TEMPORARY DRIVER LICENSE LEGISLATION FOR

UNDOCUMENTED LATINO IMMIGRANTS:

A three-part mixed model study of the perspectives of Latinos, elected officials and law enforcement officials, and agribusiness owners and workers in Northwest Iowa.

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This study was a three-pronged approach to understanding the perceptions of three major groups of influence regarding proposed legislation on temporary driver’s licenses for undocumented Latino immigrants in Northwest Iowa. The three researched groups included studying 1) Latino Voices, 2) Elected Officials and Law Enforcement, and 3) Agribusiness. For the Latino Voices section, a qualitative phenomenological design of interviews and qualitative short answer surveys revealed five themes. For the Elected Officials and Law Enforcement section, a mixed method approach provided qualitative and quantitative data for city council members, police officers, Sheriff Deputies, and prosecuting attorneys. For the Agribusiness section, a mixed method approach provided qualitative and quantitative data for agribusiness owners and managers and employee. The results of the three sections have separate merit; and furthermore, the between-group cross analysis revealed areas of interaction and fragmentation of the varied perspectives. And, overall, all groups majority supported favoring legislation for temporary driver’s licenses for undocumented immigrants. This study has implications for communities with growing Latino immigrant populations and provides a community plan of action.
LITERATURE REVIEW

Immigration is an issue that permeates the history of the United States. According to ushistory.org (2008), the first immigrants to begin immigrating to this land were mainly those from Ireland and Germany. This can be referred to as “Old Immigration.” This new country was not just appealing to the Irish and Germans though—a more diverse population of immigrants soon began to travel to the United States. However, some of the new immigrants did not fit the previous immigrants’ image. “Many came from Southern and Eastern Europe, and some came from as far away as Asia. New complexions, new languages, and new religions confronted the already diverse American mosaic” (The Rush of Immigrants, 2008). Many of the first immigrants were often literate and Protestant. When immigrants who were not literate or Protestant began to arrive, those who were often responded negatively. However, the “new immigrants” were welcomed by industrial owners who desired cheap labor. Other laborers then began to despise those who were willing to provide labor for cheap. This trend continued throughout the history of the US and is still pertinent in the current United States (The Rush of Immigrants, 2008).

In the past ten years the number of undocumented immigrants has increased in the United States. It has been estimated that undocumented immigrants represent approximately 11 million of the population and that Latinos will comprise 29 percent of the entire population by the year 2020 (Pew Hispanic Center, 2008). The primary makeup of undocumented immigrants are lower skilled workers who hail largely from Mexico, although many other countries are also represented (Passel & Cohen, 2009). Many who immigrate to the United States do so in search for a better life. Undocumented immigrants face many barriers, which makes achieving a better life difficult. Today’s immigration discussion is focused on the Hispanic population. According
to Nwosu, Batalova & Auclair (2014), “in 2012, Mexican-born immigrants accounted for approximately 28 percent of the nearly 40.8 million foreign born in the United States, making them by far the largest immigrant group in the country” (n.p.). Again, many of these immigrants are welcomed by those who desire cheap labor.

The current study uses the definition of “Hispanic” as anyone who is of origin or descent from a Spanish-speaking country, such as Mexico, Cuba or Spain (Passel & Taylor, 2009). The total Hispanic population in Iowa is 154,000 or 5% of the state population, making up 0.3% of the nation’s Hispanic population. 64% are native-born Hispanics and 36% are foreign-born. Although Hispanic refers to people from a primarily Spanish-speaking nation, and Hispanic immigrants are coming to the U.S. from many of those nations, 75% in Iowa are from a Mexican origin alone. The median age of Hispanics in Iowa, both native- and foreign-born, is 22. The median age of native-born Hispanics is 14, revealing a trend in families being created in the states, and the median age of foreign-born Hispanics is 34, which is the age of able-bodied laborers, instead of children or older adults. To give perspective to these numbers, Hispanics in Iowa are particularly young when compared to the median ages of non-hispanic whites (40) and non-hispanic blacks (25). The median annual personal earnings of Hispanics is $20,000, leading to a 42% poverty rate of Hispanics who are 17 years of age or younger (Pew Research Center, n.d.).

The present study addresses Northwest Iowa, specifically the counties: Lyon, Osceola, Dickinson, Sioux, O’brien, Clay, Plymouth, Cherokee, Buena Vista, Woodbury, Ida, and Sac (NW Iowa Counties, n.d.). The three counties in Northwest Iowa with the highest numerical Hispanic population in 2011 are Woodbury, with 14,363, Buena Vista with 4,817, and Sioux, with 3,117. The counties with the highest percentage of Hispanics are Buena Vista at 24%,
Woodbury at 14%, and Sioux at 9%. Since 2000 there has been a mean growth of 8.17% and a median growth of 6.5% of Hispanics in the twelve Northwest Iowa counties, with each county growing at least 1% (Pew Research Center, n.d.).

**The Role of Agribusiness**

One of the main employment options for this growing population is agribusiness. The numbers of documented and undocumented immigrants in Iowa has risen exponentially to an estimated population growth of 45.2 percent (Knoll et. al, 2011). Although there are a variety of reasons for the increase in immigrants in Iowa, it is important to note that this is largely a result of the different work positions available to immigrants. According to Barrett, the primary industry in Iowa is agriculture (1999) which makes up 50 percent of employment in rural counties. (Otto et. al, 2009). Many documented and undocumented immigrants who come to rural Iowa specifically find themselves employed in various agriculture occupations which include dairy farms, slaughterhouses, egg production centers and so forth. Another component to the draw of Hispanic immigrants to rural areas is that, “Mexican and Central American families immigrating to the US characteristically follow what has become an expected ritual that signals adolescents and young adults to move northward to find employment and seek a better life” (Cervantes, Meijia & Mena, 2010, p. 278). It is estimated that undocumented workers make up 24 percent of Agricultural workers in the state of Iowa (Passel, 2006) which is exemplified in rural, northwest Iowa. Because Iowa, namely the rural northwest area, is dependent on an immigrant labor force, there are more jobs available to those seeking employment in other sectors. Undocumented immigrants come to this area of Iowa for a chance to gain employment. Agribusinesses are much more willing to hire undocumented workers because of the ability to offer less pay, almost zero benefits, as well as because there is a labor force willing to work in
these jobs. Undocumented immigrants are at the most risk to be exploited because their entry into the United States lacks any sort of officiating documents, thus making it difficult to obtain any job outside of the lower skilled areas of work. Those who do try and immigrate legally face almost impossible circumstances in the attempt to obtain documentation.

Individuals who wish to immigrate to the United States legally for work encounter difficulties when applying for a visa. There are two different ways in which a foreign-born individual can apply for a green card: a U.S. family or a work visa. As one of the only pathways to gaining legal citizenship, obtaining a visa is not as easy as it may appear. This is due in part to each country only being allowed so many visas for their citizens. Approximately only 25,000 green cards are allocated to each country with applicants regardless of population size which results in decades of waiting for United States consideration (Vargus, 2012). These green cards are split up into smaller subgroups that are dependent on the different skills of applicants. For low skilled workers there are only 5,000 green cards available for the entirety of the United States (American Immigration Council, 2013). The lack of work visas for low skilled workers makes it difficult for immigrant workers to come to the United States legally. Furthermore, each state is only allowed so many work visas each year for low skilled workers which puts the Iowan economy in a difficult position. Due to agribusiness structures that are in place, the rural Iowan economy relies on the immigrant work force to maintain the agricultural output. The lack of work visas for a legal pathway to citizenship creates an impossible circumstance for those seeking legal immigration status.

The employment options become grim for immigrant workers when it is realized that various agriculture jobs pose serious health and economic hazards for immigrant employees (Milkman, 2011). Many undocumented workers who are employed by various agribusinesses are
paid in exploitative wages. The average pay for undocumented workers is much lower than their legal counterparts as a result of lack of legal protection. Undocumented immigrant workers live in fear of employer threats of deportation (National Farm Worker Ministry, 2014) which makes advocating for a better wage difficult and dangerous. Therefore the pay scale is heavily skewed in favor of the businesses rather than the individual worker. Agriculture employers also tend to hire immigrant workers regardless of legal status because of the ability to offer lower wages to workers (Liebig & Souza-Poza, 2004). Undocumented immigrants are attracted to low wage and low skill employment opportunities because of agribusinesses that are willing to hire them and because of lack of other employment opportunities especially in rural, Northwest Iowa (Donato et. al, 2007).

The threat to physical safety is also present in different lines of agribusiness work. Workplace injuries are common place and there is no workers’ compensation available for undocumented workers (Milkman, 2011). Employees in agribusinesses are subject to physical injuries that can sometimes be lifelong or even fatal. Because of the constant injuries that occur in this field for undocumented workers, the turnover rate of workers is 200 percent each year which furthers the agribusiness reliance on immigrant workers (Barcus & Simmons, 2013). The overwhelming majority of employment positions for undocumented immigrants in northwest Iowa are agricultural productions/businesses, making agribusiness an essential player in the decision as to whether or not a temporary driver license law will be passed.

Agricultural businesses have a long and rich history in Iowa; undocumented immigrants play an essential role in this narrative. In the state of Iowa there are over 54 thousand different agricultural businesses. Many of these agribusinesses provide employment to undocumented immigrants. In 2006, a raid on Swift & Co.’s meat packing facility in six states revealed that
undocumented workers made up nearly a third of the companies employees (Kammer, 2009). Though in many agribusinesses this number could likely be a lot higher, undocumented immigrants are more commonly employed by agribusinesses versus family owned farms (Passel and Cohn, 2009).

Throughout the twentieth century, the agribusiness world went through a significant amount of modernization. The largest change has been the replacement of physical people for technology. This dramatic change was mainly driven by the potential increase in profit (Friedberger, 1996). These profit driven changes make undocumented immigrants ideal employees, because of their undocumented status.

**Rural Climate of Northwest Iowa**

The lifestyle of a rural, Midwest area is much different than living in an urban setting. An urban setting is compacted, with high traffic and multiple methods of transportation offered to the public. In a rural setting, resources are spread out, there is less traffic, and hardly any public transportation is available. Additionally, weather tends to be extreme. In regards to these factors (distance between cities, limited transportation options, and extreme weather), a car is necessary for ideal functioning when living in a rural setting.

In the entire state of Iowa, there are 54.4 people per square mile (“Iowa Quick Facts,” 2014, n.p.). In rural areas, there may be places where individuals drive 15-20 minutes to meet their everyday needs. This is supported by Northwest Iowa Development’s (2010) regional analysis, which reported that individuals in Northwest Iowa who are willing to change or accept employment are actually willing to commute an average of 24 miles one way for work opportunities. The graph below illustrates the Northwest Iowa community area in its entirety (Northwest Iowa Development, 2012, n.p.).
It could be argued that it is necessary to have a car in order to drive distances such as those indicated in the above graph, especially in rural settings where resources are generally spread out. This may be different compared to an urban setting where public transportation is offered.

In the area of the current study, there is no public transportation offered to get citizens from point A to point B. This begs the following question to be answered: How does the government system expect citizens to prosper in the community if they are not able to get to work, get to the local grocery store, or get to the dress store downtown? If people are unable to get to the places in rural areas, the economy will inevitably slip and eventually fail with no revenue and exchanging of goods. In a rural setting, many factors require the use of cars. What’s unique about the rural, Midwest is the weather climate.
In the Midwest, the weather is unpredictable and has extreme highs and lows that make it necessary for a car to travel. In an average year the weather ranges from extremely hot to extremely cold. In July the average high temperature is 86 degrees and in January the average high temperature is 29 degrees (Monthly Averages for Sioux, 2014, n.p.). It would be dangerous for people to be walking in such extreme conditions. In the winter months it can easily get to below-0 temperatures. If people are forced to walk in this weather, they may suffer extreme health issues. Studies show that overall, “minimum temperatures are increasing more than maximum temperatures” (Lee, Li & Lund, 2012, p. 4224). If minimum temperatures continue to increase, the average high in colder months will decrease as well, resulting in exceptionally cold winters. Overall, there is evidence of extreme seasonal temperatures. For people living in this rural area, a car is vital to the lifestyle. Individuals need a car to get around; however, far too many undocumented immigrants are unable to do so.

**Political Climate of Northwest Iowa**

It has been argued that Northwest Iowa is the most conservative region of the United States. In the 2014 November elections, 8 of the 11 elected candidates belonged to the Republican party. On their website, the Iowa Republican Party or Iowa GOP describes their platform as of June of 2014 in the following way:

As Republicans we uphold the principles of individual responsibility and liberty, adherence to traditional values, a strong national defense, a free enterprise system, respect for the sanctity of human life, and freedom of religion and the free exercise thereof. We believe in retaining the original intent of the U.S. Constitution. We believe high moral character is a necessity for public servants. The highest standard of character should be embodied in both private and public life. We encourage the proliferation of these principles and their passage to future generations.

1. Constitutional principles: We acknowledge our rights derive from God and are therefore unalienable and include life, liberty, and the pursuit of happiness (i.e. private property). Further, the right to life shall be understood to include all people from conception to
natural death. We are a nation governed by people elected to public office that are sent to represent us, the citizens. Our Constitution provides limits to government power, explicitly details our fundamental rights and insures that only the enumerated powers contained within the Constitution are executed by the federal government. All other functions of government are left to the state and local governments.

2. National sovereignty: The United States of America is a sovereign nation with defined borders, governed by a set of laws determined by our representatives, guided by our Constitution and protected by a military strong enough to defend our nation and its interests.

3. Oath of office: As citizens, we demand that our elected officials take their duties to our citizens, our country and our Constitution seriously and act in accordance with their oaths of office.

4. Fiscal responsibility: Fiscal responsibility is a fundamental function of any local, state or federal government. It is a fundamental expectation that government agencies act in a financially responsible manner. Limiting the size and scope of government is a necessary component of achieving this end.

5. Personal responsibility: America is a nation of individuals held together by a common vision and values. We are not servants of the government; we are not dependent on the benevolence of society for our survival. Our possibilities are limitless when a free market is allowed to operate without government distortion. Businesses, families and individuals should not be over-regulated by our local, state and federal governments. As individuals, we are largely responsible for our successes and failures. (Republican Party of Iowa, 2014).

Despite a strong presence of conservatism, which is typically assumed to reject a pathway to citizenship, an Iowa poll conducted for the Des Moines Register (2013) reveals an interesting statistic: “More than half of Iowans, 58 percent, favor such a proposal, which is similar to a plan presented by a bipartisan group of U.S. senators. The percentage of Iowans who support a path to citizenship rises to 77 percent when the total includes those who support a less restrictive approach that doesn’t tie reform to border control” (Krogstad, 2013). This statistic is particularly interesting and significant, given the implications this poll has on the politicians that represent Iowa. While the Republican party typically does not strongly favor a path to citizenship, Republican representatives in Iowa seem to be in what can be called “a rock and a hard place” when it comes to sticking to party lines while simultaneously representing Iowans accurately.

While 77 percent of Iowans are said to support a pathway to citizenship, it is important to recognize that Steve King, a Republican representative for the 4th District, presents an outspoken
voice in the federal government against such a pathway. King is a Conservative Republican with strong aims to continue the mission of obtaining conservative America (About Steve, n.d). Elected in 2002 to the U.S. House of Representatives, King spends a tremendous amount of time in his district of Iowa engaging his constituents, and has gained national stature as a leading Constitutional Conservative; a frequent contributor to Fox News, national magazines, newspapers and radio stations. King is well respected among many national conservative leaders as the general on the front lines. Steve King holds strong views in basic stereotypes of those from a Hispanic or Latino descent. During an interview with Newsmax in July of 2014, King was quoted saying: “For every one who is valedictorian, there is another 100 out there who weigh 130 pounds—and they’ve got calves the size of cantaloupes because they’re hauling 75 pounds of marijuana across the desert. Those people would be legalized with the same act” (Brito 2013).

The relationship between Agribusiness and political parties is a heavily traveled two way road in which agribusinesses rely on subsidies from the government and certain political parties largely rely on campaign contributions from large agribusinesses in the Northwest Iowa area. As a whole, “Iowa ranks second in the nation for…subsidies its [agricultural industries] received from 1995 to 2012. The state last year brought in $739 million in federal dollars, according to the group” (Farm subsidies, n.d.). This presents a cyclical relationship where Iowan agribusiness both rely on and support political parties in order to survive.

There is also a tangled web weaved between political entities and agribusinesses in the United States, specifically in the region of Northwest Iowa. This is a long standing relationship that has been going on for many years. During the Great Depression, vast numbers of farmers suffered because of the economic difficulties that brought down crop prices. Following this suffering, a variety of government programs were put in place to assist farmers beginning in the
1930s as “the Roosevelt Administration hoped to bring stability to the agricultural sector and the economy as a whole by increasing farmers’ income and encouraging spending, thus increasing demand in other sectors and ending the Depression.” (Kwan, 2009).

These programs come out of what is commonly known as the farm bill which now also supports agribusinesses. Other programs that are a part of this bill include “food stamps and nutrition programs, research and education, conservation, food safety, trade and foreign food aid, and agricultural credit” (Kwan, 2009). From its beginning, the legislation in the farm bill has been providing support to “cover the production of certain agricultural commodities” (Kwan, 2009). This support comes in the form of “subsidies, price guaranteed, and loans” (Kwan, 2009). Many agribusinesses are hugely benefiting from the subsidies and would not be able to produce in the way that they do without them.

