



TRAFFIC SAFETY PROGRAM REQUEST FOR PROPOSALS FY 2022 STEP GRANTS

Prepared and Developed by:
The Staff of the Behavioral Traffic Safety Section

Traffic Safety Division
125 E. 11th Street
Austin, Texas 78701-2483
(512) 416-3200

<http://www.txdot.gov/inside-txdot/division/traffic.html>



November 6th, 2020

Table of Contents

Section One – Overview	3
Summary	4
Section Two – Selective Traffic Enforcement Program (STEP) Grants	6
Eligibility for Funding	7
Enforcement Requirements	7
Section Three – Grant Types and Definitions	8
STEP Comprehensive (COMP) Grants	9
STEP Commercial Motor Vehicle (CMV) Grants	11
Section Four – Additional Requirements	13
Operational Plan	14
Public Information & Education.....	15
Section Five – Policies & Procedures	16
Policies & Procedures	17
Internal Ethics & Compliance	18
Pre-Award Audit	18
Section Six – Proposal Submission	19
Schedule	20

SECTION ONE OVERVIEW

Texas Traffic Safety Program

FY 2022 Request for Proposals – STEP Grants

Summary

Texas' Selective Traffic Enforcement Program (STEP) is a federally funded law enforcement grant program run by the Traffic Safety Division at the Texas Department of Transportation. STEP enforcement is focused on reducing crashes and crash-related injuries and deaths in and across Texas. Any accredited law enforcement agency in Texas is eligible for funding through STEP, though priority to receive the funds and the maximum funding amount an agency may receive is based on the number and type of crashes occurring in the applicant jurisdictions.

Agencies participating in STEP must use crash data provided by the Texas Crash Reporting Information System (CRIS), and analyzed and plotted by the Texas Department of Public Safety's Highway Safety Operations Center (HSOC), to develop Enforcement Zones, which are limited in number and size to help magnify the impact of the enforcement efforts on troublesome crash areas.

Agency performance will be measured by the number of STEP-funded vehicle stops made within the established Enforcement Zones, and by the impact the enforcement has on the jurisdiction's crash totals. To maximize the value of the vehicle stops conducted during STEP enforcement, agencies are strongly encouraged to design their Enforcement Zones and conduct subsequent enforcement efforts in and around intersections, which are planned points of conflict on the transportation system.

TCOLE-certified training supporting all aspects of STEP enforcement, including grant proposal and Enforcement Zone development, grant administration, data quality and analysis, operational philosophy and strategies, and child-passenger and officer safety courses are available free-of-charge through the [Texas Law Enforcement Liaison program](#). The training courses are designed to help agencies stay current on the latest information and enforcement concepts, and to realize the maximum value STEP enforcement can provide to the agency and the community.

Maximum budget amounts for each agency for Selective Traffic Enforcement Program (STEP) grants have been determined using KA (fatal and suspected serious-injury) crash data from the Crash Records Information System (CRIS) and a weighted funding formula to determine eligible amounts for each agency:

- DWI/DUI - Driving While Intoxicated/Driving Under the Influence
- OP - Failure to Use Occupant Restraint, including child-passenger safety seats
- ITC - Intersection Traffic Control
- SP - Speed Enforcement /Control

Texas Traffic Safety Program FY 2022 Request for Proposals – STEP Grants

Agencies may choose to receive less than the maximum amount for which they qualify based on the formula and agencies not listed for a specified amount may receive up to \$12,000 for a STEP-COMP grant and/or a \$12,000 CMV grant.

All proposers are required to contribute at least 20% of the total budget in approved match.

Proposing agencies may ask TxDOT personnel for assistance in developing their STEP proposal(s).

Click-It-Or-Ticket and Impaired Driving Mobilization Proposals will not be accepted through this Request for Proposal; however, they will be accepted through a separate process. For more information regarding mobilizations, please contact [Larry Krantz, TxDOT Police Traffic Services Program Manager](#).

Once a proposal is submitted, the requested Federal award cannot be increased. A budgetary adjustment may be necessary if the budget is inaccurate, unreasonable, or unallowable. Minor modifications may be made during the grant negotiations process.

See attached budget limits (Attachment A).

