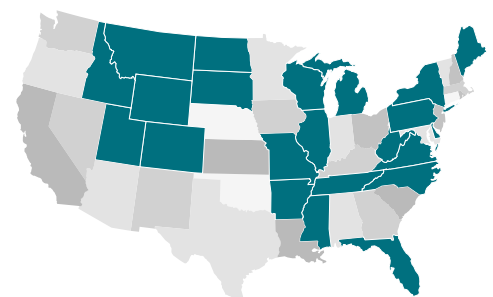
CURRENT IOWA LAW



PROPOSED CHANGE TO COMPLY WITH FEDERAL LAW



ADJUSTING IOWA’S LAW TO COMPLY WITH THE FAST ACT PROMOTES SEAMLESS FREIGHT MOVEMENT FOR IOWA AND ACROSS THE COUNTRY.



STATES CURRENTLY IN COMPLIANCE WITH THE FAST ACT

 **PROPOSAL**

REMOVE OUTDATED REFERENCES TO PAPER AIRCRAFT CERTIFICATES

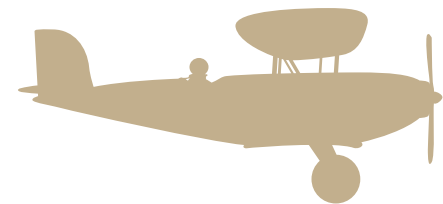
ISSUE: For the past several years, aircraft registrations have been checked electronically, eliminating the need and burden for aircraft owners to keep current paper certificates in their aircraft. To accommodate this change, in 2015, the Iowa Legislature repealed Iowa Code section 328.38 requiring certificates to be exhibited in an aircraft. However, some references to paper certificates still exist within Iowa Code.

PROPOSED SOLUTION: Replace references from “returning certificates” to “provide notice” in Iowa Code Sections 328.24 (Refund of Fees) and 328.43 (Transfer Notice)



WHY THIS PROPOSAL SHOULD BE IMPLEMENTED

THE CHANGE WILL SIMPLIFY PROCESSES FOR THE IOWA DOT, AND FOR MORE THAN 3,000 ACTIVELY-REGISTERED AIRCRAFT OWNERS WHO OFTEN FIND IT EASIER TO USE DIGITAL COMMUNICATIONS FOR AIRCRAFT REGISTRATION ISSUES.



3,000
AIRCRAFT OWNERS
WILL BENEFIT

 **FISCAL IMPACT**

THERE WILL BE NO FISCAL IMPACT FROM THIS PROPOSAL.

2018 REPORT SUMMARY

IMPACT OF ELECTRIC VEHICLES TO THE ROAD USE TAX FUND

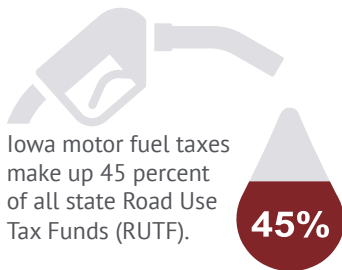
Last session, the legislature passed HF 2256 and it was signed by Governor Reynolds on April 4.

Among other things, the bill included language directing the department to assess the impact of electric vehicles on Iowa's Road Use Tax Fund (RUTF).

Following is a summary of the key findings and recommendations included in a report provided to the General Assembly and State Transportation Commission.

Read the full report at:
publications.iowa.gov/29142/1/EV%20RUTF%20Impact%20Report%20123118.pdf

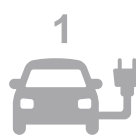
BACKGROUND



Fuel tax revenue is declining as average fuel efficiency is increasing and electric vehicles are entering the market.



Two types of electric vehicles will have the most impact to the RUTF:



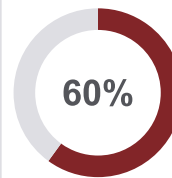
1 Fully Battery Electric Vehicles (BEV) such as the Nissan Leaf and the Tesla Model 3.



2 Plug-In Hybrid Electric Vehicles (PHEV) such as the Chevy Volt.

FORECAST OF ELECTRIC VEHICLE GROWTH

National forecasts of passenger vehicle market share vary significantly.



- Energy Information Administration: **14%** of new vehicle sales by 2050.
- Bloomberg New Energy Finance: **60%** of new vehicle sales by 2040.
- Energy Innovation: Policy and Technology, LLC: **60%** of vehicle fleet by 2050.