This is true in many parts of the United States including in Iowa where agricultural industries provide an extensive amount of jobs and bring in significant amounts of money for the economy. Iowa State University conducted a study analysis and found that “20.3 percent of Iowa’s jobs and 23.6 percent of its regional GDP (value added) are directly or indirectly linked to either agriculture or agriculture-related manufacturing” (Swenson, D., & Eathington, L., 2013), thus evidencing the importance of agriculture to the Iowan economy.

Specifically in Northwest Iowa, agribusinesses are receiving large subsidies from the government. For example, Rolling View Farms Inc. in Orange City, Iowa received $99,535; Kooiker Dairy Farms Inc. in Orange City, Iowa received $59,669; and Hulstein Brothers in Sioux Center, Iowa received $47,449 in subsidies from the government through the United States Department of Agriculture (Subtotal, Farming Subsidies, 2012f). Without these governmental subsidies, Iowa agriculture businesses would not be able to function to the same degree.
In general, those in the agricultural business have preferred to show monetary support to the Republican political party. This can be seen from “the 2012 election, when 72 percent of crop producers’ donations - nearly $19 million - went to Republicans…donations to Democrats, meanwhile, have remained relatively steady, decreasing slightly” (Crop Production, 2012). Republican politicians typically support bills that appropriate large sums of money to farmers and agribusinesses.

To make matters even more complex, Republican representatives themselves benefit from the government subsidies. According to research done by the EWG, “U.S. Sen. Chuck Grassley and U.S. Reps. Tom Latham and Steve King, all Republicans,” (Farm subsidies, n.d.) have received agricultural subsidies while those of the Democratic party, “U.S. Reps. Bruce Braley and David Loebsack or Sen. Tom Harkin,” (Farm subsidies, n.d.) have not. This further adds to the relationship between agribusinesses and political parties. By supporting farm subsidies, politicians have the ability to ensure monetary contributions to their campaigns as well as receiving subsidies themselves.

Agribusinesses and specific political parties are in a cyclical relationship with one another where both entities benefit. Those in agribusinesses rely heavily on their political representatives to influence the policies that bring in their subsidies. This is done through monetary support to specific politicians and political parties as well as through individual voting patterns. At the same time, these politicians are relying heavily on those in the agribusiness business field for their support and campaign contributions. Without the other, agribusinesses and specific political parties would struggle.

It is clear that agribusinesses are of significance to Iowa’s economic well-being as a state, and that agribusiness relies heavily on the labor of undocumented workers. Agribusiness’ ties to
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undocumented workers, law enforcement, and political parties make it an essential piece of the puzzle to be studied in understanding thoughts on a temporary driver’s license law.

Law Enforcement

Iowa has a bitter history of law enforcement targeting agricultural businesses as locations with undocumented immigrant workers. This strategy has had enormous financial repercussions; in addition, it has created a fear culture among agricultural workers. The most significant example of phenomenon was the Postville Raid. On May 12, 2008, U.S Immigration and Customs Enforcement (I.C.E.) raided Agriprocessors Inc., a slaughterhouse and meat processing plant, in Postville Iowa (Olvio, 2009). On that day helicopters, SWAT vehicles, I.C.E. vans, and countless law enforcement personnel descended upon Agriprocessors Inc. On that day 389 undocumented workers were arrested and detained in a cattle exhibit hall (Hincapié, 2013). Workers served a five-month jail sentence before being deported. In the days following the raid more than one thousand Guatemalan immigrants who were not caught in the initial raid voluntarily left out of fear. The combined total of people who left the area either voluntarily or through arrests was just under 1,400 people. Postville, a town of 2,300, lost more than half of its population in a two-week period. The net financial cost of the raid was more than $5 million (Yu-Hsi, 2013). The emotional repercussions to the community were unmeasurable, and the fear climate surrounding undocumented agricultural workers throughout the country grew massively (Krogstad, 2013). The Postville Raid was the largest law enforcement raid of its kind in history up to that date (Hincapié, 2013).

Postville is certainly not a unique occurrence in the United States, or the state of Iowa. Several other raids have taken place across time. On December 12, 2006 Marshalltown, Iowa’s meat processing center Swift & Co. was raided (Andrew, 2007). Five other Swift & Co.
locations in other states including Minnesota, Nebraska, Texas, Colorado, and Utah were also raided that day. The raids lead to a combined total of 1,297 arrests of undocumented workers (Kammer, 2009). The business lost $30 million in the days following the raids due to lost production (Andrew, 2007). It took Swift & Co. more than five months to resume normal operations (Kammer, 2009).

Raids of this kind were not uncommon in Iowa’s recent past, though due to negative public reactions the methods used by law enforcement have begun to change. Negative reactions to Agribusiness practices and negative reactions to police tactics both occurred as a result of the raids. Both of the raids mentioned above ended up revealing unpleasant details about meat packing industries. The raid on Swift & Co. revealed the meatpacking workers in the plant were making 45% less than workers in the 1980’s when adjusted for inflation (Kammer, 2009). The Postville Raids unearthed accusations of extremely unethical treatment of workers. Women reported being sexually assaulted by supervisors, children working sixteen or seventeen hours a day, with employees never being paid overtime (Hincapié, 2013). The public’s anger towards the industry lead to more than 1,000 protesters gathering to protest packing plant conditions in Postville (Preston, 2008). Public disdain towards the tactics taken by law enforcement embodied itself in protests at the capitol, several letter written to government officials, and countless newspaper critiques of tactics used at Postville.

The Obama Administration responded by creating new policies for criteria to do raids with guns drawn. Most raids are now done in a more administrative fashion; they care nicknamed “silent raids.” This is done by requiring businesses that are known to higher low-wage worker to turn over all their records in an audit. Records are then checked to verify that all workers are citizen or have proper documentation. Any individuals who are not citizens must be fired
immediately by employers, and employers end up paying up to $1,100 for each undocumented worker. These small scale administrative raids led to more than 410,000 deportation in the year 2012 alone (Yu-Hsi, 2013). Though these tactics are less outwardly traumatizing to the community, the implications for undocumented workers remain the same. Working in agricultural businesses can be extremely dangerous and can result in deportation, due to targeting by law enforcement.

While there is definite frustration with law enforcement on this issue, it is important to note that those working within law enforcement also have frustrations with the current system. According to United States law, law enforcement officers are to detain undocumented immigrants in order to hand them over to the United States Immigration and Customs Enforcement (ICE). However, often ICE cannot reach the law enforcement right away. In such cases, officers will issue a detainer in which undocumented citizens are held in jail for 48 hours or until ICE comes. By law, if an undocumented citizen is detained for more than 48 hours, they are to be released (Galvan, 2014).

In the fiscal year of 2013, ICE detected that there were a total of 368,644 removals of undocumented citizens from the United States. Of which, 133,551 of the removals took place within the interior of the United States, while the remaining were among the borders. These numbers are nearly 50,000 less than the fiscal year of 2012 (ICE, 2014). According to the Center of Immigration Studies, from 2011 through 2013, about 14% of all undocumented citizens that are removed from the United States are due to traffic violations. 64% of the individuals being pulled over were due to major offenses such as driving under the influence of alcohol and drugs while 2% were due to hit and run incidents. The remaining 33% of undocumented citizens being pulled over were due to minor traffic offenses (Vaughan, 2013).
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One of law enforcement’s primary duties is to keep the public safe from these various traffic offenses—therefore, many law enforcement figures support temporary driver’s licensure for undocumented citizens (Freud, 2014). As discussion on the topic as grown, there have been many law enforcement figures willing state their beliefs on temporary driver’s licenses for undocumented citizens. Safety has been the general concern for many of the police chiefs and sheriffs. Mike Tupper, the chief of police in Marshalltown, Iowa, wrote an opinion article in the Des Moines Register. He stated that temporary licenses for immigrants would protect the public—increasing the safety of Iowa roads. Tupper (2014) writes, “Our roadway safety would be improved for all by ensuring that all drivers get tested on their driving skills, know the rules of the road and have access to insurance. People driving without licenses are more likely to be involved in accidents and are more likely to flee from the scene of traffic accidents.” He goes on to explain that this would benefit all Iowans—“We believe that making a driver's card available to immigrants in our state will help make Iowa's roads safer by getting everyone tested, licensed, and bonded. And that is something that will benefit every single Iowan.”

Along with Tupper, there were five other sheriffs, police chiefs, or safety directors that signed off on the article. They included Bill McCarthy, the Polk County sheriff; Des Moines chief of police, Judy Bradshaw; Ric Martinez, the Nevada public safety director; Daniel Trelka, the Waterloo director of safety services; and Mark Prosser, the Storm lake public safety director and police chief. Prosser, again, emphasized public safety by telling Mark Freud, a reporter for local news station KTIV out of Sioux City, “How that might be applied in the state of Iowa for individuals who may not have legal status here but are working and living here and how that impacts public safety, the insured driver and situations like that” (Freud, 2014).
Sheriff Dan Altena of Sioux County feels the public’s safety is in the hands of law enforcement. Law enforcement’s job to remove undocumented citizens from the Iowa roadways because they are not qualified and do not have driver’s licenses. Altena spoke at a Center for Immigration Studies (CIS) panel in 2011 stated, “If I have somebody in my community that is not supposed to be there, and I just write them a ticket because they say their name is so-and-so and let them go, if, a week later, they’re in a traffic accident and they end up killing somebody—I believe that's on my shoulders. That's my fault. Because I was supposed to do something about that person that was there illegally” (CIS, 2013).

**Psychological Impact**

Due to various immigration laws like those discussed above, undocumented immigrants are often unable to obtain driver’s licenses. Being pulled over without a license often results in deportation for undocumented immigrants. “Although the goal of tighter enforcement is to diminish the numbers of undocumented people entering and staying in the United States, the policies have an immediate negative impact on Latino communities” (Androff, et al., 2011, p. 91). For example, Senate Bill 1070, an Arizona law that was passed in 2010 made it a “...misdemeanor for immigrants not to carry documentation” and required “…law enforcement to determine individual’s status when stopped or arrested based on mere suspicion of unauthorized status” (Valdez, Padilla, & Valentine, 2013, p. 305). Soon after, HB 2162 amended SB 1070, “…by requiring state and local law enforcement to reasonably attempt to determine the immigration status of a person only while in the process of a lawful stop, detention or arrest” (Morse, 2011, n.p). Although the Arizona law was altered in order to better avoid racial profiling, it is still acceptable for law enforcement to ask for papers while pulling over any
individual. Furthermore, by November 10, copycat bills had been introduced in six additional state legislatures (Morse, 2011, n.p.)

The fear of undocumented immigrants driving without a license has been depicted in various studies. Bhat & Naumann (2010) found that, “minority populations were generally more likely to be very or extremely concerned about having safe and alternative transportation options compared to whites with the likelihood of concern generally greater in non-metro areas” (p. 95). This may be related to minority populations being fearful of the risks involved in driving, resulting in a strong preference of taking alternative transportation altogether.

In a study done on the consequences of Arizona’s immigration policy, researchers found that “In encounters with police officers—almost always due to minor traffic violations—participants reported perceived discrimination” (Valdez, Padilla, & Valentine, 2013, p. 312). In another study done in a specific immigrant community, researchers found similar feelings towards police officers. “We found that immigrants do not trust local authorities and live with anxiety and fear of deportation. The fear of the Lowell police stems from police collaboration with ICE during the home raids and subsequent beliefs about the police reporting immigrants to ICE after the immigrants have been stopped for traffic violations” (Sládková, Mangado & Quinteros, 2012, p. 86).

The personal stories of these undocumented individuals are heavily represented in existing research. For example, a study done in 2011 depicts the story of Ismael Valeriano:

38-year-old Ismael Valeriano had worked in the United States for almost 20 years and was raising his three sons who were all born in the United States. He was arrested when he went to claim his impounded car, which was being held for driving without a valid license and insurance. He was immediately arrested because he was undocumented and was held for several months until a community group could raise the bail. (Androff, et al., 2011, p. 87).

A second example is that of a man who was pulled over while driving home for work late one night. “…the police stopped him and asked for an ID. He showed them his Mexican license.
They reported him to ICE.” His wife explained “...that her husband did not want to drive anymore: ‘He was left traumatized by what happened’” (Dreby, 2012, p. 837). She also told researchers, “‘I don’t feel safe talking to the police…Sometimes I want to dye my hair blond and have blue eyes’” (Dreby, 2012, p. 383). This couple’s traumatization indicates how fear of deportation often results in various psychological and emotional repercussions.

In addition to the fear of driving without licensure, undocumented immigrants often experience anxiety and fear related to deportation in general. In a study done on U.S. immigration policy and its effects on immigrant children’s well-being, Androff et al. (2011) found that “Restrictions of policies and increased enforcement have contributed to worry about deportation, with almost 60% worried about deportation of themselves, a family member, or a close friend” (p. 91). Similarly, “A Pew Hispanic Center survey found that, in 2008, a full 68% of Latino respondents worried that they, a family member, or close friend might be deported” (Dreby, 2012, p. 833).

Fear of deportation has profound emotional and psychological effects on family dynamics. “Familism involves a deeply ingrained sense of the individual being inextricably rooted in the family. The term encompasses attitudes, behaviors, and family structures within an extended family system and is believed to be one of the most important factors influencing the lives of Latinos” (Bacallao & Smokowski, 2007, p. 53). In relation to their deep attachment to families, Latino parents often experience anxiety when thinking about the possibility of deportation. In their qualitative research study, Valdez, Padilla, & Valentine (2013) reported that “Feelings of fear associated with potential deportation were commonly mentioned in our focus groups, with participating mothers worrying that any ‘false step’ could result in deportation” (Valdez, Padilla, & Valentine, 2013, p. 312). Countless terrors occupy the minds of
undocumented parents: “…parents’ vulnerability to potential detention and deportation affects them ‘in regard to emotional well-being, financial capability, and relationships with children, which in turn affects outcomes for children’” (Sládková, Mangado & Quinteros, 2012, p. 89). While mothers and fathers attempt to make sense of the fear of deportation, children interpret their reality and make sense of it in their own ways.

In Dreby’s study on the burden of deportation on children in Mexican immigrant families, one participant shared the following of how her 9-year-old son interpreted and cope with the threat of deportation: “He is conscious [of the family’s legal status] because when we are in the van he puts on his seat belt and he checks on the other [4-year-old brother] in his car seat…or he sees a police and he says [to his brother], ‘Here comes the police, sit good’” (Dreby, 2012, p. 839). While children learn to fear law enforcement, they also internalize their own definitions and meaning of “immigration.” Dreby (2012) writes,

I asked 10-year-old Andrea whether she knew what an immigrant is. ‘yeah, it is when someone is illegal to this country and the police-ICE come to look for them to send them back to their country.’ Her eyes started watering when she told me her parents are immigrants. I asked if she is proud that her parents are immigrants. She said ‘No’ (p. 840). The shame Andrea feels in being associated with immigrants is widespread among many immigrant children. Dreby (2012) found that nearly all the children he interviewed preferred to keep their family’s immigration status secret (p. 841). Ultimately, they realize the negative connotations that immigration carries and learn to keep quiet about their family’s status. The fear they experience may cause them to withhold a key part of who they are, which can result in profound psychological ramifications.

Because immigrant parents and children alike fear deportation, it is crucial to understand the practical implications of deportation for immigrant families. First, deportation often results in separation of the family. “When undocumented parents are arrested and detained for deportation,
their children are left behind because many have citizenship status” (Androff et. al, 2011, p. 86). When parents are deported, the entire family is disrupted. “The disruption of undocumented families, when parents are separated from their children, results in increased symptoms of mental health programs among children…This disruption is so traumatic that the fear of deportation itself results in emotional stress” (Androff, et. al, 2011, p. 87). When this happens, parents lose control over how much contact they have with their children and who raises them from then on. Valdez, Padilla, and Valentine (2013) write, “Actual deportation or detention of a family member damaged family relations, bringing emotional and marital distress, a forced reorganization of roles, and disruptions in parenting” (p. 316). In addition, “Separation…has had emotional repercussions for children. Children have felt resentful of parent’s absence despite understanding the economic rationale of the separation…Many have exhibited behavioral problems during adolescence” (Dreby, 2012, p 833). In summary, the separation due to deportation effects behaviors affects all family members in different ways, which contributes to the overall welfare of the family.

Because men are more often deported, it is important to understand the role of mothers in families where fathers are deported. First, they are forced to take on financial responsibility for their children (Dreby, 2012, p. 842). This can be a difficult adjustment in terms of child care and the amount of time spent investing in the children. Deportation “…burdens mothers with increased responsibility, and leads to familial stress. Such changes may contribute to less time dedicated to nurturing, supervising, and guiding children, all linked with children’s academic success” (Valdez, Padilla, & Valentine, 2013, p. 318). The simultaneous increase of stress and the decrease of time spent with the children often results in the emotional instability of the children.
In attempting to cope with the effects of deportation, children often experience negative changes:

Many children tend to express feelings of abandonment and show signs of anxiety, depression, and fear, which usually lead to behavioral and cognitive changes, such as difficulties in eating and sleeping, as well as aggressive behaviors in children whose parents have been deported or detained. In addition, children’s performance in school tends to decline (Sládková, Mangado & Quinteros, 2012, p. 89).