SECTION TWO
SELECTIVE TRAFFIC ENFORCEMENT
PROGRAM (STEP) GRANTS

Texas Traffic Safety Program FY 2022 Request for Proposals – STEP Grants

Eligibility for Funding

STEP grant funding assists in paying for overtime enforcement activities conducted by Texas law enforcement agencies. STEP enforcement activities should prioritize crash reduction by conducting mobile, high-visibility enforcement in high-crash areas within the law enforcement agency's jurisdiction. Officers should focus their efforts on reducing incidences of intersection-related violations, driving while intoxicated, failure to use occupant restraint systems, enforcement of state and local ordinances on cellular and texting devices and speeding within the high-crash areas they identify. In order to participate in STEP, the agency must have an active overtime policy that allows for STEP enforcement to occur.

Organizations eligible for STEP funds include the Texas Department of Public Safety (TxDPS), sheriff's offices, constable's offices, local police departments, and inter-governmental coordination entities for law enforcement efforts; i.e. COGs.

Enforcement Requirements

The following items are requirements for enforcement on both STEP-COMP and STEP-CMV grants:

- All enforcement activities must be initiated within, or in route to or from, an established Enforcement Zone as outlined in the grant's Operational Plan.
- A minimum number of documented vehicle stops must be made during each hour of enforcement so that enforcement efforts are consistent throughout the assigned shift. The minimum number of stops required depends on the grant type and is detailed in the following sections.
- Officers working STEP must witness the violation for which they stop a vehicle. Officers may not be dispatched or otherwise directed to violators, including through the use of spotters, unless previously authorized by TxDOT.
- STEP officers may not claim arrests and arrest time for stops not made by officers working STEP enforcement, or from officers outside their department regardless of their STEP status. However, officers not working STEP may transport offenders arrested by officers working STEP.

SECTION THREE
GRANT TYPES & DEFINITIONS

Texas Traffic Safety Program FY 2022 Request for Proposals – STEP Grants

STEP-Comprehensive (COMP) Grants

Officers conducting enforcement on a STEP-COMP grant will make enforcement of Intersection Traffic Control, Impaired Driving, Occupant Protection, Distracted Driving and Speed their top priority during enforcement, although any traffic-related probable cause may be used to initiate a vehicle stop. In order for a vehicle stop to be counted toward the agency’s grant performance, the vehicle stop must be initiated for infractions witnessed inside of, or in route to or from an established Enforcement Zone. For purposes of documentation, each officer’s Daily Activity Report should reflect the Enforcement Zone in which the stop was made, the time and specific location of the stop (i.e. 4800 block of South Broadway). The officer should run the offender’s driver license for warrants, run the vehicle registration for its history, and must document taking one of the following three actions:

- Issuing a written warning
- Issuing a citation
- Making an arrest

Agencies will document and report the numbers of warnings, citations and arrests made on STEP time to TxDOT at the end of each month, but there will be no target numbers established for each individual element. STEP-COMP agencies will be considered to be in compliance with TxDOT performance expectations as long as they document making a minimum average of 2.5 vehicle stops per hour for each enforcement hour and show that minimum activity in each STEP enforcement hour. STEP-COMP subgrantee agencies should make it a priority to conduct enforcement activities during state and federally determined holiday periods, which are:

FY 2022 Mobilizations	Pre-Media		Enforcement		Post-Media	
	Begins	Ends	Begins	Ends	Begins	Ends
Christmas-New Year's (IDM)	14-Dec	16-Dec	17-Dec	1-Jan	2-Jan	4-Jan
Spring Break (IDM)	1-Mar	3-Mar	4-Mar	20-Mar	21-Mar	23-Mar
Memorial Day (CIOT)	20-May	22-May	23-May	5-Jun	6-Jun	8-Jun
Independence Day (IDM)	21-Jun	23-Jun	24-Jun	10-Jul	11-Jul	13-Jul
Labor Day (IDM)	16-Aug	18-Aug	19-Aug	5-Sep	6-Sep	8-Sep

Maximum budget amounts for STEP-COMP grants have been determined using crash data from CRIS, with a weighted funding formula to determine eligible amounts for each agency.

