



TRAFFIC SAFETY PROGRAM REQUEST FOR PROPOSALS FY 2021 STEP GRANTS

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Table of Contents

<i>Section One – Overview</i>	3
Summary	4
<i>Section Two – Selective Traffic Enforcement Program (STEP) Grants</i>	6
Eligibility for Funding	7
Enforcement Requirements	7
<i>Section Three – Grant Types and Definitions</i>	8
STEP Comprehensive (COMP) Grants	9
STEP Commercial Motor Vehicle (CMV) Grants	10
<i>Section Four – Additional Requirements</i>	13
Operational Plan	14
Public Information & Education (PI&E)	15
<i>Section Five – Policies & Procedures</i>	16
Policies & Procedures	17
Internal Ethics & Compliance	18
<i>Section Six – Proposal Submission</i>	19
Schedule	20

SECTION ONE OVERVIEW

Texas Traffic Safety Program

FY 2021 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 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
- DD - Distracted Driving

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.

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 2021 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:

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

SECTION THREE

GRANT TYPES & DEFINITIONS

Texas Traffic Safety Program FY 2021 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), and at what time individual vehicle stops were made. 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:

- Christmas/New Year's (Dec. 18, 2020-Jan. 1, 2021)
- Spring Break (Mar. 5-21, 2021)
- Memorial Day (May 24-June 6, 2021)
- Independence Day (June 25-July 11, 2021)
- Labor Day (Aug. 20-Sept. 6, 2021)

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. The budget amount listed is the maximum offer for FY 2021. 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

Texas Traffic Safety Program FY 2021 Request for Proposals – STEP Grants

FY 2020 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 "Rural (county name)." 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 2020 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.

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

Texas Traffic Safety Program FY 2021 Request for Proposals – STEP Grants

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 2020 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 "Rural (county name)." 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 2020 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 Impaired Driving, Occupant Protection, Hazardous Moving Violations, Distracted Driving and Speed their top priority during enforcement, although any traffic-related probable cause can be used to initiate a CMV stop. Officers may not weigh, 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, the time and specific location of the stop (i.e. 4800 block of South Broadway), and at what time individual vehicle stops were made.

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.

Texas Traffic Safety Program FY 2021 Request for Proposals – STEP Grants

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 2021 Request for Proposals – STEP 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 are available by clicking [here](#) and then following the link to “TxDOT STEP Program Resources.”

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 and expanded to include areas of approach in any direction and for a reasonable distance from the crash site or sites 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. 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 patrol 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.

Crash maps detailing the location of each KA crash used to develop the jurisdiction’s funding will be provided by the Department of Public Safety through TxDOT. Agencies must use these maps to develop and document their STEP Enforcement Zones. At their option, agencies may also use other geolocated data from their own RMS to further define, augment and justify the perimeters of their Enforcement Zones.

All STEP Enforcement Zones must be approved by TxDOT prior to enforcement beginning. Identifying new Enforcement Zones after the grant begins is discouraged. STEP enforcement should be used to patrol areas identified through historical crash data, not to react to short-term trends. The number of Enforcement Zones allowed will vary by agency, but after the minimum of two zones, the further addition of zones will be based on the number of enforcement hours available on the grant. In order to qualify for additional zones, the requesting agency would need to have a minimum total of 1,000 enforcement hours on the grant.

Texas Traffic Safety Program FY 2021 Request for Proposals – STEP Grants

STEP-CMV grants will also be location-based. Maps showing the locations of KA crashes involving CMV are available [here](#).

Public Information & Education (PI&E)

Law enforcement agencies are required to conduct PI&E activities, including the distribution of PI&E materials, 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 of 5 documented PI&E activities throughout the grant period. 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.

SECTION FIVE

POLICIES & PROCEDURES

Texas Traffic Safety Program

FY 2021 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 2021 Request for Proposals – STEP Grants

Internal Ethics and Compliance Program

Each agency will be required to undergo a review by TxDOT's Internal Compliance Program 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.

SECTION SIX
PROPOSAL SUBMISSION

Texas Traffic Safety Program FY 2021 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	11/08/2019
Proposal Submission Training for General/STEP Grants	11/20/2019
Deadline for Proposal Questions	12/02/2019 @ Noon
Proposal Q&A Posted	12/06/2019
Deadline for Proposal Submission	01/09/2020
Scoring and Negotiations	
Proposals Scored	02/21/2020
Proposal Negotiations Completed	04/13/2020
Funding Approval	
Funding List and Minute Order Developed	05/01/2020
Funding Approved By Transportation Commission	05/28/2020
HSP Development	
HSP Drafted and Reviewed	06/03/2020
HSP Submitted to NHTSA	07/01/2020
HSP Approved and Published	08/14/2020
Award Grants	
Grants Awarded, Executed and Activated in eGrants	10/01/2020

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 08, 2019.