Dreby (2012) found similar evidence in his study on the burden of deportation on children.

A report by the Urban Institute found numerous changes in behavior among children whose parents were detained or deported as reported by their families, including increased frequency of crying, loss of appetite, sleeplessness, clingy behavior, an increase in fear and anxiety, and generic fears of law enforcement officials (p. 833).

In their study on the consequences of Arizona’s immigration policy, Valdez, Padilla, & Valentine (2013) found that “For the 100,000 parents of U.S.-born children who were deported in the last decade, family separation led to adverse behavioral changes in children and to prolonged food shortages, housing instability, and heightened economic hardship” (Valdez, Padilla, & Valentine, 2013, p. 306). While the cognitive and behavioral changes in children who have been somehow involved in the process of deportation is great, emotional, cognitive, and behavioral effects are even greater if they are present at the moment of parental deportation (Sládková, Mangado & Quinteros, 2012, p. 89). In summary, the entire family is negatively affected by the process of deportation.

The Current Reality for Temporary Driver’s Licenses for Undocumented Immigrants

Many states have adopted legislation which allows the temporary licensure of undocumented citizens. These states include California, Colorado, Connecticut, D.C., Illinois, Maryland, Nevada, New Mexico, Utah, Vermont, Washington, Oregon and Puerto Rico (Illegal Immigration Solutions, 2014). However, each of the states have different forms of legislation. In California, such legislation was signed into law on October 3rd, 2013 and will be put into effect
January 1st, 2015. “The law makes is illegal to discriminate against anyone who holds a driver’s license with that mark” (Illegal Immigration Solutions, 2014). However, it may not be used for identification purposes. The temporary licenses in California will have a recognizable feature that will distinguish them from those who are legal residents.

Colorado’s law was signed on June 5th, 2013 and was put into effect on August 1st, 2014. Their law allows those who filed state income taxes in the previous year and can prove current state residence to get temporary driver’s licenses. If individuals did not file income taxes, they can provide Individual Taxpayer ID and/or proof of state residency for the past 24 months with either a passport, consular ID, or military ID. As in California, Colorado’s temporary drivers licenses cannot be used for federal identification, voting, or public benefits purposes.

Connecticut’s law was signed in on June 6th, 2014 and will be put into effect on January 1st, 2015. This legislation allows those who cannot provide a social security number or any other “proof of lawful presence to obtain a driver’s license if he or she presents proof of identity and Connecticut residency” (Illegal Immigration Solutions, 2014). The immigrant must file an application to legalize immigration status or will file an application as soon as he or she are eligible. However, this opportunity is not available to convicted felons. Similar to other states, the license cannot be used for proof of identity or voting purposes. This license is valid for three to six years.

D.C. signed the law on November 18th, 2013 and was put into effect May 1st, 2014. Those eligible in D.C. are individuals who can prove D.C. residency for more than six months, don’t have a social security number, and can provide proof of identity, date of birth, and residency. The licenses are valid for eight years. These licenses cannot be used for valid official federal purposes. “The licenses cannot be used to consider an individual’s citizenship or immigration
status, or as a basis for a criminal investigation, arrest, or detention (Illegal Immigration Solutions, 2014).”

Illinois signed their law on January 27th, 2013 and was put into effect on November 28th, 2013. Their law gives driver’s licenses to those who are ineligible for social security numbers, have resided in the state for over one year, and are unable to give documentation of legal presence in the country. The individual also needs to present a valid passport or consular identification. Their licenses are valid for three years and cannot be used as proof of identification. The licenses will also be marked as a temporary visitor’s driver’s licenses in all capital letters.

Maryland signed their law on May 2nd, 2013 and was put into effect January 1st, 2014. The law lets a person without a social security number obtain a driver’s license if the individuals have filed a Maryland tax return or were claimed as a dependent of someone who has filed taxes for the past two years. The temporary driver’s licenses must be distinguishable from other driver’s licenses and other identification cards. Licenses cannot be used for identification purposes or to purchase firearms.

Nevada’s law was signed on May 31st, 2013 and was put into effect January 1st, 2014. The Director of the Department of Motor Vehicles cannot release information regarding the legal status of the applicant for the driver’s licenses for confidentiality purposes. The licenses are valid for one year. Those eligible for the license are those who can provide proof of identity, age, and residence in Nevada. The licenses have minimal distinguishing marks and can’t be used to determine eligibility for other benefits.

New Mexico’s law was signed on March 18th, 2003 and was put into effect later that year. The law allows applicants provide an individual tax identification number or other document
instead of a social security number, regardless of immigration status, apply for a temporary driver’s license.

Utah signed their law on May 8th 2005 and was put into effect later that year. The licenses are valid for one year. Applicants must prove residency in Utah for six months and provide a tax identification number. The license is distinguishable from regular driver’s licenses by format, color, and is marked “for driving privileges only—not valid for identification” (Illegal Immigration Solutions, 2014).

Vermont’s law was signed on June 5th 2013 and was put into effect on January 1st, 2014. The law allows residents to obtain an “operator’s privilege card” in exchange of proof of name, date, place of birth through a valid foreign passport, consular identification document, or certified birth, marriage, adoption, or divorce certificate, all along with proof of Vermont residency. The license is marked as a privilege card and cannot be used for federal identification. The license is valid for two years.

Washington signed the law on May 17th, 1993 and was put into effect July 25th, 1993. Applicants do not have to have a social security number if they can provide proof of Washington residency with a home utility bill, college or university document, Selective Service card, car title, bank-issued documents, individual tax identification number, Washington school transcripts or other school documents, DSHS (Department of Social Health Services) benefits eligibility documents, or a recent Washington marriage certificate or child’s birth certificate as long as the applicant’s name and current Washington residence.

Oregon’s law took effect on January 1st, 2014. The law lets the state issue a driver card to those who follows the five steps. First, the applicant must comply with all requirements for the type of privilege being sought other than legal presence. Second, they must provide proof of
identity and date of birth by submitting one of several specified documents. Third, the applicant must provide proof of Oregon residency for more than one year as of the application date. Fourth, the applicant must provide a valid social security number or a written statement that he or she has not been assigned a society security number. The final step is that the applicant pays all the required fees. The temporary driver’s licenses will have marks to distinguish it from other state driver’s licenses. The license is valid for four years. (Csere, 2013)

Puerto Rico’s law was put into effect June 14th, 2014. At least 10,000 Dominicans will benefit from the temporary licenses but could affect up to 200,000 individuals. Eligible applicants are those who have lived in Puerto Rico for at least a year. They must also have a valid passport from one’s country of citizenship or an up-to-date consular identity document. Puerto Rico has 3.72 million residents in which 68,000 are Dominicans who have U.S. citizenships. (Fox News Latino, 2014)

Those eligible for licenses are those without a social security number. Often an individual needs to show some proof of residency in the state for a varied about of time, usually about 2 years. Many states don’t allow temporary drivers licenses to be used for federal identification, voting, or public benefit purposes. The licenses themselves are sometimes marked with some obvious identification on the temporary drivers’ licenses themselves to show some distinction between temporary and regular drivers’ licenses. The first state to sign temporary drivers’ into law was Vermont on June 5th, 2013. The latest was Puerto Rico which on June 14th, 2014.

There is a process that all Iowa legislation must go through in order for the law to be enacted. If a law regarding temporary licensure for undocumented citizens were to be made in Iowa, it must first be introduced by the Legislative Services Agency, which would allow the Secretary of the Senate or Chief Clerk of the House to assign the bill a number, and assigned it to
the correct standing committee. The committee that the legislation for temporary drivers’ licenses would go to is the transportation committee includes Josh Byrnes (R, District 51), Chair; Brian Moore (R, District 58), Vice Chair; Jim Lykam (D, District 89), Ranking Member; Dennis M. Cohoon (D, District 87) John Forbes (D, District 40); Greg Heartsill (R, District 28); Daniel A. Huseman (R, District 3); Ron Jorgensen (R, District 6); Bobby Kaufmann (R, District 73); John Landon (R, District 37); Brian Meyer (D, District 33); Helen Miller (D, District 9); Rick Olson (D, District 31); Steven N. Olson (R, District 97); Dawn E. Pettengill (R, District 75); Henry V. Rayhons (R, District 8); Joe Riding (D, District 30); Walt Rogers (R, District 60); Sally Stutsman (D, District 77); Mary Lynn Wolfe (D, District 98); Gary Worthan (R, District 11)).

The subcommittee, usually composed of three members of the standing committee, would review the bill in detail and report their conclusions to the full committee. The full committee would then discuss the sub committee's conclusions and make recommendations to the entire chamber. The committee may then recommend to pass the bill, to pass the bill with amendment, to refer the bill to another committee for study, to postpone the bill indefinitely, or to send the bill to the floor for debate with no recommendation. (How a Bill Becomes a Law, 2014)

The committee would report to the Secretary of the Senate or Chief Clerk of the House who would place the bill on the calendar in order to debate it, if that is what the committee recommended. When the time came for the bill to be debated, the representatives or senators would vote. If the bill got a majority vote, it would be passed on to the other chamber. “If the bill is further amended by the other chamber, the amended bill is sent back to the chamber of origin for approval. If the chamber of origin were to concur or agree with the amendment(s), the bill would pass both chambers in identical form and would be sent to the Governor for review” (How a Bill Becomes a Law, 2014). The Governor then would have the choice to sign the bill into law.
or veto it. If the bill were signed into law, it would likely be in July or August. (How a Bill Becomes a Law, 2014).

The process of making a bill into a law is extensive. In order to understand the likelihood of such a bill becoming an Iowa law, one must begin to understand where the people of Iowa stand. This legislation is important to be considered because 1) the number of undocumented individuals living in NW Iowa that require a vehicle and 2) and many of those individuals work in agribusinesses which are why the area thrives. So, for their protection and safety of all drivers and psychological well-being of undocumented immigrants, this legislation is important to study.

METHODS

The researchers completed a three-pronged research study. The three-prongs included studying 1) Latino Voices, 2) Agribusiness, and 3) Elected Officials and Law Enforcement. For the Latino Voices section, the researcher’s method was to use a qualitative phenomenology design in which they performed in-person interviews and collected qualitative short answer surveys from Latino participants over the age of 18. For the Agribusiness section, the researchers chose to use a mixed method approach in which qualitative and quantitative data were gathered. Agribusiness owners and managers were asked to fill out an online Qualtrics survey. They then had the opportunity to follow up with an in-person interview and a paper survey to be distributed to employees of the Agribusiness. Due to the small sample size, the researchers used the qualitative interview data to support the quantitative data rather than stand on its own. For the Elected Officials and Law Enforcement section, the research was accomplished through a mixed method approach using both quantitative and qualitative data. Elected officials and law enforcement participants filled out an online Qualtrics survey, with the option for personal
interviews. The researchers again chose to use the qualitative interview data to support the quantitative data.

**Latino Voices**

**Rationale.**

Qualitative research was chosen because of an interest in the phenomenon of Latino perspectives on the proposed legislation for temporary driver’s licenses for undocumented immigrants. Qualitative research attempts “…to develop a complex picture of the problem or issue under study. This involves reporting multiple perspectives, identifying the many factors involved in a situation, and generally sketching the larger picture that emerges.” (Creswell, 2013, p. 47). Researchers in the current study pursued qualitative research in order to hear the stories behind the voices of the Latino immigrant population in northwest Iowa.

**Type of Qualitative Design.**

This study utilizes a phenomenological approach in order to understand Latino perspectives on proposed legislation for temporary driver’s licenses for undocumented immigrants. A phenomenological approach describes the common meaning for several individuals of their lived experiences of a concept or a phenomenon, which in this case is being undocumented and without a driver’s license. (Creswell, 2013, p. 76). The researchers were interested in learning the experiences of the Latino immigrant population.

By choosing phenomenology the researchers were allowed to be creative and reflexive in their approach. “Reflexivity and creativity allow the researcher to have a greater understanding of how the populations under investigation make sense of their experiences” (Wagstaff & Williams, 2014, p. 9). In choosing a phenomenological approach the researchers were able to
obtain a better understanding of how the participants made sense of the issue regarding temporary driver’s license for undocumented immigrants.

It is important in a phenomenological study to gather information and the experiences lived by the participants. As a result, there was a specific way in which the researchers gathered information. “The researcher guided by Husserl’s ideas would understand that the purpose of inquiry is to investigate phenomena without making assumptions or judgments about the world” (Bradbury-Jones, Sambrook, & Irvine, 2009, page 665). In compliance with this statement, the researchers listened without making assumptions or judgments on what the Latino population expressed or felt regarding temporary driver’s licenses. The researchers felt this was crucial to the study because they wanted the participants to feel comfortable discussing the topic.

Researchers conducted interviews and qualitative surveys. The interviews were done alone or in groups according to the participant’s preference. The surveys were distributed to agencies and businesses in Northwest Iowa that cater to the Latino population. The interviews and surveys contained the same four questions, including the following: 1) What do you think about undocumented immigrants receiving temporary drivers’ licenses, if it was provided by the state of Iowa? 2) What are some benefits to undocumented immigrants receiving temporary drivers’ licenses? Please give an example. 3) What are some drawbacks to undocumented immigrants receiving temporary drivers’ license? 4) What do you think about undocumented immigrants not having a drivers’ license? Please give an example.

**Sampling Method and Participation Criteria.**

A combination of two sampling strategies were implemented: criterion and convenience. Criterion sampling is defined as “All cases that meet some criterion; useful for quality assurance” (Creswell, 2007, p. 158). The current study required participants to be Latino and of a
legal age to drive. The second strategy was convenience, which involves recruiting participants in ways that save time, money and effort. Using this strategy, participants were recruited from local churches which many Latinos attended.

**Data Collection Strategy.**

There were fifty-one participants in the research study. 100% of the participants were Latino living in Northwest Iowa. The three researchers recruited a fourth researcher who served as a translator in the interview process. The Informed Consent used for the fourth researcher can be found in the appendix. For the interviews that were conducted, the researchers ensured that the location was a safe environment where the participants felt comfortable discussing the topic. Two of the interviews included two participants, and three of the interviews included one participant. Interviews lasted between five and ten minutes. Before the interview began, researchers explained the informed consent and allowed time for participants to review and sign the document; the participant informed consent can be found in the appendix. The researchers conducted a semi-structured interview with a prepared set of questions in order to allow for additional questions that surfaced throughout the interview. The first interviewer asked the questions while the second interviewer took notes on non-verbal cues of the participants; both interviews asked additional questions aside from the set of prepared questions. At the conclusion of the interview, the participants were able to ask the researchers if they had any questions and were thanked for the time and willingness to help. They were also given a debriefing form, which can be found in appendix.

**Use of Protocols.**

There are four basic ways to obtain data. It can come through observations, interviews, documents, and audiovisual materials. For this specific study the researchers collected data
through observations, interviews, and documents. Voice recorders were used to record the conversations that took place. A second form of recording was also used as backup in case the voice recorders failed. Once complete, the interviews were transcribed by the researchers; they recorded the interviews in writing, word for word how they were said by the participants. This was important because the researchers wanted to be concise and honest in what happened during the interview. For the surveys, researchers typed verbatim the hand-written responses, and those in Spanish were translated.

**Data Analysis Strategies.**

Creswell (2007) explains various techniques that can be used when analyzing data obtained in qualitative research. These techniques include organizing the data; reading and memoing; describing, classifying, and interpreting data into codes and themes; interpreting the data; and representing and visualizing the data (p. 182-188). In addition, he provides a more specific approach to be used when applying data to a phenomenological study; these steps include describing personal experiences, developing a list of significant statements, forming themes, describing the participants' experience with the phenomenon, and explaining the essence of the experience (p. 193-194). The researchers used these guidelines in order to grasp the essence of the experience of each participant.

When analyzing the data, the researchers first worked independently. After agreeing upon a method of coding, they analyzed the data independently, separating the quotations from the interviews into common ideas; immediately following, they gathered together to compare their results. The next step was narrowing the codes into themes. While they were discussing how to narrow down the codes into themes, researchers were aware that they each brought different perspectives, experiences, and opinions to the conversation; they used their complex reasoning
skills, taking each comment into account in order to best portray the phenomenon to the audience. They were also conscious of using the voices of each participant as equally as possible, while staying true to the developed themes. The resulting outline had a total of five themes, with all of the relevant quotations listed under each theme. From that outline, they were able to craft the results section.

Verification Procedures Used.

The researchers implemented various verification procedures in order to insure validity and reliability within the study. Morse, et al. (2002) affirms the importance of using verification procedures, stating that they “enhance researcher’s responsiveness to data and constantly remind researchers to be proactive, and take responsibility for rigor” (p. 19). For the present study, one verification procedure used was member-checking, in which the interviewers confirm their interpretations and understandings of data given by participants, receiving feedback on its validity and ensuring necessary changes are made in order to present an accurate account of the data given by the participant (Creswell, 2013). In this study, the researchers used member-checking throughout the interview process by checking for accuracy during the interview and giving a detailed description of the data they received once the interview is complete. Necessary changes were then made then verified again with the participants.

