



Selective Traffic Enforcement Program

FY 2025 STEP RFP Training

#EndTheStreakTX

End the streak of daily deaths on Texas Roadways.



Today's Agenda



- Welcome – Larry Krantz, STEP Program Manager
- Opening Remarks – Letty Von Rossum, BTS Director
- Locating the RFP
- STEP Program Background
- STEP Program Operational Philosophy
- How to build STEP Enforcement Zones - Luis Zayas, DPS-HSOC
- Changes for FY 2025
- FY 2025 RFP Process Schedule
- 2-hour TCOLE-accredited workshop available for building grants

Purpose of this training



- Familiarize all potential STEP subgrantees with FY 2025 RFP document
- Discuss changes to the RFP process from previous years
- Provide a broad overview of grantor expectations of STEP agencies

FY 2025 STEP RFP



- FY 2025 STEP-Comprehensive (STEP-COMP)
- FY 2025 STEP-Commercial Motor Vehicle (STEP-CMV)

- Coming in January
 - Recruiting for FY 2024 STEP-Click-It-Or-Ticket (STEP-CIOT)
 - Enforcement during Memorial Day
 - Recruiting for FY 2024 STEP-Operation: Slowdown (STEP-OpSlow)
 - Enforcement in mid-late July

- Coming in June
 - Recruiting for FY 2025 STEP-Impaired Driving Mobilization (STEP-IDM)



Selective Traffic Enforcement Program: Locating the STEP RFP

Finding the FY 2025 STEP RFP



TEXAS DEPARTMENT OF TRANSPORTATION

eGrants

eGrants Home

Welcome to eGrants

Welcome to the Texas Department of Transportation's Traffic Safety Grants Management System. With eGrants you can create and submit grant proposals, manage grant projects, and submit performance reports and requests for reimbursement. For questions regarding eGrants, e-mail egrantshelp@txdot.gov.

This login page is for TxDOT Traffic Safety eGrants. If you are a user or need access to any following divisions or grants, then click on <https://apps2.dot.state.tx.us/apps/egrants2> or contact them by below email addresses

- a. TxDOT Aviation (avn-egrantshelp@txdot.gov)
- b. TxDOT Public Transportation Division (ptn-egrantshelp@txdot.gov)

Additional Traffic Safety Information:

- [FY 2022 HSP Approved Project List](#)
- [eGrants Help](#)
- [System Requirements](#)

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Finding the FY 2025 STEP RFP




 **TEXAS DEPARTMENT OF TRANSPORTATION** 

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Help	Instructions	General Tool Box
Proposal Help RFR Help Performance Reports Help Add/Edit Users in eGrants Adding/Viewing Notes in eGrants Verify PR and RFR Submission Forgot password Payee Identification Number (Tutorial) New Interface Training Video eGrantsHelp FAQ eGrants Help email Address	CFDA Number Grant Electronic Signature Agreement Grant Amendment Grant Termination Mobilization Projects (CIOT, IDM) Inventory Management Project Celebrations Subcontract Agreement Supplemental Submission Project Grade Grant Delivery Meeting (FAQ)	Grant Matching Calculator Match Guidelines Salaries& Fringe Benefits - Outlay Sheet Travel - Outlay Sheet PI&E Distribution - Outlay Sheet Program Income Received - Outlay Sheet Program Income Distributed - Outlay Sheet Safe And Sober Trip Pledge Form Report on Meeting Attended Inventory Log Sheet Volunteer Match Rate
Social Media Match	Manuals & Reports	STEP Tool Box
Match Guidelines Addendum: Earned Media Social Media Match Monthly Reporting Cover Sheet Quick Reference Guide History of TxDOT Social Media Match Program How to Facebook Analytics for Posts How to Facebook Analytics for Video Views How to Twitter Analytics for posts and video views How to YouTube analytics	NHTSA - Highway Safety Grants Management Resources NHTSA Buy America Act Guidance Use of NHTSA Funds to Purchase Items for Distribution Memo NHTSA Fraud Prevention and Detection TxDOT - Traffic Safety - Policy Manual Subgrantee User Guide FHWA LEP Desk Reference Uniform Guidance (2 CFR Part 200) Texas Traffic Safety Approved Project List (FY 2024) Texas Traffic Safety Triennial Highway Safety Plan (FY 2024-2026) Texas Traffic Safety Annual Grant Application (FY 2024) Texas Traffic Safety Annual Report (FY 2022) Texas Impaired Driving Assessment Report Texas Motorcycle Assessment Report	STEP - PI&E Form STEP - Rank Authorization Average Operational Cost of the Vehicle per Mile FY 2024 - STEP Mobilization Calendar
Audit and Compliance		Data
PreAward Review Program Steps ICP Policy Example 2CFR 200 Codes Example STEP Policies Procedures Example		LEADRS Rates for Out of State Travel Motor Vehicle Traffic Crash Data Data Analyst Training for Law Enforcement Texas Traffic Records Coordinating Committee (TRCC) Texas Traffic Safety Portal Texas Open Data Portal Crash Records Forms for Law Enforcement