Texas Traffic Safety Program FY 2022 Request for Proposals – STEP Grants

The budget amount listed is the maximum offer for this fiscal year. Agencies may choose to receive less than the maximum amount for which they qualify based on the formula. Funding amounts may vary from year to year based on crash data, but agencies will not be given any more than a 10% increase from their FY 2021 grant amount, nor be reduced by more than 10%. Any increases or decreases are reflected in the agency-specific budget amounts in this document. Agencies not listed for a specified amount may receive up to \$12,000 for a STEP-COMP grant and/or a \$12,000 CMV grant. Funds are authorized on a Federal fiscal year basis only and awarded grants are contingent upon the availability of Federal funds.

Baseline Enforcement Information

Baseline enforcement information serves as a foundation for proposers to measure non-grant traffic enforcement activity against that provided through STEP grants. This information must be provided by the proposers and includes the total number of arrests, citations and warnings made during non-STEP vehicle stops the proposing agency made in the past 12 months. The information must exclude any activity generated with STEP grant dollars. Once the enforcement baseline is established, these figures will be used to compare subsequent years' local- and grant-funded traffic enforcement activity against crash data the agency provides to TxDOT.

Baseline KA Crash Data

Proposers must enter the three-year-average KA crash data for their jurisdiction as it appears on the RFP Budget Document (Attachment A). The baseline numbers are critical in establishing the number and key contributing factors for fatal and serious-injury crashes in a community and are used to measure the effectiveness of grant-related enforcement efforts in reducing crashes.

County Sheriff's Departments and Constable's Offices should use the KA crash data for the county, found under "Outside City Limits (county name)" unless previously approved by TxDOT. County-level agencies wishing to work STEP in counties not listed on the RFP can be awarded up to \$12,000 each. Constable's Offices not operating a yearlong STEP grant in FY 2021 in counties where the Sheriff's Office is already a STEP participant must contact the STEP program manager to negotiate a STEP budget for that agency.

Texas Traffic Safety Program FY 2022 Request for Proposals – STEP Grants

STEP-Commercial Motor Vehicle (CMV) Grants

Requirements outlined in this section apply to all STEP grant proposals that offer commercial motor vehicle enforcement opportunities 365 days per year. Law enforcement agencies requesting or already operating a STEP-COMP grant may also request a STEP-CMV. Maximum funding levels for CMV grants have also been determined using crash data from CRIS and the funding formula based on the CRIS data. Funding amounts may vary from year to year based on crash data, but agencies will not be given any more than a 10% increase from their FY 2021 grant amount, nor be reduced by more than 10%. Any increases or decreases are reflected in the agency-specific budget amounts in this document. Agencies wishing to enforce CMV but are not listed as a qualified agency may receive \$12,000 in CMV funding.

County Sheriff's Departments and Constable's Offices should use the KA crash data for the county, found under "Outside City Limits (county name)" unless previously approved by TxDOT. County-level agencies wishing to work STEP in counties not listed on the RFP can be awarded up to \$12,000 each. Constable's Offices not operating a yearlong STEP grant in FY 2021 in counties where the Sheriff's Office is already a STEP participant must contact the STEP program manager to negotiate a STEP budget for that agency.

Officers conducting enforcement on a STEP-CMV grant should make enforcement of Intersection Traffic Control, Impaired Driving, Occupant Protection, Speed and Distracted Driving their top priority during enforcement, although any traffic-related probable cause can be used to initiate a CMV stop. Officers may not weigh the offending vehicle, inspect equipment or review driver logs while on STEP time. In order for a vehicle stop to be counted as part of the agency's grant performance, the vehicle stop must be initiated for infractions witnessed inside of, or in route to or from, an established Enforcement Zone. For purposes of documentation, each officer's Daily Activity Report should reflect the Enforcement Zone in which the stop was made, and the time and specific location of the stop (i.e. 4800 block of South Broadway). Officers working CMV grants may stop passenger vehicles, but those stops will not count toward the grant's performance measures. Any stops made must also be documented on the officer's Daily Activity Report (DAR).

Texas Traffic Safety Program FY 2022 Request for Proposals – STEP Grants

The officer should run the offender’s driver license for warrants, run the vehicle registration for its history, and must document taking one of the following three actions:

- Issuing a paper warning
- Issuing a citation
- Making an arrest

Agencies must document and report the numbers of such warnings, citations and arrests made on STEP time to TxDOT at the end of each month or enforcement period, but there will be no target numbers established for each individual element. Agencies will be considered to be in compliance with TxDOT performance expectations as long as they maintain an average of one (1) stop involving a commercial motor vehicle or more during each hour of STEP-CMV enforcement.