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

Attachment A

Jurisdiction	DUI-KA	OP-KA	SP-KA	ITC-KA	CMV-KA	Total-KA	Qualified CMV	Qualified COMP
ABILENE	9	10	6	31	5	78	\$36,000	\$50,000
AMARILLO	20	12	5	61	4	129	\$45,000	\$144,000
ARLINGTON	35	28	18	68	7	185	\$55,000	\$178,000
AUSTIN	82	40	39	221	13	529	\$55,000	\$810,000
BAYTOWN	7	7	2	17	3	52	\$22,000	\$37,000
BEAUMONT	12	12	5	41	6	117	\$50,000	\$102,000
BROWNSVILLE	9	11	3	21	1	71		\$72,000
BRYAN	7	7	2	16	1	43		\$36,000
CARROLLTON	9	8	5	13	1	40		\$40,000
CEDAR PARK	3	3	3	8	0	17		\$13,000
COLLEGE STATION	5	3	2	24	1	41		\$40,000
CONROE	9	7	5	24	2	60		\$50,000
CORPUS CHRISTI	24	19	11	51	3	149	\$36,000	\$175,000
DALLAS	186	199	160	410	39	1080	\$50,000	\$857,000
DEER PARK	1	1	1	4	1	10		\$37,000
DENTON	12	10	9	29	4	76	\$34,000	\$88,000
EDINBURG	6	5	2	18	2	39		\$18,000
EL PASO	44	19	14	99	10	246	\$50,000	\$275,000
FORT WORTH	52	56	32	180	22	515	\$55,000	\$203,000
FRISCO	4	3	2	15	2	33		\$65,000
GALVESTON	7	8	5	25	0	52		\$43,000
GARLAND	12	13	10	53	5	115	\$50,000	\$158,000
GRAND PRAIRIE	16	18	10	30	5	85	\$50,000	\$127,000
GRAPEVINE	5	4	1	8	2	34		\$36,000
HARLINGEN	6	4	3	16	0	35		\$40,000
HOUSTON	166	154	64	496	38	1283	\$350,000	\$1,000,000
IRVING	19	16	16	29	2	82		\$141,000
KELLER	1	1	1	3	0	5		\$26,000
KILLEEN	11	9	12	31	0	65		\$55,000
LA PORTE	5	2	0	4	1	12		\$37,000
LAREDO	14	16	1	30	6	78	\$94,000	\$110,000
LEWISVILLE	8	9	7	22	3	53	\$25,000	\$65,000
LONGVIEW	8	11	9	19	1	45		\$46,000
LUBBOCK	20	21	14	39	1	87		\$50,000
MCALLEN	9	5	2	28	1	53	\$65,000	\$88,000
MCKINNEY	5	5	0	16	1	38		\$61,000
MESQUITE	11	14	13	18	3	64	\$47,000	\$41,000
MIDLAND	14	15	11	30	3	77	\$46,000	\$23,000
MISSION	1	1	0	7	0	17		\$46,000
MISSOURI CITY	1	2	0	11	0	20		\$31,000
NEW BRAUNFELS	7	5	5	16	6	48	\$45,000	\$40,000
NORTH RICHLAND HILLS	3	1	4	12	0	28		\$31,000
ODESSA	15	9	6	25	4	60	\$46,000	\$22,000
PASADENA	11	9	4	48	1	87		\$76,000