Finding the FY 2025 STEP RFP




**Texas
Department
of Transportation**

**TRAFFIC SAFETY PROGRAM
REQUEST FOR PROPOSALS
FY 2025 STEP GRANTS**

Prepared and Developed by:
The Staff of the Behavioral Traffic Safety Section
(TRF-BTS)

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

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



Save a Life™
Texas Department of Transportation

November 10, 2023

FY 2025 STEP RFP Timeline



- RFP period open until 5 p.m. (CDT) Thursday, January 4, 2024
 - Do not wait until the last minute
- Budget negotiations and modifications will begin March 20
- Budget negotiations end April 10
- Operational plan development and approval ends Sept. 30
- FY 2025 begins Oct. 1, 2024

Free grant-funded training for Law Enforcement



- TCOLE-accredited courses via Texas LEL Program:
 - STEP grant building and administration
 - Traffic enforcement strategies and engagement concepts
 - Officer safety
 - Full list of courses at www.buckleuptexas.com

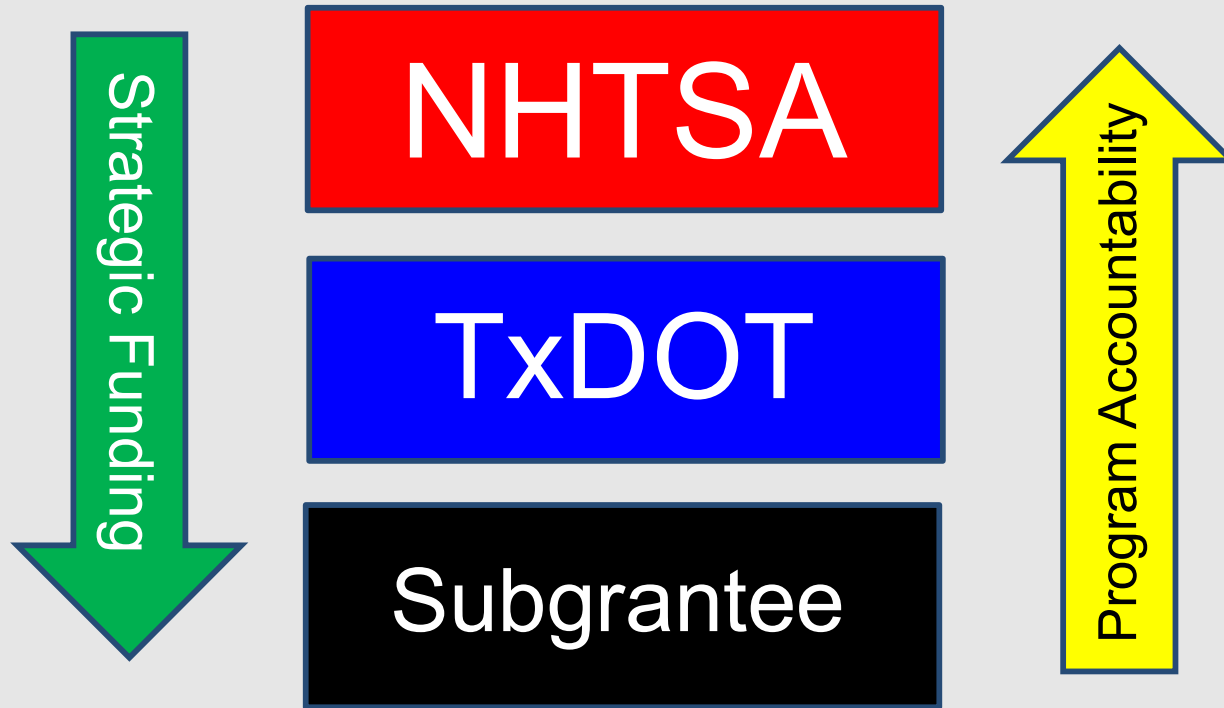




Selective Traffic Enforcement Program: “The Big Picture”



- Voluntary
- Visible
- Verifiable





- **Promote Safety:** Champion a culture of safety
 - Reduce crashes and fatalities by continuously improving guidelines and innovations along with increased targeted awareness and education
- **Deliver the Right Projects:** Implement effective planning and forecasting processes that deliver the right projects on-time and on-budget
 - Use scenario-based forecasting, budgeting, and resource management practices to plan and program projects.
 - Align plans and programs with strategic goals
- **Foster Stewardship:** Ensure efficient use of state resources
 - Operate efficiently and manage risk