The researchers also implemented external audits, in which an uninvolved third-party researcher provided feedback about the research methods and the uncovered themes, evaluating the accuracy of the data and the validity of the conclusions (Creswell, 2013). The current study was examined by an uninvolved outside party who provided feedback about the validity, reliability and accuracy of the methodology and results.

Ethical Considerations.
Ethical considerations for this study include protecting the privacy of participants concerning immigration status. Researchers did not, at any time, inquire about the immigration status of the participants or anyone the participant may have known.

The information collected was personal so researchers maintained complete confidentiality by requesting that participants use pseudonyms when discussing another person, omitting any identifying information during the transcription process, destroying the audio recordings once transcriptions were completed, and keeping transcriptions in a locked and undisclosed location.

Due to the controversial nature of the study, researchers did not at any time self-disclose their thoughts or feelings about immigration issues, such as their opinion for or against granting temporary drivers’ licenses to undocumented immigrant workers. The researchers maintained a neutral stance in order to obtain the most accurate data from the participants as possible. Creswell (2013) suggests taking the cultural and ethnic norms into account when collecting data from people of a different culture or ethnicity than the researchers. In order to avoid this ethical issue, the researchers did an extensive review of available literature on Hispanic culture, particularly in the area of the study.

**Agribusiness-Methods**

**Rationale for Design.**

In this study, the goal was to understand how owners and managers of agribusinesses in Northwest Iowa viewed and felt about temporary driver licenses being available for undocumented immigrants. A mixed qualitative and quantitative study was implemented because the researchers were interested in exploring in depth the views and thoughts held by agribusiness owners/managers in relation to temporary driver licenses for undocumented immigrants.
The researchers chose to do a mixed study, using both quantitative and qualitative research methods. Quantitative research is typically a faster way to gather information, which was useful for collecting information from a larger population, in this case agribusiness employees. In addition, the researchers wanted to ensure their study was easily accessible and non-time consuming for the working participants. Due to the sensitive nature of the research, an anonymous and confidential quantitative method that did not involve a high level of researcher/participant interaction made it possible to receive more accurate and honest information from the participants. Not only was the quantitative research method beneficial for the participants, it was also useful for finding precise numerical data to be used for statistics. This numerical data may hold higher credibility with the people in power that are a part of this study’s audience, to whom the product of this research is meaningful.

By conducting a qualitative research study, in addition to the quantitative portion, the unique viewpoints of participants were collected to describe a universal essence about this topic (Creswell, 2007). Rationale for conducting qualitative research is that it is, “…based on the epistemological assumption that social phenomena are so complex and interwoven that they cannot be reduced to isolated variable” (Yilmaz, 2013, p. 311). While quantitative research focuses on statistical analysis, qualitative focuses on quality of each participant’s responses. This allows for the researchers to completely understand each participant’s responses and lived experiences. The approach to inquiry the researchers selected is phenomenology. Phenomenology is best used when researchers want to understand the meaning of a shared experience (Dowling, 2012).

For the quantitative assessment of the research, the researchers used two separate Likert-scale questionnaire tools. One was given to the owners/managers of the agribusinesses; the other
was given to those who work in non-management positions in the same agribusinesses. The purpose behind using two different Likert questionnaires was to find information specific to varying levels of leadership positions. The Likert-scale questionnaires for the owners/managers at the agribusinesses were sent to participants using email. They filled out the questionnaires and returned them to the researchers also via an online Qualtrics survey. The online survey was followed up by a qualitative interview if the owners/managers were willing. Given permission by those in owner/manager positions, the researchers distributed the Likert-scale questionnaires to those in non-leadership working positions at the agribusinesses. When the workers completed the forms, the researchers collected them. The extent of the interaction between the researchers and those in non-leadership positions at the agribusinesses was minimal.

The researchers chose the Likert-scale as their assessment tool for this portion of the study for a variety of reasons. The Likert-scale questionnaire is efficient and allowed for gathering a large amount of data from a number of people. It also did not require a large time commitment on the part of the participants, which made them more willing to participate. The Likert-scale gives a range of opinions on a topic rather than two extremes. This allowed the participants to more accurately rate their opinions. The Likert-scale model is commonly used as a reliable and valid form of collecting data. A study was conducted to check the validity and reliability of Likert scales; it concluded that Likert-type scales are reliable and valid (Hartley & MacLean, 2006). The more clear the questions are asked, the more valid and reliable the test.

In the study the researchers have chosen to implement surveys to employees in both Spanish and English. The researchers realize that this practice is important for two reasons. The most accurate information can be gained if the questions are available in a form that is the most easily understandable to the participant. If participants are asked to respond to surveys that are
not in their first language the potential to get inaccurate answer dramatically increases due to mistranslations (Sue, 2006, pg. 148). Secondly, the questionnaire is inquiring about a topic that relates closely to having an undocumented status. This is often information that individuals hold with the upmost confidentiality, as the punishment for the offense is severe. In order build rapport and trust, the researchers have a responsibility to be culturally sensitive in order to show are participants that the researchers value them and their cultures and experiences.

**Sampling Strategy.**

For this research project the researchers chose a criterion sampling strategy. This means participants were chosen based on the fact that they had a factor in common (Creswell, 2013, pg. 158). A qualitative approach was chosen with business owners. The researchers realize business owners and managers of agribusinesses provide valuable insight. The researchers’ interest in agribusiness owners most derives from wanting to understand if they would find the legislation favorable or unfavorable, while also gaining an understanding about how having or not having a driver’s license impacts current workers of agribusiness owners.

**Protocol.**

Specific steps were taken to gather information from agricultural business owners, agricultural business managers and the employees of agricultural businesses in Northwest Iowa. The interview process was conducted quantitatively with a two separate questionnaires. One questionnaire designed especially for agricultural business employees and one designed especially for agricultural business managers and owners. Both questionnaires were between five and ten questions long, and the participants answered the survey’s questions using a Likert-scale ranging from “very much” to “not at all”.

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The selected agricultural businesses in Northwest Iowa were emailed asking to participate in the study. This email included a brief statement on what the study was about and stated that the researchers are students at Northwestern College. The email also included copies of both sets of questions. If the owners and managers responded to the email and questionnaire, then an additional invitation was sent in order to set up an in-person qualitative interview to gather more in-depth data. After the invitation for an interview was sent, a member of the research team followed up with a phone call if respondents did not respond within a pre-determined period of time. The face-to-face interview was conducted qualitatively. During this face-to-face interview, the interviewer asked a series of questions stemming from the quantitative questions [please see attached survey]. At the conclusion of the face-to-face interview, the interviewer requested permission to distribute the questionnaire designed for the agricultural business employees. The quantitative questionnaires took 5-10 minutes, the qualitative face-to-face interviews took anywhere from 30-60 minutes. The location of the qualitative face-to-face interviews were located based off of the participant preference. The quantitative surveys created for the agricultural business employees were distributed by the researchers during the lunch hour or at a time granted by the business owner or manager.

Following the completion of the surveys the research collected the surveys [see attached survey].

**Instrumentation.**

The Quantitative surveys used during this study were self-generated. The researchers were aided by an outside source to create appropriate and relevant questions for the study to gather specific information. Dr. Harold Heie, a board member and the Advocacy Team Leader for the CASA Board of Sioux County, acted as an outside source. CASA (Center for Assistance, Service, and Advocacy) is a non-profit organization that promotes diverse and healthy
communities, by means of empowerment, education, and advocacy. The external expert’s knowledge and connections with the agricultural businesses was very helpful when working with the specific participants, and questions he helped to develop most effectively sought the information most needed by the organization the study is partnering with.

**Ethical Considerations.**

A number of precautions to ensure that all participants were treated ethically. The study was approved by the Northwestern College Institutional Review Board. Second, the researchers also took great care to ensure that a rich informed consent form was implemented that spelled out clearly the reason for the research and what exactly would be expected of participants. The researchers allowed all participants to have anonymity and confidentiality so that they felt they could freely share, an essential part of ensuring that the collected information was as accurate as possible (Drake, 2014). The results were kept in a locked file so that only researchers and the project director had access to them. It was made clear to participants that they could leave the study at any time if they felt uncomfortable. The risks of the study were minimal.

**Data Analysis.**

The quantitative data of the researchers came from the surveys they had distributed. Because the researchers chose to use a Likert scale in order to collect the data, the main level of measurement in use was interval. Two questions sought nominal information (e.g. ‘Do you have a valid driver’s license?’). In order to analyze the data, the researchers entered the numerical data into a spreadsheet directly from the paper surveys. The data was organized into the spreadsheet in a way that each question was given a column and each response of each participant was given a row. With the data organized in this way, the researchers were able to perform a variety of tests on it. In addition to the usage of spreadsheet, Qualtrics, a statistics computer program, was used.
to compile the data and look for the frequency of certain results. The researchers were able to find the mode for each of the questions asked which was translated into statistical information. Qualtrics and spreadsheets were also used to transfer the organized information into displayable data in the form of various graphs.

A different data analysis process was employed for the qualitative interview. In order to analyze the data, the researchers transcribed these interviews word for word. After transcribing, the researchers read through all of the transcriptions in order to see what themes stood out overall. The themes that were the most prominent in the transcriptions were given a code. "The process of coding involves aggregating the text or visual data into small categories of information, seeking evidence for the code from different data bases being used in a study, and then assigning a label to the code." (Creswell, 2013, pg. 184). The researchers again went through the entire collection of data in order to code it by highlighting statements that fell under the theme with the corresponding color. After all of the data had been coded and sorted into themes, the researchers eliminated the themes with the least amount of data and significance. The themes with the most support and significance remained.

With the remaining themes, the researchers organized the coded material by placing significant statements associated with each theme into a spreadsheet. The researchers continued evaluating, condensing, and assessing the themes based on the data. "Qualitative researchers build their patterns, categories, and themes from the bottom up, organizing the data inductively into increasingly more abstract units of information." (Creswell, 2013, pg. 45). The themes were eventually finalized, and the researchers described the essence of the phenomenon that was developed from each of the themes.

Verification Strategies.
The researchers wanted to ensure that the quantitative research portion of this study would be externally valid. When a study is externally valid, it means the study results can be generalized to other similar settings. According to Randolph Smith and Stephen Davis, there are three ways in which a study can be generalized which are population generalization, environmental generalization, and temporal generalization (2013). The researchers aim to conduct the research study in a way that would allow the results to be applied to other populations such as other immigrants than just those in the study, thus fulfilling external validity in terms of population generalization. In terms of environmental generalization, the researchers aim to apply study results to environments different from the agriculture businesses of the study. Thirdly, the researchers anticipate that the results can be applied to a time different than that of the original study in that this knowledge can be applied to future legislation.

Another important tool in assessing the validity of the tools utilized is to look at the content validity. According to Twycross and Shields, assessing content validity means to assess, “…whether a tool appears to be measuring what it says it does”, (2004, p. 28). A way in which to do this is to ask for an individual familiar with this area to oversee that the tool covers the areas that are being examined (Twycross & Shields, 2004). The researchers in this study had an individual familiar to this research topic critically examine the questionnaire to ensure that each question satisfied the overarching research question. In addition, the researchers had the class professor examine the questionnaire.

The researchers used two different approaches to verifying the procedures of the qualitative portion in this study. One verification procedure that was utilized was that of constructing a rich description of the results. By doing this, the findings of this study would be able to be analyzed as to assess the transferability of the results to different situations. A second
procedure that was utilized by the researchers was that of an external audit. The results of the qualitative portion of the study were examined thoroughly by a PhD professor with expertise in Qualitative research to ensure accuracy.

**Elected Officials and Law Enforcement**

**Rationale/Study Design.**

The researchers chose to use a multistage mixed methods framework with a convergent design. “In a multistage mixed methods framework, researchers use multiple stages of data collection. In a convergent design (sometimes referred to as a concurrent design), the qualitative and quantitative data are collected and analyzed during a similar timeframe” (Fetters, Curry, & Creswell, 2013, p.2137). The researchers first collected a mixture of quantitative information and qualitative information from a mixed survey, followed by interviews using a basic interpretive qualitative approach.

The reasoning for this mixed method study is to gain insight into the perspective of elected officials and law enforcement of northwest Iowa on the subject of temporary drivers licensure for undocumented citizens. A mixed method study can help the researchers understand the multiple views that law enforcement and other community officials have in terms of the potential legislation. In Ayiro’s explanation of mix method, he states: “Use of multiple methods in a research helps to research a process or a problem from all sides” (Ayiro, 2012).

Dydia DeLyser of Louisiana State University and Daniel Sui (2013) of The Ohio State University discuss qualitative and quantitative approaches saying, “There has also been an “increase since the mid-1930s, of the term ‘qualitative’ and the significant decline of the ‘quantitative’” (p. 295). This increase of qualitative and decrease of quantitative shows that both are still significant. The researchers desired to gain new insights into the issue.
Another reason for choosing mixed methods research is that the researchers’ target audience is policy-makers and representatives. Murphy and a group of her colleagues conducted a study in which they discussed the benefits of using mixed method research (MMR): “MMR is also thought to have the capacity to generate more convincing and comprehensive results for funders or policy-makers…and it can increase confidence in the credibility of findings when data gathered through different methods are consistent” (Murphy et. al., 2014, p. 14). Given the target audience, the researchers decided the best methodology would be one that would be viewed as credible would generate more comprehensive results for those policy-makers and representatives.

**Sampling Criteria.**

The researchers’ desired participants included city council members, county attorneys, and law enforcement from northwest Iowa. The criterion sampling method status was generated. Creswell (2013) defines the purpose of criterion sampling saying it is “useful for quality assurance” (p. 158). The criteria for eligibility was: 1) Resides in Northwest Iowa 2) member of law enforcement (police chief, sheriff, deputy) 3) member of city council 4) county attorney. The researchers received a list of individuals who fit the criteria was received from a member of CASA of Northwest Iowa, for which the research was being done. CASA stands for Center for Assistance, Service and Advocacy. CASA is a non-profit organization that promotes healthy, diverse communities through empowerment, education, and advocacy. The researchers surveyed and interviewed these individuals because they are political stakeholders of the proposed legislation to providing undocumented immigrants with temporary driver’s licenses. Our participants included 18 law enforcement officers, nine city council members, and two county attorneys.
Procedure.

The researchers developed a quantitative research survey using Qualtrics, a web based software used to make online surveys, and sent an email to these positions of leadership among Northwest Iowa (see the appendix). The survey consisted of five questions using a Likert scale and seven demographic questions. The researchers included an option for the participants to provide their contact information for a follow up interview. Plus, researchers followed up with telephone calls to set up interviews. Interviews were conducted with two researchers, one male and one female, with each participant. Once all of the data was collected from both the quantitative and qualitative studies, the researchers combined data for analysis. After analysis, the researchers presented their findings to the broader community through a forum.

Data Collection and Protocols.

The researchers collected quantitative data from 34 participants in a time frame of 9 days. A Qualtrics online survey was sent with a link via email. In order to maintain consistency, emails were sent in the same format to each participant. Also, during the interviews, the same two researchers (one male and one female) conducted each interview using a semi-structured format with probing questions. The researchers conducted 4 qualitative interviews in 8 days. At the beginning of each survey and interview, the informed consent was provided. The interviews lasted between 6 minutes to 12 minutes. The survey information was converted using Excel and SPSS for analysis.

The researcher explained the informed consent including the confidentiality measures and use of a recording device. After the participants signed the informed consent, the researcher began the recording. After each interview, participants were informed that if any clarifications were desired an email would be sent directly to them.
After each interview, the researchers preserved the recording to digital format and deleted it from the voice recorder. A verbatim transcription was typed of each interview. Once transcriptions were completed, the digital recording was deleted. The hardcopy transcripts were stored in a locked, secure location.

**Strategies (Data Analysis).**

The collected quantitative data from the survey was analyzed as interval data Likert scale by asking three questions on a 1-10 scale of disagreement and strongly agreed through a frequency table. The fourth question was a 1-5 Likert scale from ranging from Very Much to a Not At All. Survey software data program, Qualtrics, was utilized through an educational institution. (See Taylor and Hignett [2014] for a similar data analysis process.) This allowed the researchers to analyze the data through Excel and SPSS. Pierson correlation was employed to find the relationships between how participants answered question and how it affected their answer to question b. Descriptive statistics for each question in the survey ($\bar{x}$, mode, range, frequency) were analyzed. After quantitative data was analyzed, the researchers analyzed the qualitative data in order to use it as support for the quantitative evidence and descriptive statistics.
RESULTS

The researchers completed a three-pronged research study. The three-prongs included studying the perspectives of: 1) Latino immigrants, 2) Agribusiness, and 3) Elected Officials and Law Enforcement. For the Latino voices section, five themes emerged. For the Agribusiness section, demographics are followed by a quantitative section with qualitative support. The final results portion reports on Elected Officials and Law Enforcement, demographics are followed by a quantitative section with qualitative support. Each section is clearly delineated for separate results, demographic, statistical, or qualitative.

LATINO COMMUNITY

Demographics

Of the 51 participants, 100% identified as Hispanic. Out of the interviews and qualitative surveys, 35 were in Spanish and 16 were in English. Fifty of the 51 participants said that temporary driver’s licenses should be offered to undocumented immigrants that as a whole made for 98% of the participants; the one participant who did not directly say yes indicated having no preference. For example, one participant that having a driver’s license would be "A great opportunity for those who want to live calmly and honestly." Another echoed that "I benefitted greatly from DACA. My life totally changed when I could drive so I think that would be great for others too." A Latino expressed, "I think it would be excellent. Our people need it."