Attachment A

Jurisdiction	DUI-KA	OP-KA	SP-KA	ITC-KA	CMV-KA	Total-KA	Qualified CMV	Qualified COMP
PLANO	18	12	10	46	2	106		\$130,000
PORT ARTHUR	3	5	2	12	2	38		\$31,000
RICHARDSON	6	7	2	21	0	49		\$18,000
ROUND ROCK	5	4	3	16	1	47		\$14,000
RURAL ATASCOSA COUNTY	7	9	6	7	7	39	\$40,000	\$22,000
RURAL BASTROP COUNTY	20	17	12	16	3	75	\$50,000	\$50,000
RURAL BELL COUNTY	11	9	15	8	4	52	\$40,000	\$50,000
RURAL BEXAR COUNTY	17	13	14	43	7	117	\$40,000	\$360,000
RURAL BOWIE COUNTY	12	14	6	10	4	49	\$50,000	\$50,000
RURAL BRAZORIA COUNTY	25	18	19	22	4	91	\$50,000	\$50,000
RURAL BURLESON COUNTY	7	5	4	4	4	20	\$44,000	\$22,000
RURAL BURNET COUNTY	8	7	10	6	1	35		\$25,000
RURAL CAMERON COUNTY	13	12	10	10	1	38		\$50,000
RURAL CHAMBERS COUNTY	9	12	9	6	6	44	\$50,000	\$55,000
RURAL CHEROKEE COUNTY	9	11	12	4	1	33		\$50,000
RURAL COMAL COUNTY	10	4	10	15	2	45		\$45,000
RURAL DALLAS COUNTY	3	1	1	4	0	10		\$45,000
RURAL ECTOR COUNTY	22	29	13	39	18	96	\$50,000	\$50,000
RURAL EL PASO COUNTY	8	8	2	10	2	40	\$40,000	\$70,000
RURAL ELLIS COUNTY	14	10	13	4	4	43	\$50,000	\$50,000
RURAL ERATH COUNTY	8	13	10	6	4	39	\$50,000	\$50,000
RURAL FORT BEND COUNTY	18	15	8	39	4	95	\$50,000	\$126,000
RURAL GILLESPIE COUNTY	7	4	6	3	2	31		\$22,000
RURAL GRAYSON COUNTY	16	10	13	7	3	47	\$41,000	\$50,000
RURAL GREGG COUNTY	8	6	6	10	4	38	\$27,000	\$25,000
RURAL GRIMES COUNTY	8	8	9	8	3	36	\$21,000	\$25,000
RURAL GUADALUPE COUNTY	10	8	10	9	5	48	\$34,000	\$32,000
RURAL HARDIN COUNTY	7	5	5	4	2	26		\$22,000
RURAL HARRIS COUNTY	122	125	63	212	27	630	\$396,000	\$924,000
RURAL HARRISON COUNTY	15	12	11	7	7	47	\$50,000	\$50,000
RURAL HAYS COUNTY	15	9	18	13	1	54		\$50,000
RURAL HENDERSON COUNTY	11	9	8	4	2	31		\$35,000
RURAL HIDALGO COUNTY	29	28	20	37	4	100	\$50,000	\$50,000
RURAL HOPKINS COUNTY	7	8	9	3	2	26		\$22,000
RURAL HUNT COUNTY	13	16	9	11	4	55	\$50,000	\$50,000
RURAL JEFFERSON COUNTY	9	6	3	4	4	32	\$37,000	\$29,000
RURAL JOHNSON COUNTY	19	17	21	16	2	86		\$50,000
RURAL KAUFMAN COUNTY	12	10	11	10	4	57	\$36,000	\$50,000
RURAL KERR COUNTY	8	3	8	4	3	31	\$25,000	\$25,000
RURAL LIBERTY COUNTY	9	9	6	11	5	48	\$41,000	\$39,000
RURAL LUBBOCK COUNTY	13	9	8	16	5	40	\$50,000	\$50,000
RURAL MATAGORDA COUNTY	11	12	10	8	0	33		\$50,000
RURAL MCLENNAN COUNTY	10	10	13	13	4	52	\$44,000	\$50,000
RURAL MEDINA COUNTY	7	8	6	4	2	25		\$22,000

Attachment A

Jurisdiction	DUI-KA	OP-KA	SP-KA	ITC-KA	CMV-KA	Total-KA	Qualified CMV	Qualified COMP
RURAL MIDLAND COUNTY	12	14	6	18	20	56	\$50,000	\$50,000
RURAL MILAM COUNTY	9	5	4	1	3	25	\$35,000	\$29,000
RURAL MONTGOMERY COUNTY	57	36	41	51	8	208	\$136,000	\$352,000
RURAL NACOGDOCHES COUNTY	8	9	8	4	5	35	\$45,000	\$45,000
RURAL ORANGE COUNTY	7	2	3	5	2	21		\$22,000
RURAL PANOLA COUNTY	8	8	4	4	5	22	\$50,000	\$25,000
RURAL PARKER COUNTY	7	6	9	8	1	38		\$22,000
RURAL PECOS COUNTY	7	8	3	3	8	27	\$50,000	\$22,000
RURAL POLK COUNTY	8	12	9	11	5	46	\$50,000	\$50,000
RURAL RANDALL COUNTY	7	3	3	7	3	22	\$30,000	\$22,000
RURAL RUSK COUNTY	10	14	11	9	5	45	\$50,000	\$50,000
RURAL SAN JACINTO COUNTY	9	7	6	4	2	30		\$29,000
RURAL SMITH COUNTY	21	19	19	17	7	95	\$50,000	\$50,000
RURAL TOM GREEN COUNTY	4	4	2	5	2	18		\$37,000
RURAL TRAVIS COUNTY	33	27	28	39	4	154	\$50,000	\$55,000
RURAL VAN ZANDT COUNTY	13	12	16	13	2	64		\$50,000
RURAL VICTORIA COUNTY	11	9	5	11	4	42	\$43,000	\$45,000
RURAL WALLER COUNTY	8	8	7	6	7	36	\$35,000	\$28,000
RURAL WILLIAMSON COUNTY	18	13	12	23	4	74	\$50,000	\$55,000
RURAL WISE COUNTY	8	8	6	9	6	37	\$41,000	\$25,000
SAN ANGELO	3	4	2	15	0	27		\$13,000
SAN ANTONIO	120	74	88	290	23	808	\$50,000	\$900,000
SAN MARCOS	7	4	4	17	2	44		\$37,000
SOUTHLAKE	0	0	0	3	0	4		\$31,000
SUGAR LAND	4	2	1	12	2	27		\$44,000
TEXAS CITY	6	5	4	7	1	31		\$21,000
TEXAS DPS								\$500,000
TYLER	6	7	3	31	2	66		\$58,000
VICTORIA	6	8	3	8	0	28		\$21,000
WACO	14	10	8	44	5	89	\$46,000	\$117,000
WAXAHACHIE	7	7	4	15	2	50		\$35,000
WICHITA FALLS	8	5	4	14	0	32		\$58,000