Behavioral Traffic Safety Program Areas



- 01 Planning and Administration (PA)
- 02 Alcohol and other Drug Countermeasures (AL)
- 03 Emergency Medical Services (EM)
- 04 Motorcycle Safety (MC)
- 05 Occupant Protection (OP)
- 06 Pedestrian and Bicycle Safety (PS)
- 07 Police Traffic Services (PT)
- 08 Speed Control (SC)
- 09 Traffic Records (TR)
- 10 Driver Education and Behavior (DE)
- 11 Railroad / Highway Crossing (RH)
- 12 Roadway Safety (RS)
- 13 Safe Communities (SC)
- 14 School Bus Safety (SB)

STEP Program Strategic Goal



- **Goal:** Reduce transportation-related injuries and deaths
- **Strategy:** Engage and partner with law enforcement to reduce crashes through the creation safer driving environments on Texas roadways
- **Methods:**
 - Encourage proactive and productive High-Visibility Engagement (HVE) between law enforcement and traveling public
 - Encourage law enforcement participation and support of TxDOT campaigns
 - Introduce and encourage the use of data in LE operations
 - Provide relevant and timely training opportunities

Developing, Operating and Evaluating a Data-Driven Program



- **Project Outputs** + Strategic Deployment = Outcomes
 - What are the program outputs?
 - General Subgrantees: Training, Education, Messaging
 - STEP Subgrantees: Motor-vehicle stops

Developing, Operating and Evaluating a Data-Driven Program



- **Project Outputs** + **Strategic Deployment** = **Outcomes**
 - What are the program outputs?
 - General Subgrantees: Training, Education, Messaging
 - STEP Subgrantees: Motor-vehicle stops
 - What is the strategy guiding project deployment?
 - TxDOT identifies Priority Communities (PC's) with data, analysis tools
 - STEP Subgrantees directed to engage public in/about high-crash areas

Developing, Operating and Evaluating a Data-Driven Program



- **Project Outputs** + **Strategic Deployment** = **Outcomes**
 - What are the program outputs?
 - General Subgrantees: Training, Education, Messaging
 - STEP Subgrantees: Motor-vehicle stops, community engagement
 - What is the strategy guiding project deployment?
 - TxDOT uses data to identify, recruit LEAs in Priority Jurisdictions
 - STEP Subgrantees directed to engage public in high-crash areas
 - How did the combination of outputs and strategic deployment achieve the desired outcomes in Priority Communities?
 - How will STEP projects achieve the maximum positive results?



Selective Traffic Enforcement Program: Operational Philosophy

“Proactive Safety”



- Proactive STEP operations
 - Use data to identify where, when crashes, crimes occur in close proximity and establish high-visibility presence in those areas
 - Seek to create a non-permissive environment for *violations vs. violators*
 - *When possible, move with traffic vs. using fixed location*
 - *Focus on violations that contribute to crashes in that jurisdiction*
 - *Intersection-related (improper turns, lane changes, fail to stop/yield)*
 - *Speed-related (unsafe for conditions, fail to control, over limit)*
 - *Impaired/Distracted*
 - *Unbelted or improperly secured occupants*

STEP Operational Concepts



- Leverage additional resources provided by STEP toward reducing crashes in historically high crash areas through **deterrence, not punishment**
- Make at least a minimum number of documented, verifiable vehicle stops within or in-route to or from high-crash areas (Enforcement Zones) identified by subgrantee agency and approved by TxDOT
- Engage the media and the public with a positive message about safety



Selective Traffic Enforcement Program: Strategic Engagement

STEP Program Messaging



- We are partnering to focus this program's engagement efforts on areas in our community where crashes have hurt and killed friends and loved ones.
- There has not been a day without at least one fatality on Texas roadways since Nov. 7, 2000



STEP Public Education and Information (PI&E) resources



Move Over or Slow Down

[View the campaign »](#)



College and Young Adult Impaired Driving

[View the campaign »](#)



Faces of Drunk Driving

[View the campaign »](#)



Be Safe. Drive Smart.

[View the campaign »](#)



Back to School

[View the campaign »](#)



Football Season

[View the campaign »](#)



Holiday Season

[View the campaign »](#)



Teen Click It or Ticket

[View the campaign »](#)



Drive a Safe Speed

[View the campaign »](#)



Labor Day

[View the campaign »](#)



Child Passenger Safety

[View the campaign »](#)



Click It or Ticket

[View the campaign »](#)



<https://www.txdot.gov/safety/traffic-safety-campaigns.html>

STEP Public Education and Information (PI&E) resources



[Home](#) / [Stay safe](#) / [Traffic safety campaigns](#)

Move Over or Slow Down



The side of a highway may be a complex environment, but it's also the daily work space for law enforcement, first responders, and roadside construction and maintenance workers. Texas drivers can do their part to keep these workers safe by following the state's "Move Over or Slow Down" law.