Baseline Enforcement Information

Baseline enforcement information serves as a foundation for proposers to measure non-grant traffic enforcement activity against that provided through STEP grants. This information must be provided by the proposers and includes the total number of arrests, citations and warnings made during non-STEP vehicle stops the proposing agency made in the past 12 months. The information must exclude any activity generated with STEP grant dollars. Once the enforcement baseline is established, these figures will be used to compare subsequent years’ local- and grant-funded traffic enforcement activity against crash data the agency provides to TxDOT.

Baseline KA Crash Data

Proposers must enter the three-year-average KA crash data for their jurisdiction as it appears on the RFP Budget Document (Attachment A). The baseline numbers are critical in establishing the number and key contributing factors for fatal and serious-injury crashes in a community and are used to measure the effectiveness of grant-related enforcement efforts in reducing crashes.

SECTION FOUR
ADDITIONAL REQUIREMENTS

Texas Traffic Safety Program

FY 2022 Request for Proposals – General Grants

Operational Plan

Agencies will use geolocated KA (Fatal and Serious Injury) crash data from the CRIS database to establish the foundation for at least two STEP Enforcement Zones within their jurisdiction. Crash heat maps for your jurisdiction developed by the Texas Department of Public Safety's Highway Safety Operations Center (DPS-HSOC) are available by visiting [the BuckleUpTexas.com website](https://www.buckleuptexas.com) and then [following the link to "TxDOT STEP Program Resources."](#) The agency must use the FY 2022 STEP-COMP or FY 2022 STEP-CMV maps provided by the DPS-HSOC to identify their enforcement zones. Agencies must also develop a detailed map of each enforcement zone by using their own software or by using publicly available mapping tools such as Google Maps, which can measure area and linear distance. The detailed map for each zone must be paired with the marked STEP map detailing each zone, one pair for each zone in the Operational Plan, when uploaded into eGrants as documentation for Enforcement Zone locations and boundaries.

Every STEP-COMP and STEP-CMV agency may develop up to two Enforcement Zones per grant, however most grants will have no more than two zones. In order to qualify for additional zones, the agency must have enough enforcement hours on their grant to support the addition so a continuous presence, defined as at least 40 hours per month per zone, can be maintained in each zone throughout the life of the grant. The formula for determining the maximum number of enforcement zones is 40 enforcement hours per zone per month, or 480 enforcement hours per year per zone. Agencies need to have at least 1,200 enforcement hours on a grant in order to qualify for a third zone.

The purpose of the creation of STEP Enforcement Zones is to focus consistent high-visibility enforcement on areas with a history of high KA crashes, and zones should be developed and patrolled accordingly. Therefore, only KA crash data from the CRIS database may be used to initiate the creation of an Enforcement Zone. In the event that an agency has no KA crashes in its jurisdiction, TxDOT may approve, on a case-by-case basis, patrol zones based on other data available to the agency.

At a minimum, Enforcement Zones should be anchored by the locations of one or more KA crash(es) and expanded to include areas of approach in any direction and for a reasonable distance from the crash site(s) in evidence. As a rule, Enforcement Zones should cover no more than four (4) square miles, although it may take the form of any logical shape as long as that shape is bounded on all

Texas Traffic Safety Program FY 2022 Request for Proposals – General Grants

sides by intersecting roadways. For example, in a city, the Enforcement Zone may align with the street grid and be centered on high-crash intersections, whereas on a rural highway, the Enforcement Zone might encompass four contiguous miles that include the high-crash area(s), but do not include other areas outside of the highway's linear footprint.

All STEP Enforcement Zones must be previously approved by TxDOT prior to enforcement beginning in that zone. Identifying new Enforcement Zones after the grant begins is discouraged, and agencies may be asked to delete zones to maintain the maximum allowed number of zones. STEP enforcement should be used to patrol areas identified through historical crash data, not to react to short-term trends.