Many factors will influence growth which leads to the need to include forecast scenarios

- Range of electric vehicles
- Availability of charging infrastructure
- Cost of electric vehicles
- Availability of federal tax credits

CURRENT MARKET CONDITIONS IN IOWA

The number of electric vehicles in Iowa is relatively small but growth is significant. Approximately:



BEV: 800 VEHICLES

as of September 2018 which is 2x the number from April 2017



PHEV: 1,900 VEHICLES

as of September 2018

REDUCTION IN RUTF DUE TO ELECTRIC VEHICLES

YEAR	LOW LOSS SCENARIO	MEDIUM LOSS SCENARIO	HIGH LOSS SCENARIO
2018	-\$317,000	-\$317,000	-\$317,000
2020	-\$488,000	-\$520,000	-\$564,000
2025	-\$1,858,000	-\$2,684,000	-\$11,117,000
2030	-\$7,083,000	-\$14,207,000	-\$45,221,000
2035	-\$19,603,000	-\$47,748,000	-\$129,260,000
2040	-\$39,975,000	-\$115,200,000	-\$241,316,000

MITIGATION STRATEGIES

GOALS

1. No net change in RUTF
2. Equitable
3. Captures all users
(passenger vehicles, commercial trucks, out-of-state vehicles)
4. Low administrative costs

OPTIONS

Index fuel tax rate based on fuel efficiency.
(one state has done this.)

Add a per kilowatt hour user fee
(one state has done this.)

Add a mileage-based user fee
(this has only been pilot tested.)

Add a supplemental registration fee for electric vehicles
(19 states have done this.)

Add a hydrogen fuel excise tax
(six states have implemented for apportioned commercial trucks.)

RECOMMENDATIONS

The best long-term solution to this challenge is the national implementation of a mileage-based user fee. However, it is uncertain when or if this will be implemented on a national level. The Iowa DOT does not recommend implementing a mileage-based user fee at the state level.

Therefore, there needs to be an interim solution that could be a long-term solution, if necessary.



RECOMMENDATION 1

Add a per kilowatt hour excise tax for charging at non-residential charging locations

Recommended rate is \$0.026 per kWh.

Would not apply at residential charging locations due to the challenge of metering and collecting revenue (80 to 90 percent of passenger vehicle charging occurs at residence).

Similar to existing tax structure for liquefied natural gas and liquefied petroleum gas (point-of-sale collection).

BENEFITS

- Would have Iowa Constitutional protection requiring it be used on the road system.
- Based on use of the system.
- Applies to out-of-state vehicles.
- Allows equitable collection of user fees from large trucks (both in-state and out-of-state).



RECOMMENDATION 2

Add a supplemental registration fee for passenger electric vehicles

Intended to cover the user fees not collected due to residential charging.

Would apply to electric passenger cars, pickups, sport utility vehicles, motorcycles and other vehicles with an unladen weight of less than 10,000 pounds.

Rate based on average vehicle fuel tax generated in a year with an adjustment to account for per kilowatt hour excise tax collected when charging away from residence.

- BEV: \$130 per year
- PHEV: \$65 per year
- Electric motorcycles: \$9 per year

BENEFITS

- Would have Iowa Constitutional protection requiring it be used on the road system.
- No additional administrative costs.



RECOMMENDATION 3

Add a hydrogen fuel excise tax

Recommended rate is \$0.65 per diesel gallon equivalent (2.49 pounds of hydrogen).

Intended to cover user fees not collected by the use of hydrogen fuel cell electric vehicles.

Similar to existing tax structure for liquefied natural gas and liquefied petroleum gas (point-of-sale collection).

BENEFITS

- Would have Iowa Constitutional protection requiring it be used on the road system.
- Based on use of the system.
- Applies to out-of-state vehicles.
- Allows equitable collection of user fees from large trucks (both in-state and out-of-state).

IMPLEMENTATION



Supplemental registration fee and hydrogen fuel excise tax could be implemented **January 1, 2020**.



Per kilowatt hour excise tax could be implemented **July 1, 2020**. It will take longer to implement to address administration/collection requirements.

PROPOSAL

OPEN AN IOWA DOT DRIVER'S LICENSE SERVICE CENTER IN DALLAS COUNTY

ISSUE: The population of Dallas County and the western Des Moines metro suburbs has grown significantly since the Dallas County treasurer's office began offering driver & identification services, pushing service demands far beyond those typically handled at Iowa county treasurer's office and into levels only handled at Iowa DOT service centers.

PROPOSED SOLUTION: Establish a new Iowa DOT driver & identification service center and transition service from Dallas County to the Iowa DOT by January 1, 2020.