The Move Over or Slow Down law, which traditionally has required drivers to yield to police, fire and emergency vehicles, has been expanded over the years to provide the same protection for TxDOT work crews and other roadside workers.

This law requires drivers to move over a lane or slow to 20 mph below the posted speed limit when approaching emergency vehicles, law enforcement, tow trucks, utility service vehicles, TxDOT vehicles or other highway construction or maintenance vehicles using visual signals or flashing lights activated on the roadside. On roadways with posted speed limits of 25 miles per hour or less, drivers must reduce their speed to 5 miles per hour (Texas Transportation Code 545.157).

Drivers who fail to give emergency and work crews space to safely do their jobs can receive a ticket with a fine of up to \$200. If there is a crash that causes injury to a worker, drivers can be fined up to \$2,000.

TxDOT's TV and radio public service announcements, digital ads, and outreach efforts are helping to raise awareness of the Move Over or Slow Down law.

Downloads

Radio PSAs

- [Move Over or Slow Down](#) ([English](#) [Español](#))

Video PSAs

- [Move Over or Slow Down](#) ([English](#), [Español](#))

Print

- [Info card](#)
- [Poster](#)
- [Social media ad](#)

Regulatory

- [Highway maintenance and service vehicle lighting standards](#)



<https://www.txdot.gov/safety/traffic-safety-campaigns.html>



Strategic Traffic Enforcement Program: Operational Guidelines

STEP Operational Guidelines



- The primary role of officers working STEP is to perform probable-cause motor vehicle stops and conduct any further activities related to those stops. Any time spent on non-STEP-related activities such as taking dispatched calls, responding to crashes or assisting other officers in any capacity should be noted on the officer's Daily Activity Report (DAR) and not submitted as reimbursable time.

STEP Operational Guidelines



- 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, from crash incidents, or from officers outside their department regardless of their STEP status. However, officers not working STEP may transport offenders arrested by officers working STEP

STEP Operational Guidelines



- 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**. All stops must be initiated in or in-route to or from agency-designated Enforcement Zones. The minimum number of stops required depends on the grant type:
 - STEP-COMP: 2.5 documented vehicle stops per hour required (at least written warning)
 - STEP-CMV: 1 documented vehicle stop per hour required (at least written warning)



Selective Traffic Enforcement Program: Building Enforcement Zones



Selective Traffic Enforcement Program: Changes to RFP Process

Changes for FY 2025 STEP RFP Process



- Must be submitted by Jan. 4, 2024 deadline:
 - Initiated proposal with completed budget
 - Agency information and questionnaire
 - Answer Policy and Procedure question
 - Enter FY 2025 crash baseline and target data
 - *Enforcement Zones not required at this time. Will be added later*
 - You will be able to submit your proposal without zones

Changes for FY 2025 STEP RFP Process



- Between Jan. 4 and March 20, 2024:
 - Proposal budgets will be reviewed, possibly adjusted based on:
 - Funding baseline determined by crash data
 - Current executed amount for FY 2024
 - Past expenditures
 - Past and current performance
 - Is the agency addressing the crash types with STEP enforcement?
 - Is the agency meeting required ASI requirements?
 - Is the agency submitting adequate documentation?

Changes for FY 2025 STEP RFP Process



- April 10, 2024 and August 31, 2024:
 - Enforcement Zones developed and uploaded for approval
 - Texas LELs will be conducting multiple workshops to assist
- Sept 1 – Sept 30, 2024:
 - Enforcement Zones evaluated and approved or returned for modifications
 - Electronic signature process begins after zones approved



Selective Traffic Enforcement Program: Training Available

Free grant-funded training for Law Enforcement



- TCOLE-accredited courses via Texas LEL Program:
 - STEP grant development and administration
 - Initiate and complete a proposal in 2 hours
 - Learn what’s expected in “STEP 101”
 - Traffic enforcement strategies and engagement concepts that support STEP operations
 - Officer safety
 - Full list of courses at www.buckleuptexas.com



Free grant-funded training for Law Enforcement



- TCOLE-Accredited Training Courses via IADLEST
- Data Driven Approaches to Crime and Traffic Safety (DDACTS)
 - Build and develop agency analytical capabilities
 - Develop and implement agency-specific enforcement strategies
 - Force multiplication
- Large Truck & Bus Enforcement Training
 - For all officers
 - Recommended for all CMV subgrantees



Free grant-funded training for Law Enforcement



- TCOLE-accredited CR-3 (Crash Reporting) Refresher
 - Offered by TxDOT's Crash Data Analysis team
 - Interactive training
 - Offered by appointment





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November 15, 2023