Public Information & Education

Law enforcement agencies are required to conduct PI&E activities throughout the grant period. Salaries being claimed for PI&E activities must be included in the budget. Proposal help for budgeting PI&E Salaries and Fringe Benefits is located [here](#).

Law enforcement agencies are required to provide a minimum number of documented PI&E activities throughout the grant period as outlined in the grant proposal. These should coincide with identified holiday mobilization periods and include appropriate motorist education efforts. For example, during the Memorial Day Mobilization period, otherwise known as Click-It-Or-Ticket, agencies should develop media opportunities focused on the importance of buckling up and properly securing children, or a similarly themed community event.

Agencies are encouraged to coordinate their PI&E efforts with their local TxDOT Traffic Safety Specialist, and when possible, agencies are encouraged to hold PI&E events inside their active Enforcement Zones to help draw media and public attention to the crash-related issues in those areas.

SECTION FIVE
POLICIES & PROCEDURES

Texas Traffic Safety Program FY 2022 Request for Proposals – STEP Grants

Policies and Procedures

All STEP agencies must either have established written STEP operating policies and procedures, or develop policies and procedures prior to a STEP grant being executed. The program will certify that the applying agency has, or will develop such procedures during the proposal process in eGrants.

Those policies and procedures must include at a minimum:

- **Roles and Responsibilities** – a description of which position serves as STEP project director and a list of their main responsibilities, including detailed information for supervisory review (i.e. timesheets, activity reports, citations, etc. and how often the reviews should occur) prior to reimbursement request.
- **STEP Shifts** – a description of how the agency selects individuals to work a STEP shift.
- **Authorization to Work** – a description of how prior approval is obtained for an individual authorized to work a STEP shift.
- **Work Restrictions** – a list of any restrictions imposed on working STEP, such as limitations on the number of hours an officer can work per shift, etc.
- **Supervision** – a description of how the agency supervises officers working STEP shifts.
- **Overtime Status** – a description on how the agency determines an individual's overtime status before working STEP.
- **Documentation** – a description of how an individual's time worked on a STEP shift is documented.
- **Required STEP Documentation** – a description of the paperwork that is required after the STEP shift ends (i.e., time sheets, overtime cards, STEP daily activity reports, citations).
- **Approval Process** – a description of the process the supervisor uses to approve and document the hours worked.
- **Performance Targets** – a description of the process used to oversee the agency's performance toward meeting the grant's performance measures/target numbers.

Texas Traffic Safety Program FY 2022 Request for Proposals – STEP Grants

Internal Ethics and Compliance Program

Agencies will be required to undergo an Internal Compliance Program review prior to grant execution. Agencies must demonstrate compliance with [Title 43 Texas Administrative Code §25.906\(b\)](#) by certifying adoption of an internal ethics and compliance program that satisfies the requirements of [Title 43 Texas Administrative Code §10.51](#) (relating to Internal Ethics and Compliance Program) prior to any grant execution.

Pre-Award Audit

Agencies may be required to undergo a Pre-Award Audit prior to grant execution.

SECTION SIX
PROPOSAL SUBMISSION

Texas Traffic Safety Program FY 2022 Request for Proposals – STEP Grants

Schedule

The proposal process schedule includes major milestones and target due dates culminating in an executed grant agreement. The proposal submission due date is set; all others are subject to change. Any updates will be posted at:

<https://www.txdot.gov/apps/eGrants/eGrantsHelp/rfp.html>.

The following table outlines the proposal schedule:

Activity / Milestone	Target Due Date
Submission	
Request for Proposals (RFP) Posted	11/06/2020
Proposal Submission Training for General/STEP Grants	11/18/2020
Deadline for Proposal Questions	11/30/2020 @ Noon
Proposal Q&A Posted	12/04/2020
Deadline for Proposal Submission	01/06/2021
Scoring and Negotiations	
Proposals Scored	02/19/2021
Proposal Negotiations Completed	04/16/2021
Funding Approval	
Funding List and Minute Order Developed	05/03/2021
Funding Approved by Transportation Commission	05/27/2021
HSP Development	
HSP Drafted and Reviewed	06/15/2021
HSP Submitted to NHTSA	07/01/2021
HSP Approved and Published	08/16/2021
Award Grants	
Grants Awarded, Executed and Activated in eGrants	10/01/2021

An eGrants system message will be sent to all law enforcement or other STEP agencies that are registered users of eGrants announcing this Request for Proposals. This message will be sent via eGrants on November 6, 2020.