WHY THIS PROPOSAL SHOULD BE IMPLEMENTED

The Dallas County treasurer's office is currently one of 83 county treasurer's offices authorized to perform driver and identification services throughout the state.

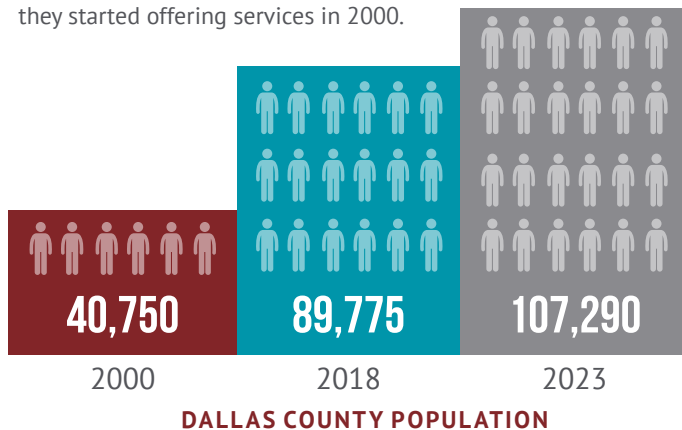
Dallas County officials have asked us to assume driver and identification services in that county because it has grown significantly since they started offering services, and their service demands are much higher than those managed by other county treasurers. Instead service demands are comparable to Iowa DOT service centers. We agree that would be appropriate, for the following reasons:

① POPULATION

Dallas County has been the fastest growing county in Iowa and one of the fastest growing counties in the country.

2.2X HIGHER POPULATION

It's population has more than doubled since they started offering services in 2000.



Customers include: Dallas and Polk County and western metro suburbs (including Adel, Clive, Grimes, Johnston, Urbandale, Waukee, and West Des Moines)

The combined population of the western metro communities has grown from 114,000 in 2000 to just over 190,000.

② CURRENT SERVICE DEMANDS

Over the last three calendar years (2015 to 2017) Dallas County has issued an average of 26,000 licenses and IDs each year.



7.3X MORE ISSUANCES OF LICENSES AND IDS

THAN THE AVERAGE FOR ALL COUNTY TREASURER'S OFFICES OVER THE SAME PERIOD.

THAT'S ABOUT THE SAME AS OUR AMES, COUNCIL BLUFFS, AND DUBUQUE SERVICE CENTERS.

WHY THIS PROPOSAL SHOULD BE IMPLEMENTED (CONTINUED)

③ FUTURE SERVICE DEMANDS

Conservative estimates show issuance volumes continuing at more than 26,000 licenses and IDs annually and total customer visits at more than 45,000 annually. (Customer visits exceed licenses and IDs issued because there are many customer transactions that do not result in issuance of a license or ID, like testing and records work and assistance.) Future service demand will be affected by the following:



Population growth.

Dallas County is predicted to grow another 20% by 2023 (to just over 107,000), a rate that will more than offset the 15% reduction in overall issuance volumes we expect to realize as we make the full transition from five to eight-year licenses in CY2019.



Location of businesses/employers.

Not included in our estimate is the impact of the continued growth of businesses and employers located in this area. Although more difficult to estimate, we know that some customers seek services in proximity to where they work, and we therefore expect continued location of will be driven by increases in customers who work in but don't necessarily live in Dallas County.



Expansion of services.

Iowa DOT service centers perform some functions that are not performed at county treasurers (primarily record and reinstatement work) and unlike county treasurers, Iowa DOT service centers are open on Saturdays. This will likely draw some customers to a new Dallas County location that were previously diverting to other locations for services.

DEFINING OUR PLAN FOR A NEW SERVICE CENTER



Our FY2020 budget includes a one-time capital appropriation of **\$350,000** to build out the space.



Target opening date



5,500 SQ FT

5,500 square feet of leased commercial space needed. Acquisition of lease space will be led by the Department of Administrative Services as required by state policy.



Seven full time staff members and one supervisor needed to staff the new service center. (This corresponds to a target issuance to staff ratio of 3500:1 and a target customer visit to staff ratio of 6000:1.)



Our FY2020 budget includes an operational increase to cover the cost of the additional FTEs.

- As required by state law and policy (section 8A.411 of the Iowa Code) hiring will be by a competitive process based on merit.
- Because we are required to hire competitively, we can't assume Dallas County driver and identification staff into the staff for assigned to this location. However, they will be welcome and invited to apply for a position in the new service center, and based on their training and experience we expect they would compete well.
- We anticipate completing hiring well in advance of the service center opening to foster a smooth transition and to give Dallas County staff that wish to continue in driver and identification positions certainty.