Five themes emerged from qualitative data collected from the Hispanic community: 1) General Fear, 2) License Necessity, 3) Insurance Assurance, 4) Identity Discrimination, and 5) Driving Safety.

Theme 1: Fear

Subtheme 1: Fear of police.
Of the 51 total participants, eleven directly mentioned the word “fear.” More specifically, as a subtheme, 22 participants indicated receiving licenses so that undocumented immigrants don’t have to live in fear of police officers. In one survey, a participant wrote, “Everything is harder because of the fear of having problems with the police and immigration.” When asked about the benefits to temporary driver’s licenses being offered to undocumented immigrants, one participant responded, “They will not be afraid of being stopped and perhaps put in jail for not having a driver’s license.” To the same question a second participant responded, “You don’t need to risk the police seeing you without a license.” Another respondent referenced a personal example of how the fear of being pulled over quickly turned into a reality for someone she knew: “They may be driving legally and get arrested anyway. I know two people who were pulled over for no reason. One, we went because they got pulled over for having a light out, and the light was working. We checked!” Forty-three percent of the participants in this study reported that undocumented immigrants live in fear of police officers.

**Subtheme 2: Fear of deportation.**

A second subtheme was participants reporting living in fear of deportation or having their families separated. Of the seven that directly mentioned deportation or separation of their family, one participant reported that a benefit of temporary driver’s licenses to undocumented immigrants was the chance “to live calmly without the fear of being pulled over, deported, and separated from our families.” Another concurred, “They may be deported at any moment if they are pulled over.” In an illustration of both subthemes, one participant responded, “It is horrible to drive to work every day with the fear of being pulled over or arrested by the police and not seeing our families again. That fear is every single day.” In these responses, participants painted a picture of the fear that is present when undocumented immigrants drive without a license.
Furthermore, these results illustrated how the fear of police officers is connected to the fear of deportation, which implies that there are undocumented immigrants who do not feel protected by police officers; rather, they avoid police officers at all costs.

**Theme 2: License Necessity**

The data of this study indicated a need for temporary driver’s licenses for undocumented immigrants. One participant noted, “Having a license is a necessity, not a luxury.” Participants stated that driver’s licenses are important for their work, family, and daily activities. Sixteen participants specifically mentioned the need for a driver’s license to get to work. For example, one participant suggested, “I think the state of Iowa should give out temporary driver licenses to people who are undocumented so that they could get to work.” Another participant described his or her personal need: “It would be very good to be able to drive to our jobs.” The participants reported the necessity of a license to drive to work.

Driver’s licenses are a necessity for family and daily activities, as stated by twenty-five participants. One participant described, “It would be a great help for every immigrant that lives here and cannot have a driver’s license, but they have to drive, be able to go grocery shopping, to take the children to school, to work, etc.” Driver’s licenses are also necessary in the event of an emergency. One participant conveyed, “Primarily, we are unable to take our children to school or to the hospital for an emergency.” Another participant added, “It’s just for those of us who want to live calmly with our families. To be able to do the most basic tasks (food, school, and doctor).”

**Theme 3: Insurance Assurance**

Twelve participants mentioned insurance. They expressed 1) a desire for insurance and 2) why insurance is necessary. Participants confirmed that insurance was a benefit that would come
along with having a license. Insurance decreases fear, according to one participant who described, “People would be able to have insurance and would not have to be afraid of getting pulled over and deported.” Another participant said that having a temporary driver’s license “would be of great help to get an identification and insurance without fear.”

Secondly, insurance is necessary to avoid fines in the event of a car accident. One participant discussed the advantage of having a license in order to get insurance, saying “They won’t be fired for not having license. The fine is $350, and they won’t get fined for no insurance either.” Other participants addressed the importance of having insurance in the event of a car accident or other emergency. One participant conveyed the need for insurance, “But if they have like a valid driver’s license and if they happen to get in an accident then that that’s you know, they gotta be insured. You rather have somebody driving legally insured than a person driving without insurance.” Another described a scenario in which an accident happens and payment is withheld, which could be avoided with insurance: “I think it would be good because people could have identification and have an identity here and could drive their cars, could have insurance because sometimes a people have a car accident with someone without a license and say it is unjust because the person cannot pay the fines. When you have a license you can get insurance, that . . .way if you have an accident the other person has to pay you. Because of this, I think it is good.”

**Theme 4: Identity Discrimination**

Twelve participants reported a concern about granting temporary driver’s licenses to undocumented immigrants. The concern was if these licenses could be used to identify and subsequently discriminate against them. One participant questioned, “[Undocumented immigrants] may be deported by the law having them identified.” Similar to another participant’s
comments, “They may be deported at any moment if they are pulled over.” There was a general discomfort with having their status explicitly noted, as explained by a participant, “[The only inconvenience would be] the state will have more information about them and their families,” which could lead to deportation if investigated and caught.

Some participants expressed a desire for the documents to look like the documents that those with status hold. “If it was a different category ‘Does not have a status’, that would be the disadvantage, if they were different in a way that would alert others to their status,” said one participant. Another participant explained, “Supposedly they could take that license of somebody who maybe got into trouble… If you work somewhere and show the license, they can look at the license and see that it is the temporary kind and start an investigation.” Another participant stated, “If the license showed that they were undocumented they could be discriminated against.” Participants questioned how the temporary licenses would appear and if those licenses appeared distinctly different from a routine driver’s license, then the temporary license might evoke a sense of fear of identity discrimination, and possibly fear of deportation.

**Theme 5: Driving Safety**

Safety was reported as an important factor in providing temporary driver’s licenses to undocumented drivers by fifteen participants. One participant expressed concern with the way things are now: “…Not safe, we don’t know whose driving, if there was an accident, we don’t know who to notify, in case of accident, people without license tend to flee scene.” Other participants highlighted safety, “It would be beneficial for everyone to have a license to make driving and everything safe,” Participants described how temporary driver’s licenses would improve safety: “[It would be safer because] drivers are educated, informed, and insured.” Providing licenses would result in “legal driving, safe driving, driver’s education,” and that
everyone would “feel more safe driving on the roads.” Right now, the roads are “Not safe for anyone” noted one participant. Others testified that a license would provide an increased sense of personal safety while driving. One participant stated they are “always driving with fear and precaution.” Another conveyed that without a license or insurance, “One feels very insecure about driving.” Participants reported a desire to feel more safe driving. The participants perceived that the process of obtaining a temporary driver’s license would include education and training. This process would enhance their abilities and improve their sense of safety.

ELECTED OFFICIALS & LAW ENFORCEMENT

Demographics

In this portion of the research study, there were a total of 33 surveys completed. The age range distribution of participants varied between the ages of 21 and 71 years of age. There were 4 participants within the age of 21 to 30 (12.12%), 5 between the age of 31 to 40 (15.15%), 10 between 41 and 50 (30.3%), 10 between the ages of 51 and 60 (30.3%), 3 between the ages of 61 and 70 (9.09%) and 1 participant over the age of 71 (3.03%).

Of the elected officials and law enforcement officers, 3 (9.38%) females and 29 (90.63%) males participated in the study. Of the participants, 32 were White (100% of those reported), while one participant did not answer the question.

With regard to education, two (6.06%) participants reported no college degree or education, 13 (39.39%) of participants either went to a technical school or have an associate degree, 11 (33.33%) of participants have their bachelor’s degree, while 7 (21.21%) of participants furthered their education after their bachelor’s degree. Participants were also asked to self-report their sense of religiosity. On a 5-point scale (5 being highest) of religiosity, the average of the participants reported was 4.65.
This portion of the study included both elected officials and law enforcement. Of the completed survey, the breakdown of those who participated were 18 (54.54%) law enforcement officials, 9 (27.27%) city council members, 2 (6.06%) county attorneys, and 4 (12.12%) people did not label what leadership position they were in.

**Question 1: To what extent do you believe that undocumented workers driving without a license is an issue in Northwest Iowa?**

On a 10-point Likert Scale (10 being “strongly agree”), the average was 8.61. Sixteen of 33 participants said that they would “strongly agree” with the statement that driving without a license is an issue in Northwest Iowa, while one participant said they “strongly disagreed.” Ten of 16 who reported that they “strongly agreed” were members of law enforcement. Thirty-one (94%) reported they “agreed” with the statement, and the remaining 2 (6%) disagreed.

One member of law enforcement said, “It’s a serious problem. The main reason is, we have this complaint all the time, when people call us and say this person don’t have a driver’s
license, the main reason is if I get hit my insurance is going to have to cover it because he don’t have any insurance. So no driver’s license means no insurance. So it is a big problem with that.”

**Question 2(a-c): To what extent do you believe that an Iowa law granting temporary driver’s licenses to be eligible immigrants will a) Improve public safety b) Benefit employers c) benefit immigrant families.**

![Graph showing responses to the questions](image)

a) A 10-point Likert Scale (10 being “strongly agree”) that was used for all three questions. For the question of improving public safety, the mean was 4.7. Three (9%) of 33 participants reported “strongly agree” while eight (24%) participants “strongly disagreed.” Twenty (61%) participants reported “disagreeing” with the statement, and the remaining 13 (39%) participants “agreed.”

Even though majority stated they did not think a temporary license would improve safety, the participants did not voice their rationale for why they felt it would not improve safety. Yet, to the contrary, one law enforcement officer shared an instance that dealt with an undocumented
and unlicensed driver that described how training would improve safety, yet he is still opposed to this legislation because a state legislation might lessen the pressure for federal level change:

You know I think it affects all of us as just citizen in the community because we had a personal experience with this one time where we were on the road and there appeared to be an intoxicated driver on the road. I mean leaving, acceleration, and deceleration, stuff like that. We called the police because of it. It turned out it was an undocumented driver. It was an inexperience It needs to be done but I don’t know if the politics are ready for it yet sued driver who had come from a place where they didn’t know how to drive. They were on the road, this was a number of years ago, but we asked the police officer whatever happened in that situation when we later saw them. They said that it ended up being significantly expensive for that person. That was a great example of why we don’t do that. The person had no skills, no training, was not legal, was unlicensed, was everything. It was worst case scenario. It was clearly a dangerous situation. Yea. I think if we’re doing that kind of thing, we’re definitely taking pressure off the larger federal issue. And I don’t think it benefits anyone.

There was qualitative evidence in support of providing a license to enhance safety. Another member of law enforcement supported, “I believe giving them a license will allow them to obtain car insurance and protect all of us on the road.”

b) On a 10-point Likert Scale (10 being “strongly agree”), the mean for the section pertaining to benefiting employers was 6.58. Five (15%) of 33 participants “strongly agreed” while four (12%) participants “strongly disagreed.” Twenty-four (73%) “agreed” with the statement, and the remaining 9 (27%) “disagreed.” Therefore, the majority of participants either “agreed” or “strongly agreed” that temporary driver’s licenses would benefit employers in Northwest Iowa.

One elected official reported how a temporary driver’s license would benefit employers by providing a means to drive for their employees:

I think in general it would be a good thing for Sioux County. We have a lot of workers here. We talk to dairy farmers; we have dairy farmers on our committee and they said we cannot hire white people. I mean that’s racist but they won’t do it. They work a day and quit. Our Hispanic workers are great. They love them;
they work hard. So it would be nice for people to drive there and not worry about it. They can drive to stores and malls or whatever.

And another participant implored, “we have a totally broken worker visa program. In my mind, if I was a legislator right now . . . I’d be like look. We should have some type of worker visa program along the border and it should be aggressive enough where we can be able to fulfill the needs of all, basically about the amount of the workforce that is here right now.”

c) On a 10-point Likert Scale (10 being strongly agree), the average for the question, “To what extent do you believe that an Iowa law granting temporary driver’s licenses to be eligible immigrants will . . . benefit immigrant families?” was 7.06. Six (18%) of 33 participants “strongly agreed” while 3 (9%) reported “strongly disagree.” Twenty five (76%) participants reported “agree” and the remaining 8 (24%) “disagreed.”

One elected official said, “For undocumented it’s scary. They drive on gravel roads when they shouldn’t because they don’t know how to drive on gravel roads. They’re trying to their work at the dairy farm or whatever.” An overall statement was “This would help them and law enforcement.” Another participant conveyed how it would benefit immigrant families.

I think it would be good. I don’t know if this is the catch all answer for the illegals in the state but if there is some way that they could get a driver’s license and drive to work legally, now they can run uptown and get groceries legally, and now they can get insurance. I guess my big hang up is we have to get these people insured. It’s just too costly not anymore to have people driving without it. So I think that part would be good. It’s not a fix all but it would definitely fix one of the problems.

Another participant supported the legislation to help immigrant families, “They’re working here. They’re living here . . . If the state can at least help them drive a car legally lets help them do that.”
Question 3: A common objection to granting temporary driver's licenses to eligible immigrants that are undocumented is that this will reward those who have broken the law. To what extent do you agree with that objection?

On a 10-point Likert Scale (10 being “strongly agree”), the mean for this question was 7.58. Twelve (36.36%) of 33 participants “strongly agree” with statement, while no participants said they “strongly disagreed.” Twenty-eight (85%) reported they “agreed” with the statement, and the remaining 5 (15%) “disagreed.”

A local law enforcement official agreed that it does reward illegal activity; however they wanted the undocumented individuals to become legal:

It’s an issue and I know one of our deputies come in to me to that you're rewarding illegal activity, but and he’s right. They actually are, but like it or not they’re here. They’re working here. They’re living here. Let’s help them become legal... If they get in serious trouble, they get deported. They know that and we know that.

Another law enforcement officer asserted that a temporary driver’s license would reward illegal activity, “The government should not continue to enable illegal immigrants and should not continue to make it easier for them in the United States.” A member of law enforcement reported
the need to focus on border control as a related issue, “The system needs to be fixed, find a way to fix the issue and start with closing off the border. Until then, I don't think anything we do is good or will solve the problem.”

Question 4: Some have questioned whether or not undocumented immigrants who are eligible for temporary driver's licenses will apply for fear that revealing the information requested will make them vulnerable to deportation by the Federal government. To what extent do you agree with this argument?

On a 10-point Likert Scale (10 being “strongly agree”), the mean of the question is 6.70. Eight (24%) of 33 participants reported that they “strongly agreed” to the statement while four (12%) said they “strongly disagreed.” Twenty-three (70%) participants “agreed” that they perceived immigrants may not apply for fear of deportation while the other 10 (30%) participants “disagreed” with the statement.

A local elected official confirmed that many undocumented individuals may be living in fear of deportation. The perception among elected officials and law enforcement was that immigrants wouldn’t be likely to apply for the temporary driver’s license for fear of deportation.
TEMPORARY DRIVER LICENSE LEGISLATION

One law enforcement officer addressed this fear by projecting, “If we had temporary Iowa driver licenses, I would assume most of our deputies would not incarcerate them. They’ll issue citations and have them go on their ways”, and yet another participant confirmed the fear of becoming known by the undocumented immigrant, “It will really help us with their identities, you know? Especially if they expand this to work with that id that will really help us. When we arrest a Hispanic that is illegal, We usually track back to their employer, we receive their I-9 form, and that’s how we prove identity theft for forgery because their working here using fake documents.”

Question 5: Considering the given information, would you favor potential Iowa legislation that would enable eligible undocumented immigrants to obtain Iowa driver’s licenses?

On a 4-point Likert Scale (1 being “little or none at all”), the mean for the question in favor of legislation was 2.88. Fourteen of 33 (42%) participants reported “little to not at all” favor of potential Iowa legislation. Five participants (15%) reported “somewhat” in favor of the potential legislation. Ten participants (30%) reported “moderately” in favor of the potential legislation. Four participants (12%) reported “very much” in favor of the potential Iowa
legislation. Of the 19 in favor (58%) of the potential legislation, 9 were members of law enforcement. Fourteen (42%) participants reported in categories *not favoring* the potential legislation while the remaining nineteen (58%) reported in categories *favoring* the potential legislation. The overall majority of participants favor legislation for temporary driver’s licenses for undocumented immigrants in Iowa.

Of the majority participants in the minority who said they *would* favor the potential, the qualitative results explained their reasoning. One member of law enforcement succinctly stated, “Well they need to have a license.” Another member of law enforcement expressed, “These subjects are driving anyway. If they are here they need to be able to get to work and the grocery store etc.” One member of a city council voiced, “We don’t want people who are not legal driving in the community.” A law enforcement officer articulated,

I believe giving them a license will allow them to obtain car insurance and protect all of us on the road. The majority of them are here to work and support their families either here or in Mexico. I understand that and sympathize with them. I do however feel that if they are here illegally and working using fake [social security] cards and identities they should be prosecuted to the fullest extent of the law and deported. We need to find a way to make it easier for them to work under their true identities.