Please refer any questions or comments about this process to [Larry Krantz, TxDOT Police Traffic Services Program Manager](#).

Attachment A
FY 2022 STEP Budgets by Jurisdiction

Jurisdiction	DUI-KA	OP-KA	SP-KA	ITC-KA	CMV-KA	Total-KA	Qualified CMV	Qualified COMP
ABILENE	11	12	8	30	4	78	\$ 47,000	\$ 50,000
AMARILLO	21	17	7	63	6	138	\$ 50,000	\$ 158,000
ARLINGTON	31	27	12	63	5	170	\$ 61,000	\$ 196,000
AUSTIN	74	39	42	219	13	521	\$ 61,000	\$ 729,000
BAYTOWN	6	9	4	16	4	50	\$ 20,000	\$ 33,000
BEAUMONT	10	13	6	34	5	111	\$ 45,000	\$ 94,000
BROWNSVILLE	9	10	5	18	1	63		\$ 65,000
CARROLLTON	8	7	5	13	1	41		\$ 38,000
COLLEGE STATION	4	3	1	19	1	35		\$ 36,000
CONROE	9	6	6	23	2	59		\$ 50,000
CORPUS CHRISTI	27	17	11	49	2	144	\$ 36,000	\$ 182,000
DALLAS	168	200	168	402	40	1069	\$ 50,000	\$ 847,000
DEER PARK	0	1	0	2	1	8		\$ 49,000
DENTON	9	7	7	21	4	66	\$ 30,000	\$ 79,000
EDINBURG	5	4	3	16	1	34		\$ 40,000
EL PASO	42	23	14	94	11	239	\$ 50,000	\$ 250,000
EULESS	2	2	1	7	0	17		\$ 46,000
FORT WORTH	48	53	29	146	17	464	\$ 66,000	\$ 223,000
FRISCO	4	3	3	18	2	37		\$ 59,000
GALVESTON	8	7	4	21	1	52		\$ 45,000
GARLAND	11	12	10	42	5	101	\$ 50,000	\$ 124,000
GRAND PRAIRIE	15	16	11	29	3	80	\$ 47,000	\$ 124,000
GRAPEVINE	4	2	1	7	1	31		\$ 33,000
HARLINGEN	4	2	1	10	0	27		\$ 36,000
HOUSTON	171	156	73	511	39	1345	\$ 350,000	\$ 1,000,000
IRVING	18	18	17	24	2	77		\$ 142,000
KILLEEN	12	9	12	26	0	64		\$ 61,000
LA PORTE	3	1	0	4	1	13		\$ 33,000
LAREDO	12	14	1	28	6	68	\$ 94,000	\$ 99,000
LEAGUE CITY	7	4	1	12	0	30		\$ 34,000
LEWISVILLE	9	8	9	20	2	50		\$ 58,000