FACTS ABOUT COUNTY DRIVER AND IDENTIFICATION SERVICES:

- Chapter 321M governs driver and identification services by county treasurers. Under that chapter, 83 county treasurer's offices, including the Dallas County treasurer's office, are authorized (but not required) to offer driver and identification services.
- County treasurer's that choose to offer services enter an intergovernmental agreement with the Iowa DOT under chapter 28E of the Iowa Code, and serve as agents of the Iowa DOT when offering driver and identification services.
- Under Chapter 321M, the county treasurer is responsible for providing the office space and staff needed for driver and identification services, and we provide all the necessary equipment, materials, systems and services, including all workstations, cameras and other equipment; network services; software and systems; and the materials and services needed to produce and deliver licenses and IDs.
- As reimbursement for their services, county treasurers receive \$7 for each license or ID card issued. This amount is retained from the fees county treasurers collect for driver and identification services.
- Driver and identification fees are deposited in the Statutory Allocation Fund, which supports state assistance for transit programs, motorcycle rider education, and special license plate fees. Excess revenue in the Statutory Allocation fund for a given fiscal year remits to the Road Use Tax fund in the next fiscal year. For fiscal year 2019, driver and identification fees are predicted to contribute \$15.7 million to the Statutory Allocation fund and the estimated excess revenue to the Road Use Tax Fund is \$45.5 million.
- Over the past three years Dallas County has retained an average of just under \$158,000 annually for driver and identification services. When we assume services in Dallas County, Dallas County will no longer retain these fees on an annual basis, and the amount otherwise retained will be deposited in the Statutory Allocations fund and ultimately inure to the benefit of the Road Use Tax Fund.

OVERVIEW

GENERAL RESPONSIBILITIES

The responsibilities of MVE officers have evolved to meet the needs of a modern transportation system and as 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, serve as the lead agency for the federal Motor Carrier Safety Assistance Program in Iowa.

In addition, MVE officers:

- 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.
- 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, 2019.

MVE'S ROLE IN TRANSPORTATION INFRASTRUCTURE AND FEDERAL FUNDING

MVE plays an integral role in protecting the integrity of Iowa's transportation infrastructure. During FFY 2018, MVE weighed 890,290 vehicles, including 388,201 vehicles being weighed using weigh-in-motion technology. In addition, 41 special weight enforcement projects using portable scales and weigh-in-motion equipment were conducted during the federal fiscal year.

This protection of infrastructure integrity is directly tied to 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.

ORGANIZATION

MVE HAS POSITIONS FOCUSED ON:



Field enforcement



Hazardous materials enforcement

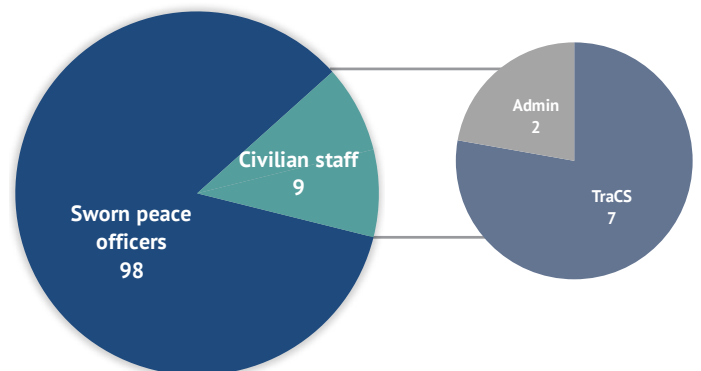


Administration



TraCS (*Traffic & Criminal Software*) and MACH (*Mobile Architecture for Communications Handling*).

FULL-TIME EQUIVALENTS FFY 2018





TRAINING

100%

OF MVE OFFICERS HAVE COMPLETED THE IOWA LAW ENFORCEMENT ACADEMY AND ARE TRAINED AND CERTIFIED TO ILEA STANDARDS.

➤ All of our officers meet the same standards, training, and certifications required of 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.