A law enforcement officer supports the legislation because it will afford access to car insurance, “The main problem now is that so many are driving without a valid license and therefore have no insurance. Now, the innocent driver who has a license and has insurance are the ones who end up paying for the damage caused by the non-licensed and uninsured. This is unfair.” An elected official advocated, “As long as they obey our laws and have insurance, I am okay with this program.” A law enforcement officer acknowledged, “These subjects are driving anyway. If they are here they need to be able to get to work and the grocery store etc. This would help them and law enforcement.”
Of the dissenting participants in the minority who said they would not favor the potential, the qualitative results explained their reasoning. A law enforcement officer espoused, “They are here illegally they have no rights or status in this country.” A city council member countered, “When I travel to other countries I use my USA drivers license as an ID, and to legally rent a car and drive on the roads. The same is true here in the USA. We do recognize other countries rivers licensees. I see no reason to replace the existing functional laws in this area.” A law enforcement officer contended, “The system needs to be fixed, find a way to fix the issue and start with closing off the border. Until then, I don’t think anything we do is good or will solve the problem.” A law enforcement officer strongly disputed the legislation, “The government should not continue to enable illegal immigrants and should not continue to make it easier for them in the United States.” A city council member differentiated, “There is a massive difference between legal immigrant families and undocumented families. There are existing laws on how we view another countries' driver’s license. There is also an International Driving Permit. These existing laws need to be amended to address this issue. Iowa should not be taking a federal issue and accommodating behaviors that are not within the bounds of the law.”

Correlations

Due to the low $n$, it is recognized that the following data does not carry as much weight as desired. However, correlations were run to understand the association between questions surveyed.

Q2(a) & Q3

The relationship between perception of public safety and the belief that granting temporary driver’s licenses would be rewarding those who have broken the law was moderate
inverted association and statistically significant, \( r = -0.362, p < 0.05 \). This means that the likelihood that as one perceives the potential Iowa law will “improve public safety” that their belief that granting temporary driver's licenses will “reward those who have broken the law” decreases. Perhaps improvement in public safety might trump the notion of needing to punish those who’ve broken the law?

**Q3 & Q5**

The relationship between perception that “granting temporary driver’s licenses to eligible immigrants that are undocumented would reward those who have broken the law” and the reported amount of favor for the potential legislation was moderate inverted association and statistically significant, \( r = -0.351, p < 0.05 \). This means that the likelihood that as one perceives that granting temporary driver’s licenses “rewards those who have broken the law” that the extent to which they would support the potential legislation decreases. And, on the contrary, as one’s support for the legislation increases, then the concern that providing temporary licenses rewards bad behavior decreases. Therefore, the crossing juncture for either supporting or dissenting to favor the legislation is the notion of law and order.

**Q2(a) & Q5**

The relationship between the perception that the potential legislation would “improve public safety” and support in “favor” for the potential legislation was a strong association and statistically significant, \( r = 0.700, p < 0.01 \). This means that the likelihood that as one perceives the potential legislation to improve public safety, their reported favor for the potential legislation increases.
Demographics: Agribusiness Owners/Managers

In this portion of the research study, there was a total of 6 agribusiness owners/managers (n=6, 50%) completed the survey of the total surveyed (n=13). One participant (n=6, 16.6%) did not complete the demographics portion of this survey. The age of the participants ranged from 41 to 60 & above. Three (n=6, 60%) participants were within the age of 41 to 50, 1 (n=6, 16.6%) between the age of 51 to 60, 1 (n=6, 16.6%) 60 & above. One participant (n=6, 16.6%) did not complete this section. In this portion of the study, 5 (83.3%) were males while 1 (16.6%) did not respond to this question. Five of the participants (83.3%) identified themselves as Caucasian/White, while 1 participant (16.6%) did not respond. The political party that participants identified as was 4 (66.7%) as Republican, 1 (16.6%) as Democrat, and 1 (16.6%) that did not respond.

Descriptive Statistics

Descriptive statistics were utilized in this portion of the research study to best understand the central tendency which includes mode, median, and mean.

Question #1: To what extent is the success of your business dependent on you being able to employ Latino or migrant workers?

In this question, agribusiness owners and managers were asked about their business’ reliance on Latino or immigrant workers. All 6 participants, 100%, responded “very much” thus indicating that Latino and immigrant workers are essential to their agribusinesses respectively.
When asked the above question, the agribusiness owner who agreed to participate in the study’s qualitative interview responded,

“Well, I would like to think that everybody I have is legal, or documented. But with the availability of documents to purchase one does not know.” The respondent spoke about the effects of the losing workers due to ICE auditing company records and undocumented workers in the work force discovered. The agribusiness owner said, “Back in 2009… Immigration [ICE] came and visited us and wanted to look at our I-9s, and… came back with a list of 51 people saying that [they] questioned whether or not these people were legal or not, and… we kept 4 out of the 51. So about half of our work force was gone…. They came back in 2010, … [and] had a list of 21 people and I kept one out the 21. You try to do the things you can do but there are no grantees.

**Question #2: To what extent have you had difficult hiring Latino or other migrant workers because they don’t have driver’s licenses?**

The second question determined the difficulty agribusinesses owners/managers experience in hiring Latino and immigrant workers due to their lack of driver’s licenses. Thirty-three percent of participants responded “moderately”, 50% of participants responded
“somewhat”, and 17% of participants responded “little or not at all.” The minimum value recorded was 1 and the maximum value was 3. The average score recorded was 2.167 (sd = 0.7528) in 6 total responses.

Question # 3: To what extent have your Latino or other migrant workers had trouble getting to work because they lack driver’s licenses?

The third question determined if the employees of agribusiness owners/managers experience difficulty in getting to their places of employment due to a lack of a driver’s license. Thirty-three percent of participants responded “moderately”, 50% responded “somewhat”, and 17% responded “little or not at all.” The minimum value recorded 1 with the maximum value of 3. The average score was 2.167 (sd = 7.528) in 6 total responses.
When asked if Latino or Migrant workers had trouble getting to work because they lacked driver’s licenses, the agribusiness owner reported that workers who lacked driver’s licenses looked for other ways to get to work. The respondent commented, “I have had some employees who have ridden their bicycles to work during the summer. But usually if they get a job, they hook up with somebody and are able to get transportation arranged that way.”

**Question #4: Do you favor potential Iowa legislation that would enable all migrant to obtain temporary Iowa driver’s licenses under the following stipulation?**

The fourth question determined if agribusiness owners/managers would be in favor of potential legislation that would enable immigrants the ability to obtain a temporary driver’s license. Fifty percent of participants said “very much”, 33% responded “moderately”, and 17% responded “little or not at all.” The minimum value recorded was 1 with a maximum value of 4. The average score was 3.167 ($sd = 1.1690$) of 6 total responses.
Like the majority of our survey respondents (83%), the agribusiness owner who chose to be interviewed was in favor of legislation that would allow immigrants the ability to obtain driver’s licenses. The agribusiness owner advocated for the legislation,

I think it is a good idea in that it does give the general motorized public that the person does understand the rules of the road, that they have taken a test, that they have to have insurance. From that standpoint I think it benefits everyone… I think that for this area it would be beneficial. As I said before if I look at the county, being one of the largest manure producing count in the state, that means we have a lot of cattle confinements, hog confinements, chicken farms, and dairies. If, the undocumented workers were to be magically overnight gone our agricultural industry would suffer, actually, it would collapse.

**Demographics for Agribusiness Employees**

In this portion of the research study, there were a total of 14 surveys completed. The age distribution of participants was between the ages of 21 and 60 years of age. There were 6 (42.9%) participants within the age of 21-30, 7 (50%) between the age of 31 and 40, and 1 (7.1%) between 51 and 60. In the study, 3 (21.4%) females and 11 (78.6%) males participated. There was a total of 6 (42.9%) participants who identified as White while 8 (57.1%) participants...
identified as Hispanic/Latino. Eight (57.1%) participants claimed English as their primary language while six (42.9%) claimed Spanish as their primary language. Seven (50%) participants did not have a political affiliation, three (21.4%) participants affiliated with the Republican political party, two (14.3%) participants affiliated with the Democratic political party, and one (7.1%) participant affiliated with an “other” unidentified political party. One (7.1%) participant did not answer the question regarding their political affiliation. Five (35.7%) participants did not have an Iowa driver’s license and 9 (64.3%) participants did have an Iowa driver’s license.

Data Analysis

Due to the low $n$ and unequal sample size between gender which may affect the homogeneity of variance in the sample set, it is recognized that the following data has limitations in generalization and statistical measurement. Even so, t-tests and chi-squares were run to understand the difference between questions and demographics surveyed.

By Gender.

Since the variables of gender (male or female) and having a driver’s license (yes or no) were both written as nominal, categorical variables, a crosstabs analysis with chi-square test was run to determine cell differences. The variable of “having an Iowa driver’s license” was found not to be statistically significant, $\chi^2(1)=2.121, p=.145$. There is no difference in owning a driver’s license between male and female workers.

A t-test was performed to measure the relationship between males and females regarding a variety of variables. The variable of “favoring potential Iowa legislation that would enable all immigrants to obtain temporary Iowa driver’s licenses” was not found to be statistically significant, $t(11)=.610, p=.554$. There is no difference between men and women in their response.
to the question regarding favoring the legislation. Male workers and female workers supported the legislation at a similar degree, with respectively averages of 3 and 2.5 on a 4-point Likert scale.

A t-test with equal variances not assumed was run to test the difference in how far each gender drove to work. The variable of “the number of miles driven to work each day” was found to be statistically significant, $t(10.249)=2.297$, $p=.044$. There is a difference in the number of miles driven to work by men and women. Men drive more miles that average 82 miles than women at 27 miles on average.

<table>
<thead>
<tr>
<th>Gender</th>
<th>Favor Legislation</th>
<th>Miles Driven</th>
</tr>
</thead>
<tbody>
<tr>
<td>Female ($n=3$)</td>
<td>2.500 (.707)</td>
<td>26.667 (11.547)</td>
</tr>
<tr>
<td>Male ($n=11$)</td>
<td>3.000 (1.095)</td>
<td>81.700 (72.785)</td>
</tr>
</tbody>
</table>

*Note.* Favorability was measured on a scale from 1 (little or not at all) to 4 (very much). Miles was measured at interval/ratio scale.

By Primary Language.

T-tests with equal variances not assumed and chi-square test were performed to measure the relationship between native Spanish speakers and native English speakers regarding a variety of variables.

Since the variables of primary language (English or Spanish) and having a driver’s license (yes or no) were both written as nominal, categorical variables, a crosstabs analysis with chi-square test was run to determine cell differences. The variable of “having an Iowa driver’s license” was statistically significant, $\chi^2(1)=10.370$, $p=.001$, by primary language. Those who
spoke English were more likely than Spanish speakers to hold a driver’s license, although there was considerable deviation amongst Spanish-speakers on holding a license.

A t-test with equal variances not assumed was run to test the difference in the extent to which it is difficult to get to work without a driver’s license. The variable of “the extent of difficulty getting to and from work is without an Iowa driver’s license” was found to be statistically significant, \( t(4.000) = 2.746, p = .05 \). There was difference in difficulty getting to work between English and Spanish speakers, with Spanish-speakers \( (\bar{X} = 2.6) \) reporting more difficulty than English-speakers \( (\bar{X} = 2.6) \).

A t-test with equal variances not assumed was run to test the difference in the extent to which it is difficult to get to daily activities and appointments without a driver’s license. The variable of “the extent of difficulty getting to and from appointments and activities is without an Iowa driver’s license” was not found to be statistically significant, \( t(3.000) = -1.000, p = .391 \). There was not a difference between English and Spanish speakers on their difficulty in getting to places outside of work.

A t-test with equal variances not assumed was run to test the difference in the number of miles each group drives to work each day. The variable of “the number of miles driven to work each day” was not statistically significant, \( t(7.156) = 1.297, p = .235 \). According to the t-test, there was not a difference amongst the two groups on the number of miles driven to work. Yet, upon visual analysis of the means, English speakers appeared to have driving longer distances than Spanish speakers. Further exploratory analysis of the variable led to the discovery that English-speakers mean varied wildly \( (sd = 84.56) \), with a minimum score of 2 and maximum score of 200. And, for Spanish-speakers the minimum reported distance was 35 and maximum of 50.
TEMPORARY DRIVER LICENSE LEGISLATION

Taking into account median scores, English-speakers and Spanish-speakers scored, 40 and 50 respectively. Therefore, it is likely that the large degree of variability in scores and noted outliers may skew these results.

**Means and Standard Deviations of variables by language spoken**

<table>
<thead>
<tr>
<th>Language</th>
<th>Difficulty to Work Mean (sd)</th>
<th>Life Difficulty Mean (sd)</th>
<th>Miles Mean (sd)</th>
</tr>
</thead>
<tbody>
<tr>
<td>English (n = 8)</td>
<td>2.600 (1.140)</td>
<td>1.750 (.500)</td>
<td>84 (84.56)</td>
</tr>
<tr>
<td>Spanish (n = 6)</td>
<td>4.000 (.000)</td>
<td>2.000 (.000)</td>
<td>45 (7.07)</td>
</tr>
</tbody>
</table>

*Note. Difficulty was measured on a scale from 1 (little or not at all) to 4 (very much). Miles was measured at interval/ratio scale.*

The variable of “favoring potential Iowa legislation that would enable all immigrants to obtain temporary Iowa driver’s licenses” was not statistically significant, t(7.198)= -.826, p=.435. There was no difference between English and Spanish speakers on their views of favoring potential Iowa legislation. Both groups supported the legislation to a similar degree.

**Means and Standard Deviations of Favoring Legislation by primary language spoken**

<table>
<thead>
<tr>
<th>Language</th>
<th>Mean</th>
<th>Standard Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>English (n = 7)</td>
<td>2.714</td>
<td>1.3801</td>
</tr>
<tr>
<td>Spanish (n = 6)</td>
<td>3.167</td>
<td>.4082</td>
</tr>
</tbody>
</table>

*Note. Favorability was measured on a scale from 1 (little or not at all) to 4 (very much).*

By Ethnicity.

Since the variables of ethnicity (White or Hispanic/Latino) and having a driver’s license (yes or no) were both written as nominal, categorical variables, a crosstabs analysis with chi-square test was run to determine cell differences. The variable of “having an Iowa driver’s license” was statistically significant, $\chi^2(1) = 5.833$, p=.016, by ethnicity. There was a difference
between the two groups on holding a driver’s license, with White workers more likely to hold a license than Hispanic/Latino workers.

A t-test was performed to measure the relationship between Hispanics/Latinos and Whites regarding a variety of variables. A t-test with equal variances assumed was run to test the difference in difficulty getting to/from work without a license. The variable of “the extent of difficulty getting to and from work is without an Iowa driver’s license” was not found to be statistically significant, \( t(9)=1.453, p=0.180 \), meaning there was no reported difference between the two groups in self-reported difficulty getting to/from work, with the White category reporting mean \( \bar{X}=2.667 \), and Hispanic/Latino, \( \bar{X}=3.625 \).

A t-test with equal variances assumed was run to test the difference in difficulty getting to/from appointments and daily activities without a license. The variable of “the extent of difficulty getting to and from appointments and activities is without an Iowa driver’s license” was not found to be statistically significant, \( t(8)=0.478, p=0.645 \), meaning both groups varied at the same level of difficulty.

A t-test with unequal variances assumed was run to test the difference in difference in miles to work by ethnicity. The variable of the “number of miles driven to work each day” was found to not to be statistically significant, \( t(5.038)=1.422, p=0.214 \). There was not a difference between the two groups on the number of miles driven to work each day, with White workers averaging 99 miles and Hispanic/Latino workers averaging 43 miles. Further exploratory analysis of the variable led to the discovery that the White mean varied wildly (\( sd = 94.7558 \)), with a minimum score of 2 and maximum score of 200. And, for the Hispanic/Latino group, the minimum reported distance was 35 and maximum of 50. Taking into account median scores,
White group and Hispanic/Latino group scored, 85 and 40 respectively. Therefore, it is likely that the large degree of variability in scores and noted outliers may skew these results.

**Means and Standard Deviations of variables by ethnicity**

<table>
<thead>
<tr>
<th>Ethnicity</th>
<th>Difficulty to Work Mean (sd)</th>
<th>Life Difficulty Mean (sd)</th>
<th>Miles Mean (sd)</th>
</tr>
</thead>
<tbody>
<tr>
<td>White (n = 6)</td>
<td>3.500 (.7071)</td>
<td>1.875 (.3536)</td>
<td>98.667 (94.75)</td>
</tr>
<tr>
<td>Hispanic (n = 7)</td>
<td>3.625 (.7440)</td>
<td>1.875 (.3536)</td>
<td>43.571 (6.27)</td>
</tr>
</tbody>
</table>

*Note.* Difficulty was measured on a scale from 1 (little or not at all) to 4 (very much). Miles was measured at interval/ratio scale.

A T-test with unequal variances was run to test differences in groups on favor of the legislation. The variable of “favoring potential Iowa legislation that would enable all immigrants to obtain temporary Iowa driver’s licenses” was not found to be statistically significant, $t(6.073)=-1.327, p=.232$. There was no difference between the two groups on favoring the legislation. Both groups supported the legislation to a similar degree.

**Means and Standard Deviations of Favoring Legislation by Ethnicity**

<table>
<thead>
<tr>
<th>Ethnicity</th>
<th>Mean</th>
<th>Standard Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>White (n = 6)</td>
<td>2.500</td>
<td>1.3784</td>
</tr>
<tr>
<td>Hispanic/Latino (n = 7)</td>
<td>3.286</td>
<td>.4880</td>
</tr>
</tbody>
</table>

*Note.* Favorability was measured on a scale from 1 (little or not at all) to 4 (very much).
DISCUSSION

Latino Voices

Driving to work, to the grocery store, or to the mall is a task that has become part of our daily routine. Those of us who are privileged enough to have a driver’s license often take this privilege for granted. There are many people who are unable to legally drive to places they need to get to. This study asked the Latino people of Northwest Iowa to tell the researchers their feelings and thoughts regarding a temporary driver’s license.