Attachment A
FY 2022 STEP Budgets by Jurisdiction

Jurisdiction	DUI-KA	OP-KA	SP-KA	ITC-KA	CMV-KA	Total-KA	Qualified CMV	Qualified COMP
LONGVIEW	7	10	10	17	0	48		\$ 42,000
LUBBOCK	23	27	16	37	1	91		\$ 50,000
MCALLEN	10	5	2	24	0	49	\$ 58,000	\$ 79,000
MCKINNEY	7	4	1	13	1	33		\$ 55,000
MESQUITE	10	14	9	11	2	53		\$ 45,000
MIDLAND	15	15	9	33	3	80	\$ 43,000	\$ 25,000
MISSION	1	1	0	5	0	14		\$ 41,000
MISSOURI CITY	1	3	0	11	0	22		\$ 28,000
NEW BRAUNFELS	7	4	4	14	3	39	\$ 40,000	\$ 50,000
NORTH RICHLAND HILLS	2	1	4	11	0	25		\$ 28,000
ODESSA	20	12	8	26	4	64	\$ 50,000	\$ 24,000
OUTSIDE CITY LIMITS Bastrop County	20	19	10	17	3	62	\$ 50,000	\$ 50,000
OUTSIDE CITY LIMITS Bell County	11	8	12	5	4	46	\$ 43,000	\$ 49,000
OUTSIDE CITY LIMITS Bexar County	18	13	15	38	7	109	\$ 50,000	\$ 324,000
OUTSIDE CITY LIMITS Bowie County	10	12	6	7	3	38	\$ 49,000	\$ 50,000
OUTSIDE CITY LIMITS Brazoria County	26	19	15	24	5	89	\$ 50,000	\$ 50,000
OUTSIDE CITY LIMITS Burleson County	7	4	3	3	4	18	\$ 50,000	\$ 23,000
OUTSIDE CITY LIMITS Burnet County	11	7	9	7	1	38		\$ 35,000
OUTSIDE CITY LIMITS Cameron County	11	10	7	9	1	34		\$ 35,000
OUTSIDE CITY LIMITS Chambers County	8	9	9	6	5	39	\$ 34,000	\$ 50,000
OUTSIDE CITY LIMITS Cherokee County	8	9	14	4	2	34		\$ 42,000
OUTSIDE CITY LIMITS Collin County	7	6	8	6	3	38	\$ 19,000	\$ 23,000
OUTSIDE CITY LIMITS Comal County	11	4	10	13	1	43		\$ 47,000
OUTSIDE CITY LIMITS Ector County	24	33	14	39	18	97	\$ 50,000	\$ 50,000
OUTSIDE CITY LIMITS El Paso County	8	8	2	7	2	38	\$ 36,000	\$ 63,000
OUTSIDE CITY LIMITS Ellis County	12	7	10	4	3	39	\$ 30,000	\$ 39,000
OUTSIDE CITY LIMITS Erath County	7	12	7	7	4	39	\$ 50,000	\$ 50,000
OUTSIDE CITY LIMITS Fort Bend County	19	17	8	40	3	97	\$ 43,000	\$ 50,000
OUTSIDE CITY LIMITS Galveston County	7	7	5	4	0	30		\$ 23,000
OUTSIDE CITY LIMITS Gillespie County	7	5	6	3	2	30		\$ 23,000
OUTSIDE CITY LIMITS Grayson County	13	8	15	7	3	47	\$ 38,000	\$ 50,000

Attachment A
FY 2022 STEP Budgets by Jurisdiction

Jurisdiction	DUI-KA	OP-KA	SP-KA	ITC-KA	CMV-KA	Total-KA	Qualified CMV	Qualified COMP
OUTSIDE CITY LIMITS Gregg County	7	6	6	6	4	29	\$ 32,000	\$ 23,000
OUTSIDE CITY LIMITS Grimes County	9	10	12	7	4	37	\$ 47,000	\$ 43,000
OUTSIDE CITY LIMITS Guadalupe County	9	8	6	7	6	41	\$ 43,000	\$ 29,000
OUTSIDE CITY LIMITS Harris County	114	132	69	217	27	652	\$ 108,000	\$ 536,000
OUTSIDE CITY LIMITS Harrison County	16	13	13	8	7	49	\$ 50,000	\$ 54,000
OUTSIDE CITY LIMITS Hays County	17	9	18	12	0	53		\$ 50,000
OUTSIDE CITY LIMITS Henderson County	12	11	11	5	2	35		\$ 50,000
OUTSIDE CITY LIMITS Hidalgo County	26	27	21	34	4	98	\$ 50,000	\$ 50,000
OUTSIDE CITY LIMITS Hunt County	13	13	10	11	3	50	\$ 50,000	\$ 50,000
OUTSIDE CITY LIMITS Jefferson County	8	6	2	3	4	30	\$ 35,000	\$ 26,000
OUTSIDE CITY LIMITS Johnson County	21	19	24	22	3	105	\$ 46,000	\$ 50,000
OUTSIDE CITY LIMITS Kaufman County	10	12	11	9	5	52	\$ 50,000	\$ 50,000
OUTSIDE CITY LIMITS Kerr County	8	4	7	4	3	28	\$ 28,000	\$ 26,000
OUTSIDE CITY LIMITS Liberty County	7	9	5	5	5	42	\$ 28,000	\$ 23,000
OUTSIDE CITY LIMITS Lubbock County	10	10	8	14	4	38	\$ 48,000	\$ 45,000
OUTSIDE CITY LIMITS Matagorda County	11	9	10	5	0	28		\$ 35,000
OUTSIDE CITY LIMITS McLennan County	12	12	12	11	3	48	\$ 50,000	\$ 50,000
OUTSIDE CITY LIMITS Midland County	13	15	5	21	21	58	\$ 50,000	\$ 50,000
OUTSIDE CITY LIMITS Milam County	7	5	4	2	3	25	\$ 28,000	\$ 23,000
OUTSIDE CITY LIMITS Montgomery County	47	34	36	49	7	188	\$ 50,000	\$ 317,000
OUTSIDE CITY LIMITS Nacogdoches County	8	10	8	4	4	30	\$ 35,000	\$ 26,000
OUTSIDE CITY LIMITS Orange County	7	3	3	4	2	19		\$ 23,000
OUTSIDE CITY LIMITS Panola County	7	9	5	4	6	23	\$ 50,000	\$ 23,000
OUTSIDE CITY LIMITS Parker County	7	6	9	7	2	39		\$ 23,000
OUTSIDE CITY LIMITS Pecos County	7	7	2	3	7	23	\$ 50,000	\$ 23,000
OUTSIDE CITY LIMITS Polk County	6	14	7	11	5	44	\$ 49,000	\$ 43,000
OUTSIDE CITY LIMITS Randall County	7	4	2	10	3	23	\$ 30,000	\$ 23,000
OUTSIDE CITY LIMITS Reeves County	7	12	4	6	20	41	\$ 50,000	\$ 50,000
OUTSIDE CITY LIMITS Rusk County	9	13	8	8	4	43	\$ 50,000	\$ 50,000
OUTSIDE CITY LIMITS San Jacinto County	8	8	6	4	2	30		\$ 26,000
OUTSIDE CITY LIMITS San Patricio County	7	10	2	8	3	30	\$ 23,000	\$ 23,000