REQUIRED IN-SERVICE TRAINING

IOWA LAW ENFORCEMENT ACADEMY BASIC TRAINING

- ALERRT (active shooter)
- ASAP - collapsible baton
- Below 100
- CPR first responder
- Data Master certification
- Defensive driving
- Defensive tactics
- DRE (Drug Recognition Expert)
- Firearms – Handgun – Long Gun
- Implied consent
- Iowa Law Enforcement Academy Basic Training
- Iowa traffic laws
- Iowa weapon laws
- Mandatory reporter
- OC (pepper) spray
- Radar certification
- Standardized field sobriety test
- Stop Stick® certification
- Tactical medical training
- Taser certification
- TIM (Traffic Incident Management)

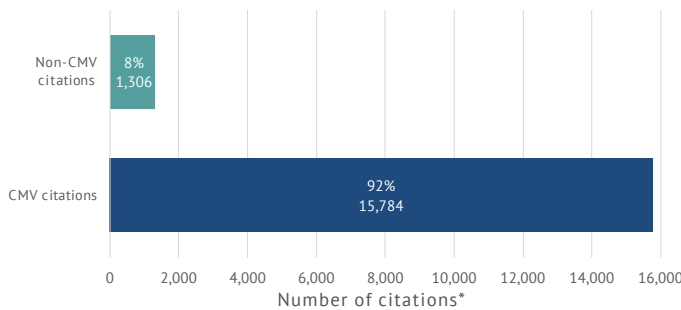
TRAINING SPECIFIC TO MVE

- 4th amendment search and seizure
- Blue Courage
- Bus inspector certification
- Cargo tank certification
- CFR 23 FHWA weight enforcement – HAENNI (portable) scales
- CFR 49 North American standard inspections, Parts A & B
- Compliance review audit
- Hazardous materials certification
- Human Trafficking Awareness
- Motor Carrier Safety Assistance Program
- New entrant safety audits



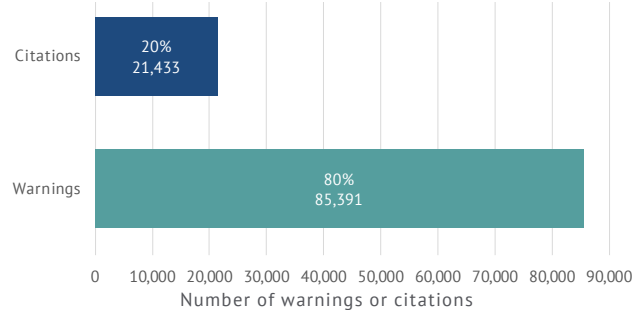
ENFORCEMENT ACTIVITIES

CMV VS. NON-CMV CITATIONS

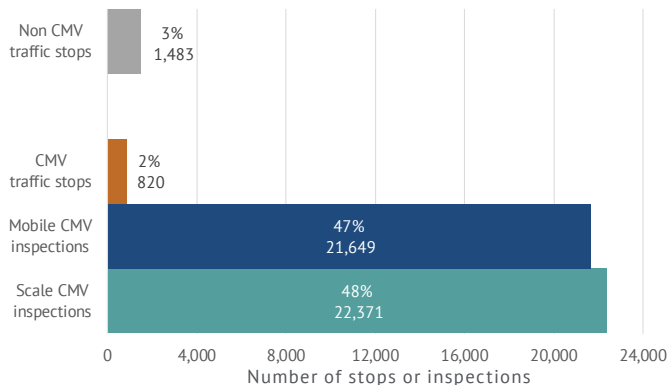


*In our reporting we realized there was ambiguity in the denotation of CMV vs. non-CMV citations. Beginning in March 2018, officers were required to use a new field to accurately record each type. For this reason, 4,343 citations were issued in this reporting period that are not distinguishable as CMV or non-CMV, and are not reflected in the graph above. The addition of this field will allow for more accurate reporting moving forward.

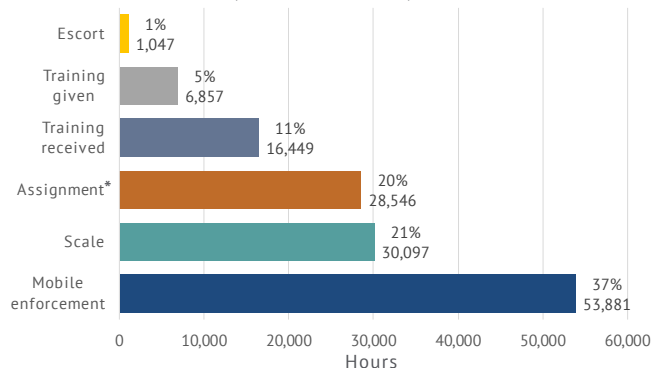
WARNINGS VS. CITATIONS (includes CMV and non-CMV)



MVE TRAFFIC ENFORCEMENT ACTIVITY



OFFICER TIME ALLOCATION BY ACTIVITY (Overtime included)



*Assignment 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 inter-agency meetings and safety meetings; court attendance; traffic control for construction projects, special events, and accidents; and a variety of necessary administrative duties.