A theme of fear was found throughout the interviews. Why are these people living in fear? The reasons for fear differ from person to person. There are participants who fear the police, deportation, or having their families separated. According to Androff et al, “Restrictions of policies and increased enforcement have contributed to worry about deportation, with almost 60% worried about deportation of themselves, a family member, or a close friend” (2011, p. 91). Our research study proved this to be true. Fifty-eight percent of our participants made a statement regarding some form of fear. Those who participated in this study proved that immigrants are driving with fear. In previous literature, Sládková, Mangado & Quinteros states, “We found that immigrants do not trust local authorities and live with anxiety and fear of deportation” (2012, p. 86). There is a lack of trust and the fear of getting pulled over by the police, being deported, and separated from their families. A Latino immigrant feels strongly about living with this fear “It is inhumane to always live with the fear…”

There was desire and need for a driver’s license reported. This need to drive to their destination and lack thereof a valid license causes stress. License necessity- a theme in this study – related to research on rural settings. In Iowa, there are 54.4 people per square mile (“Iowa
Quick Facts,” 2014, n.p.). People are spread out, especially in rural areas. Those with driver’s license recognize this issue.

The third theme - insurance assurance - was not presented in the previous literature review. Participants stated that insurance is necessary and the Latino immigrants would benefit from having it. The participants shared the need for insurance and the benefits that would come with it. There needs to be further research done in this area to find more connection to existing literature.

The theme of Identity discrimination related to the previous literature. This links to previous literature in which immigrants feared being known and identities revealed (Sládková, Mangado & Quinteros, 2012; Androff et al.,2011 ). If said legislation passed in Iowa, then as in other states the law would not allow one to discriminate regardless of what the driver’s license says.

Finally, the last theme was Drivers Safety. The participants in this study stated that safety is important and temporary driver’s licenses will help keep people safe. The Latino immigrants understood the need for safe travels in a rural setting and so does the existing literature. Tupper (2014) writes, “Our roadway safety would be improved for all by ensuring that all drivers get tested on their driving skills, know the rules of the road and have access to insurance. People driving without licenses are more likely to be involved in accidents and are more likely to flee from the scene of traffic accidents.” People want to be safe when they are driving on the roads. Temporary driver’s licenses will help the immigrants be educated, safe drivers and this will benefit other driver’s on the road as well.

Elected Officials and Law Enforcement
The literature reveals that 8 of the 11 elected candidates in Northwest Iowa from November of 2014 were Republican. This is significant especially when acknowledging the climate of conservativism in the geographic area. Partly, this conservatism emphasizes national sovereignty and strict adherence to the governing law. As the Republican Party of Iowa presents on their website (2014), “National sovereignty: The United States of America is a sovereign nation with defined borders, governed by a set of laws determined by our representatives, guided by our Constitution and protected by a military strong enough to defend our nation and its interests.” In this study, the notion of respecting law and order was pivotal for law enforcement and elected officials surveyed.

The current study survey found law enforcement and elected officials favor proposing legislation. This finding lined up with what was reported regarding the favor for pathway to citizenship - 77 percent of Iowans support a pathway to citizenship (Krogstad, 2013) - in that over half of those surveyed favored offering temporary driver’s license. While such said legislation would not offer a pathway, in a limited sense at least it acknowledges the need of undocumented immigrants. If this concept is held to standard, there would be reason to assume that those who represent Northwest Iowa would take such findings as those in the study into consideration when voting on legislation.

**Agribusiness**

As displayed in existing research, 20.3 percent of jobs in Iowa are in agriculture related fields (Swenson, D., & Eathington, L., 2013). These jobs bring a significant amount of money into Iowa and contribute greatly to its economy. With such a sizeable amount of employments in the agricultural realm, the state of Iowa is reliant on agriculture and agriculture related businesses. Undocumented immigrants make up several of the employees in agribusiness jobs.
There is a lack of job opportunities in Northwest Iowa, making agribusiness work one of few available options in which undocumented immigrants may be hired, often for a low wage (Donato et. al, 2007). These workers are essential to the agribusiness industry. As stated previously, twenty-four percent of undocumented immigrant workers hold jobs in the agriculture industry (Passel, 2006).

The results found in the agribusiness quantitative study, although the sample was small, showed that the majority of agribusiness managers and owners favor the potential legislation for undocumented immigrants to obtain temporary driver’s licenses as this would enable workers to get to and from work more easily. This falls in line with existing research (Passel, 2006), as agribusinesses are heavily reliant on undocumented immigrants and this legislation could benefit them, and in turn, benefit the industries they work for.

As stated earlier, the undocumented immigrant population is growing in the United States, currently making up approximately 11 million people (Pew Hispanic Center, 2008). It was made clear above that many of these undocumented immigrants are essential workers in Iowan agribusinesses, providing major income to the economy. In order to work in these agribusinesses and participate in daily life as community members, transportation is necessary in rural Iowa, especially during the winter months. This study found workers driving with long commutes averaging 40 to 50 miles one-way which is higher than the data provided by Northwest Iowa Development’s (2010) regional analysis, which reported that individuals in Northwest Iowa who are willing to change or accept employment are willing to commute an average of 24 miles one way for work opportunities. Although the sample was small, the results showed that the majority of agribusiness employees are in favor of the potential legislation for undocumented immigrants to obtain temporary driver’s licenses.
Cross-over between the 3 sub-studies

1) Most elected officials and law enforcement officers did not think that providing a temporary license would improve safety; however, this is in contrast to Latinos who did think it would improve safety. Latino voices reported that the actual process of obtaining a driver’s license, such as taking a written examination and drivers test, would help undocumented immigrants learn the rules of the driving and have the capacity to obtain insurance in case of accident.

2) Law enforcement emphasized the need for insurance coverage for undocumented immigrants which were in accordance with Latino section. Latino expressed a desire for insurance and the necessity for insurance. Both of these groups have had exposure on this issue, for example, when an undocumented immigrant is in a car accident or receives a traffic ticket from law enforcement. It was evident in our study when discussing this topic with multiple different people groups; some people did not fully understand or take in account others opinions. For instance, law enforcement stressed that this would be important legislation to pass because it would grant undocumented individuals insurance, while elected officials did not even mention insurance.

3) The majority of elected officials and law enforcement officers agreed that temporary licenses to undocumented immigrants would benefit agribusiness employers, acknowledging a held belief that undocumented workers are the backbone of the workforce in the area. This finding is in agreement with the surveyed agribusiness owners. For example, in this study, an employer lost about half of his workforce after a 2009 and 2010 ICE visitation. Because owners experienced the effects of raids and visits by ICE, they understand the need of their workers to get to work. Agribusiness owners stated it would benefit them to provide temporary driver’s licenses to
undocumented immigrants, and all of the owners (100%) reported a need for these workers for the success of business.

4) Elected officials and law enforcement officers (EO/LE) admit that providing temporary licenses to undocumented immigrants would benefit immigrant families which are in concordance with the report of Latinos who whole-heartedly agreed it would benefit families. Yet, the majority of EO/LE (85%) conveyed that even though it would benefit these families, they were stuck on the issue of rewarding breaking the law. And, even so, the majority of EO/LE (58%) would still favor the legislation.

5) The majority of the all-White, mostly men, surveyed Elected officials and law enforcement officers believed that undocumented immigrants won’t apply for the temporary drivers licenses for fear of deportation; yet, when one asked Latinos a similar question, they acknowledged this same fear, yet the over-whelming majority (98%) stated they would support the legislation. Latinos indicated favor despite their fear of identification and deportation which indicates that they would likely to apply for the license if made available. In addition, there was a percentage of Spanish-speaking agribusiness workers surveyed whom did not hold a license that expressed favoring the proposed legislation.

6) Agribusiness owners/managers (83%) more strongly supported the legislation than EO/LE (58%). And, agribusiness owners/managers were closer to the reported percentage of Latinos surveyed than EO/LE. This supports the theory that increasing a level of personal experiences and exposure is tied to supporting the said group’s needs and empathizing (Paas and Halapuu, 2012; McLaren, 2003; Kehrberg, 2007). While EO/LE can avoid contact, law enforcement
cannot. And when they do have contact with undocumented immigrants related to driving, it is more likely in a negative context (e.g. traffic violation).

7) Overall, the majority of all groups favored supporting the legislation. Eighty-three percent of agribusiness owners/managers (moderately to very much) surveyed support proposed legislation on temporary driver’s license for undocumented immigrants. One-hundred percent of agribusiness workers surveyed support this proposed legislation. Fifty-eight percent of elected officials and law enforcement surveyed support this proposed legislation. Ninety-eight percent (with the remaining 2% ambivalent) Hispanics surveyed support this proposed legislation. Since this study revealed such strong support for this type of legislation, Iowa might consider joining the list of states who have implemented legislation. Literature showed success stories in thirteen other states. “The law makes it illegal to discriminate against anyone who holds a driver’s license with that mark” (Illegal Immigration Solutions, 2014, n.p). Other states have been able to provide this licensure without repercussions for the immigrants who receive them.

Community Plan of Action

In the attempt to develop a community action plan, the ecological model was used as a framework. The ecological model focuses on the social work profession’s responsibility to the individual and to the external environment (Brower, 1988). The ecological model focuses on three subsystems that guide human development. These three systems are labeled the micro, mezzo, and macro levels of the ecological model. The micro level of the ecological model focuses on the individual as a system that involves biological, psychological, and social aspects (Zastrow & Kirst-Ashman, 2006). The mezzo level of the ecological model refers to a small group such as a family group, work group, and other various social groups. Typically the
individual as a micro system interacts with those involved it the mezzo system. Finally, the macro system refers to the larger society in terms of politics, economics, and societal components. Together these three theories make up the ecological model. The ecological model was used as a framework in the attempt to create a full and comprehensive plan that would be influential in all three systems.

At a micro, or individual level, there are a few key action steps that can be taken to ensure that immigrants able to attain temporary driver’s licenses. The first would be offering the necessary education in driving for individuals who have not had the proper education. More information needs to be offered about driving conditions in Iowa (e.g. snow and ice). Proper driver’s education - classes, books, pamphlets, radio – offered in different languages. This education should include general education about temporary driver licenses, what licenses are, what they provide, and how to obtain one as well as information regarding car insurance. Information should include distinguishing that a temporary license does not provide a pathway for citizenship. Educating drivers will help make our road safer.

At an exosystem, or community level, there are a few key action steps that can be taken to ensure that immigrants able to attain temporary driver’s licenses. Social workers and community organizers can raise awareness on the growing issue of immigrant need for a temporary driver’s license. As noted in the results of this study, there has been lack of communication among the immigrant population, agribusiness owners, law enforcement, and elected officials. Social workers and community organizers need to address this issue in order for each group to be educated and all voices heard. How might one go about helping the community collaborate? Hosting a community-level forum with guided roundtable discussions
would provide a space for people to ask questions and be exposed to the opinions of other groups.

Another exosystem level action plan would be to improve the involvement of the faith community. In Northwest Iowa, many pastors and religious leaders carry a lot of perceived power and influence. If religious leaders can be active about supporting and advocating for temporary drivers licenses, it will encourage many other people to take an interest. By arranging seminars and speakers, attendees will grow in awareness about how their stance on immigration relates to their faith imperatives. By raising awareness in the community, many people will see this is necessary for change.

At a macro, or societal level, there are a few key action steps that can be taken to ensure that immigrants are able to attain temporary driver’s licenses. There must be a push for legislators to vote “yes” to approve legislation permitting undocumented individuals to acquire temporary driver’s licenses. Increasing the likelihood of this happening would require letter writing on behalf of concerned individuals and organizations. Letter writing would prove most beneficial if individuals included in their letter both personal support and factual information regarding the legislation, ensuring that legislators are aware of their constituents and informed on the legislation itself. Social workers should educate constituents on how to contact their legislators, including information about legislator’s address, what information is effective to write, what format to follow, etc. It is imperative that support for the legislation is voiced throughout the entire process of being introduced, voted on, and implemented as a law in order to ensure that those voting on the legislation do not lose energy and abandon the legislation before it is fully signed into state law.

Limitations
Limitations of the study include time restraints, language barriers, switching methods of data collection, and obtaining participants for the survey and interviews. The time frame for data collection was three weeks. The group studying how undocumented workers feel about temporary driver's licenses translated documents from Spanish to English; because of this, there is a possibility of misinterpretation. The group studying elected officials and law enforcement's limitations were that only qualitative interviews were derived from people who were in support of the pathway to citizenship or temporary driver’s licenses. The people who were initially interested in being interviewed did not respond when they were contacted again. This limited the scope of views. The same group was only able to interview two country attorneys. The agribusiness section limitation included low sample size, homogeneity of diversity, and limited access to work sites.

**Future Implications**

Future implications include advocating that the National Association of Social Workers-Iowa chapter would be to adopt the proposed legislation as a 2015 policy brief. NASW-Iowa adopts policies each General Assembly Cycle; the Social Policies Committee at the NASW Iowa chapter

. . . reviews current policy statement and determines the need for revisions or additions to the priorities. The NASW committee strives to develop policy statements that reflect the issues facing social workers and their clients in Iowa as well as issues that appear to be of importance at the time (NASW-Iowa, Iowa Social Policy and Advocacy, [http://www.nasw-heartland.org/?page=183](http://www.nasw-heartland.org/?page=183)).

In addition, it will also be highly beneficial for all social workers to educate themselves on current events and legislation related to temporary driver’s license legislation as well as the immigration reform broadly defined. Social workers can educate themselves by attending forums or community outreach held in the area that they work or reside in. In addition, social workers
can find information online at naswdc.org about what speakers, seminars, and training sessions are being offered under the continuing education section on the website. The future depends on members of the community as well as social workers reaching out and promoting awareness about the needs of all immigrants in their communities.
REFERENCES

http://www.iptv.org/mtom/story.cfm/feature/5212/mtom_20071214_3315_feature


Appendix A

Researcher Informed Consent Form

You are being invited to assist in a research study on the topic of the opinions local Latinos have on receiving temporary drivers’ licenses for immigrants in Iowa. This research project is being conducted by Northwestern students Heidi Gritters, Taylor Studer, and Karlee Stubbe. The objective of this research project is to understand local Hispanics’ opinions about providing temporary drivers’ licenses to immigrants and how that might affect the lives of themselves or their neighbors.

NOTE: WE WILL NOT BE ASKING PARTICIPANTS TO REVEAL INFORMATION ABOUT THEIR IMMIGRATION STATUS OF THEM OR ANYONE THEY KNOW.

There are no known or minimal risks if you decide to assist us in this research study. The information participants provide will help inform constituents, legislators, the police force, governmental bodies and employees about the need for temporary licenses for immigrants.

Audio recording devices will be used during the entirety of the interview to ensure the most accurate transmission of information. After recordings have been transcribed and all identifying information has been removed, the audio files will be destroyed.

Confidentiality: The information/data provided will be used for research purposes only and will be kept confidential. You may withdraw from assisting with this study at any time. However, you must keep all known information confidential. If you assist throughout the entire study, the information must also be kept confidential indefinitely. If ever you see participants in the future, you must never discuss with them what was revealed in the interviews. By signing below, you acknowledge that the information obtained while you are present will be kept completely confidential.
Your role: Your role in this study will be to translate if needed and to assist researchers in better understanding the cultural context of the words our participants speak. We ask that you do not interfere with the researcher’s role of asking questions and leading the conversation in interview sessions. By signing below, you are acknowledging and agreeing to these terms. If you have any questions or concerns about completing the questionnaire or about assisting with this study, you may contact any of the researchers listed below.

Thank you for your assistance.

Heidi Gritters, heidi.gritters@nwciowa.edu
Taylor Studer, taylor.studer@nwciowa.edu
Karlee Stubbe, karlee.stubbe@nwciowa.edu

Signature of Participant:
Date:
Signature of Researcher(s):

Appendix B

Informed Consent Form

You are being invited to participate in a research study on the topic of the opinions local Hispanics have of having temporary drivers’ licenses for immigrants in Iowa. This research project is being conducted by Northwestern College students Heidi Gritters, Taylor Studer, and Karlee Stubbe and supervised by Dr. Valerie Stokes. The objective of this research project is to understand local Hispanics’ opinions about providing temporary drivers’ licenses to immigrants and how that might affect the lives of themselves or their neighbors.

NOTE: YOU WILL NOT BE ASKED TO REVEAL INFORMATION ABOUT THE IMMIGRATION STATUS OF YOU OR ANYONE YOU KNOW.
There are no known or minimal risks if you decide to participate in this research study. We repeat, no information about immigration status will be collected. No individuals, organizations, and/or locations will be identified in any publication/presentation. The information you provide will help inform constituents, legislators, the police force, governmental bodies and employees about the need for temporary licenses for immigrants. The information/data collected may or may not benefit you directly, but may help further understanding in this field of research.