Attachment A
FY 2022 STEP Budgets by Jurisdiction

Jurisdiction	DUI-KA	OP-KA	SP-KA	ITC-KA	CMV-KA	Total-KA	Qualified CMV	Qualified COMP
OUTSIDE CITY LIMITS Smith County	23	23	21	17	6	94	\$ 50,000	\$ 53,000
OUTSIDE CITY LIMITS Tom Green County	6	4	2	4	3	19		\$ 34,000
OUTSIDE CITY LIMITS Travis County	32	28	28	36	6	143	\$ 50,000	\$ 82,000
OUTSIDE CITY LIMITS Van Zandt County	13	14	16	9	2	60		\$ 50,000
OUTSIDE CITY LIMITS Victoria County	12	8	7	10	6	40	\$ 50,000	\$ 39,000
OUTSIDE CITY LIMITS Waller County	8	9	7	6	8	34	\$ 28,000	\$ 26,000
OUTSIDE CITY LIMITS Williamson County	16	12	14	21	4	68	\$ 50,000	\$ 31,000
OUTSIDE CITY LIMITS Wise County	7	7	6	10	4	32	\$ 29,000	\$ 23,000
OUTSIDE CITY LIMITS Wood County	8	9	7	5	2	29		\$ 26,000
PASADENA	10	7	3	42	0	76		\$ 70,000
PLANO	17	15	10	38	1	92		\$ 126,000
PORT ARTHUR	4	3	2	9	1	37		\$ 23,000
RICHARDSON	6	8	2	14	1	35		\$ 13,000
ROUND ROCK	4	4	3	16	2	45		\$ 15,000
SAN ANTONIO	120	73	79	226	19	690	\$ 50,000	\$ 843,000
SAN MARCOS	6	5	7	14	4	46		\$ 13,000
SOUTHLAKE	1	0	0	3	0	4		\$ 28,000
SUGAR LAND	4	2	1	12	2	26		\$ 40,000
TEMPLE	4	6	3	15	3	37		\$ 14,000
TEXAS CITY	5	6	5	10	1	30		\$ 19,000
TYLER	8	8	3	30	0	64		\$ 53,000
WACO	14	9	7	37	4	79	\$ 40,000	\$ 106,000
WICHITA FALLS	9	6	5	11	1	30		\$ 52,000