Your participation in this study is voluntary. The information/data you provide will be used for research purposes only and will be kept confidential. By signing below, you acknowledge that the survey/questionnaire/task has been explained to you fully. Audio recording devices will be used during the entirety of the interview to ensure the most accurate transmission of information. After recordings have been transcribed and all identifying information has been removed, the audio files will be destroyed.

You may withdraw from participation in this study at any time without penalty. The researcher will be happy to answer or clarify any aspect of the study and or this informed consent form. Your signature also acknowledges that benefits derived or rewards given for your participation have been fully explained to you. Records that contain your identity will be treated as confidential. Only research staff will have access to the information collected during the study.

If you have any questions or concerns about completing the questionnaire or about participating in this study, you may contact any of the researchers listed above. After your participation, a debriefing is available to answer any further questions you may have about your involvement in this study.

Thank you for your participation.
TEMPORARY DRIVER LICENSE LEGISLATION

Heidi Gritters, heidi.gritters@nwciowa.edu
Taylor Studer, taylor.studer@nwciowa.edu
Karlee Stubbe, karlee.stubbe@nwciowa.edu
Dr. Valerie Stokes, vstokes@nwciowa.edu

Signature of Participant:
Date:
Signature of Researcher:

Appendix C

1. What do you think about undocumented immigrants receiving temporary drivers’ licenses? Why?
2. What are some benefits to receiving temporary drivers’ licenses?
3. What are some drawbacks to receiving temporary drivers’ licenses? Why?
4. How do you or people you know feel about not having a drivers’ license? Why?

Appendix D

Debriefing Form

Thank you for participating in the present study entitled Temporary driver's licenses for undocumented immigrants: Latino immigrant voices speak out on the issue.

This study seeks to uncover local Hispanics' opinions about providing temporary drivers' licenses to immigrants and how that might affect the lives of themselves or their neighbors. Increasing the knowledge base on Hispanics' opinions of providing temporary driver's licenses could lead to a better understanding of how to provide for the needs of the Hispanic community, both on a political and community level.
If you know of any friends or acquaintances that are eligible to participate in this study, we request that you not discuss it with them until after they have had the opportunity to participate. Prior knowledge of questions asked during this study or other aspects of this study can invalidate the results. We greatly appreciate your cooperation.

If you have any questions regarding this study, please feel free to ask the researchers at this time, or if you have questions at a later date, please feel free to contact the project director (Dr. Valerie Stokes, vstokes@nwciowa.edu). Your response to the study will remain confidential as described in the consent form signed previously. You also have the option to withdraw your data at any time, in which case you would contact any of the researchers listed below.

In the event that you feel psychologically or otherwise distressed by participation in this study, we encourage you to seek help from a trusted source, such as a priest or a counselor. Thanks again for your participation.

Taylor Studer, taylorstuder@nwicowa.edu
Karlee Stubbe, karleestubbe@nwciowa.edu
Heidi Gritters, heidi.gritters@nwciowa.edu
Dr. Valerie Stokes, vstokes@nwciowa.edu

Appendix E

Informed Consent Form

You are being invited to participate in a research study on the topic of Mixed Methodology: Agribusiness and Temporary Drivers Licenses. This research project is being conducted by Elisabeth Kahanic and Kaela Prachar, Emily Reyes, and Talitha Witt who are students from Northwestern College. The objective of this research project is to discover the thoughts and
views on temporary drivers licenses held by owners, managers, and workers of agribusinesses in northwest Iowa.

There are no known or minimal risks if you decide to participate in this research study. The information you provide will help us understand views on temporary driver licenses held by agribusiness owners, managers, and workers. The information/data collected may not benefit you directly, but may help further understanding in this field of research.

Your participation in this study is voluntary. The information/data you provide will be used for research purposes only and will be kept confidential. By signing below, you acknowledge that the survey/questionnaire/task has been explained to you fully. Audio recording devices will be used during the entirety of the interview to ensure the most accurate transmission of information. After recordings have been transcribed and all identifying information has been removed, the audio files will be destroyed.

You may withdraw from participation in this study at any time without penalty. The researchers will be happy to answer or clarify any aspect of the study and or this informed consent form. Your signature also acknowledges that benefits derived or rewards given for your participation have been fully explained to you. Records that contain your identity will be treated as confidential. No individuals and/or churches will be identified in any publication/presentation. Only research staff will have access to the information collected during the study.

If you have any questions or concerns about completing the questionnaire or about participating in this study, you may contact any of the researchers listed above. Elisabeth Kahanic’s email is Elisabeth.kahanic@nwciowa.edu, Kaela Prachar’s email is Kaela.Prachar@ncwiowa.edu, Emily
TEMPORARY DRIVER LICENSE LEGISLATION

Reyes’ email is Emily.reyes@nwciowa.edu, and Talitha Witt’s email is talitha.witt@nwciowa.edu.

After your participation, a debriefing is available to answer any further questions you may have about your involvement in this study.

Thank you for your participation.

Signature of Participant:

Date:

Signature of Researcher:

Appendix F

Agricultural Business Owner and Managers Questionnaire:

#1: To what extent is the success of our business dependent on you being able to employ Latino or other migrant workers

Very Much – Moderately – Somewhat – Little or Not at All

(Circle one)

#2: To what extent have you had difficulty hiring Latino or other migrant workers because they do not have driver’s licenses?

Very Much – Moderately – Somewhat – Little or Not at All – I Don’t Know

(Circle one)

#3: To what extent have your Latino or other migrant workers had problems getting to work because they lack driver’s licenses?

Very Much – Moderately – Somewhat – Little or Not at All – I Don’t Know

(Circle one)
#4: Do you favor potential Iowa legislation that would enable all migrants to obtain temporary Iowa driver’s licenses under the following stipulations?

**ELIGIBILITY**

Immigrants who don’t have a social security number will be eligible to receive a temporary Iowa driver’s license (renewable every two years) if they meet the following requirements:

- Passing a driving test and demonstrating knowledge of rules of the road
- Providing proof of established Iowa residency (utilities bill or bank statement)
- Providing proof of identification (verifiable passport or a consular government ID card such as the Mexican Matricula Consular)
- Obtaining and carrying proof of auto insurance

**LIMITATIONS**

These driver’s license cards will be visually distinct from other licenses, and are marked on their face as not valid for identification or federal purposes. Given these differences, no one can use a driver’s license card to register to vote or vote, apply for public benefits, apply for a Firearm Owner ID card, board an airplane, or enter a federal building.

Very Much – Moderately – Somewhat – Little or Not at All

(Circle one)

Demographic Information

Sex:  □ male  □ female

Age:  □ 0-20  □ 21-30  □ 31-40  □ 41-50  □ 51-60  □ 60 & above

Racial Identity:  □ White  □ Black/African American  □ Hispanic/Latino

□ Asian  □ Native American/Pacific Islander  □ Other

__________________
Political Affiliation: ☐ Republican  ☐ Democrat  ☐ Other  ☐ None

Appendix G

Agricultural Business Employees Questionnaire:

#1: Do you have an Iowa Driver’s License?
Yes – No (Circle One)

#2: If you do NOT have an Iowa Driver’s License, to what extent is it difficult for you to get to
and from work?
Very Much – Moderately – Somewhat – Little or Not at All
(Circle one)

#3: If you do NOT have an Iowa driver’s license, to what extent does this create problems for
family activities like going shopping, attending church or doctor’s appointments?
Very Much – Moderately – Somewhat – Little or Not at All
(Circle one)

#4: Do you favor potential Iowa legislation that would enable all migrants to obtain temporary
Iowa driver’s licenses under the following stipulations:

ELIGIBILITY

Immigrants who don’t have a social security number will be eligible to receive a temporary Iowa
driver’s license (renewable every two years) if they meet the following requirements

• Passing a driving test and demonstrating knowledge of rules of the road
• Providing proof of established Iowa residency (utilities bill or bank statement)
• Providing proof of identification (verifiable passport or a consular government ID card
such as the Mexican Matricula Consular)
• Obtaining and carrying proof of auto insurance
LIMITATIONS

These driver’s license cards will be visually distinct from other licenses, and are marked on their face as not valid for identification or federal purposes. Given these differences, no one can use a driver’s license card to register to vote or vote, apply for public benefits, apply for a Firearm Owner ID card, board an airplane, or enter a federal building.

Very Much – Moderately – Somewhat – Little or Not at All

(Circle one)

#5: If you do not have an Iowa driver’s license, and legislation passed that would enable you to apply for a temporary license, would you apply for such a license?

Definitely Yes – Maybe – I’m Not Sure – No

(Circle One)

#6: On average how many miles do you drive to work each day? __________________

Demographic Information

Sex:  □ male  □ female

Age:  □ 0-20  □ 21-30  □ 31-40  □ 41-50  □ 51-60  □ 60 & above

Racial Identity:  □ White  □ Black/African American  □ Hispanic/Latino

□ Asian  □ Native American/Pacific Islander  □ Other

____________________

Political Affiliation:  □ Republican  □ Democrat  □ Other  □ None

Appendix H

Link to preview Qualtrics survey:


Format used to make Qualtrics survey:
Informed Consent Form

You are being invited to participate in a research study on the topic of Temporary Drivers Licenses in Northwest Iowa: Law Enforcement, City Councils & County Attorneys. This research project is being conducted by college students at Northwestern College’s Social Work 389 class: Carly Rozeboom, Genesis Torres, Greg Hegstad, and Madison Yohe under the supervision of Dr. Valerie Stokes. The objective of this research project is to learn about the views of law enforcement, city councils, and county attorneys pertaining to the idea of providing undocumented immigrants with temporary driver’s licenses.

There are no known or minimal risks if you decide to participate in this research study. The information you provide will help us get an overall view of how Northwest Iowans feel about undocumented immigrants having temporary driver’s licenses. The information/data collected may not benefit you directly, but may help further understanding in this field of research.

Your participation in this study is voluntary. The information/data you provide will be used for research purposes only and will be kept confidential.

By signing below, you acknowledge that the survey has been explained to you fully. You may withdraw from participation in this study at any time without penalty. The researchers will be happy to answer or clarify any aspect of the study and or this informed consent form.

If you have any questions or concerns about completing the questionnaire or about participating in this study, you may contact a researcher (carly.rozeboom@nwciowa.edu).

After your participation, a debriefing is available to answer any further questions you may have about your involvement in this study.

Thank you for your participation.

(Type/sign name)
Information on Temporary Licensure

ELIGIBILITY

Immigrants who don’t have a social security number will be eligible to receive a temporary Iowa driver’s license (renewable every two years) if they meet the following requirements

• Passing a driving test and demonstrating knowledge of rules of the road
• Providing proof of established Iowa residency (utilities bill or bank statement)
• Providing proof of identification (verifiable passport or a consular government ID card such as the Mexican Matricula Consular)
• Obtaining and carrying proof of auto insurance

LIMITATIONS

These driver’s license cards will be visually distinct from other licenses, and are marked on their face as not valid for identification or federal purposes. Given these differences, no one can use a driver’s license card to register to vote or vote, apply for public benefits, apply for a Firearm Owner ID card, board an airplane, or enter a federal building

OTHER STATES

Eleven states allow all immigrants to apply for driver’s licenses: California, Colorado, Connecticut, DC, Illinois, Maryland, Nevada, New Mexico, Utah, Vermont, & Washington.

Given the above information and your experiences, answer these questions as best you can.

Answer these questions on a scale of 1-10 (1 being strongly disagree & 10 being strongly agree)

#1: To what extent do you believe that undocumented workers driving without a license is an issue in your county? -- ____
#2: To what extent do you believe that an Iowa law granting temporary driver’s licenses to eligible immigrants will:

- ___ improve public safety
- ___ benefit employers
- ___ benefit immigrant families

#3: A common objection to granting temporary driver’s licenses to eligible immigrants that are undocumented is that this will reward those who have broken the law. To what extent do you agree with that objection? -- ____

#4: Some have questioned whether or not undocumented immigrants who are eligible for temporary driver’s licenses will apply for fear that revealing the information requested will make them vulnerable to deportation by the Federal government. To what extent do you agree with that argument? -- ____

#5: Considering the given information, would you favor potential Iowa legislation that would enable eligible migrants to obtain temporary Iowa driver’s licenses?

Very Much – Moderately – Somewhat – Little or Not at All
(Circle one)

Please leave any comments, thoughts, or reasoning here:

*Page Break*

Thank you for your responses. If you are interested, we would like to conduct interviews to get a better grasp of your viewpoints. Please leave your contact information here:

Email and phone number information:

*Page Break*

Demographics
TEMPORARY DRIVER LICENSE LEGISLATION

Age:

Gender:

Level of Education:

Religiosity: Likert-scale

Ethnicity:

Job Title:

Leadership Title (ex. law enforcement officer, city council member, county attorney): check boxes

*Page Break*

Debriefing Form

Thank you for participating in the present study entitled Temporary Drivers Licenses in Northwest Iowa: Law Enforcement, City Councils & County Attorneys. This study examined your views on the proposed legislation that would allow undocumented immigrants to receive a temporary driver’s license. This section of the study will be joined with two other sections that examined the views of undocumented immigrants and agribusiness owners and workers. The study results will be compiled into one large study which we plan to present to the community. Details of this presentation such as time and date will be sent to you.

Individuals eligible to participate in this study include law enforcement, city council members, and county attorneys. If you know of any friends or acquaintances that are eligible to participate in this study, we request that you not discuss it with them until after they have had the opportunity to participate. Prior knowledge of questions asked during this study or other aspects of this study can invalidate the results. We greatly appreciate your cooperation.
If you have any questions regarding this study, please feel free to ask the researchers at this time, or if you have questions at a later date, please feel free to contact the researchers, [Carly Rozeboom—carly.rozeboom@nwciowa.edu] or a project director (Dr. Valerie Stokes—vstokes@nwciowa.edu). Again, we would like to remind you that we guarantee your confidentiality and will take any precaution necessary to protect your identity. If you would like to withdraw your information, please contact either the researchers or the project director and we can do so for you.

In the event that you feel psychologically or otherwise distressed by participation in this study, we encourage you to contact either one of the researchers and/or the project director and/or the Northwestern College Wellness Center which can provide referrals to professional, confidential counseling (712-707-7321; wellness@nwciowa.edu)

Thanks again for your participation.

Appendix I

Interview Informed Consent Form

You are being invited to participate in a research study on the topic of Temporary Drivers Licenses in Northwest Iowa: Law Enforcement, City Councils & County Attorneys. This research project is being conducted by college students at Northwestern College’s Social Work 389 class: Carly Rozeboom, Genesis Torres, Gregory Hegstad, and Madison Yohe under the supervision of Dr. Valerie Stokes. The objective of this research project is to learn about the views of law enforcement, city councils, and county attorneys pertaining to the idea of providing undocumented immigrants with temporary driver’s licenses.

There are no known or minimal risks if you decide to participate in this research study. The information you provide will help us get an overall view of how Northwest Iowans feel about
undocumented immigrants having temporary driver’s licenses. The information/data collected may not benefit you directly, but may help further understanding in this field of research.

Your participation in this study is voluntary. The information/data you provide will be used for research purposes only and will be kept confidential.

By signing below, you acknowledge that the interview process has been explained to you fully. You may withdraw from participation in this study at any time without penalty. The researchers will be happy to answer or clarify any aspect of the study and or this informed consent form.

If you have any questions or concerns about completing the questionnaire or about participating in this study, you may contact a researcher listed (carly.rozeboom@nwciowa.edu).

After your participation, a debriefing is available to answer any further questions you may have about your involvement in this study.

Thank you for your participation.

Signature of Participant:

Date:

Signature of Researcher (s):

Interview Questions

1). What is your perspective on undocumented workers driving without a license in your community? What are all the implications of driving without a license? How does this currently affect your position?

2). If this potential legislation were to pass, how do you see it affecting your community?

3). How do you see it affecting your work on (the city council, law enforcement, as county attorney)?
Interview Debriefing Form

Thank you for participating in the present study entitled Temporary Drivers Licenses in Northwest Iowa: Law Enforcement, City Councils & County Attorneys. This study examined your views on the proposed legislation that would allow undocumented immigrants to receive a temporary driver’s license. This section of the study will be joined with two other sections that examined the views of undocumented immigrants and agribusiness owners and workers. The study results will be compiled into one large study which we plan to present to the community. Details of this presentation such as time and date will be sent to you.

Individuals eligible to participate in this study include law enforcement, city council members, and county attorneys. If you know of any friends or acquaintances that are eligible to participate in this study, we request that you not discuss it with them until after they have had the opportunity to participate. Prior knowledge of questions asked during this study or other aspects of this study can invalidate the results. We greatly appreciate your cooperation.

If you have any questions regarding this study, please feel free to ask the researchers at this time, or if you have questions at a later date, please feel free to contact the researchers, [Carly Rozeboom—carly.rozeboom@nwciowa.edu] or a project director [Dr. Valerie Stokes—vstokes@nwciowa.edu]. Again, we would like to remind you that we guarantee your confidentiality and will take any precaution necessary to protect your identity. If you would like to withdraw your information, please contact either the researchers or the project director and we can do so for you.

In the event that you feel psychologically or otherwise distressed by participation in this study, we encourage you to contact either one of the researchers and/or the project director and/or the
Northwestern College Wellness Center which can provide referrals to professional, confidential counseling (712-707-7321; wellness@nwciowa.edu)

Thank you again for your participation.