

BILL ANALYSIS

H.B. 2177
By: Phillips
Transportation
Committee Report (Unamended)

BACKGROUND AND PURPOSE

Selective Traffic Enforcement Program (STEP) grants are federal grant which pay for overtime activities by local law enforcement to reduce the incidence of speeding, driving while intoxicated, failure to use occupant restraint systems, and red light running. Organizations eligible for STEP funds include the Texas Department of Public Safety, sheriffs' offices, community law enforcement, and constables' offices. However, cities and counties under 5,000 in population may only apply for STEP Wave grant. Wave grants are limited grants which are funded through money left over after the STEP grant process. HB 2177 would provide that the Texas Department of Transportation may not limit the ability of a political subdivision to apply or qualify for a federal grant program based solely on its population.

RULEMAKING AUTHORITY

It is the committee's opinion that this bill does not expressly grant any additional rulemaking authority to a state officer, department, agency, or institution.

ANALYSIS

SECTION 1. Adds §720.003, Transportation Code to provide that the Texas Department of Transportation may not limit the ability of a political subdivision to apply or qualify for a federal grant program, including a selective traffic enforcement program, based solely on the population of the political subdivision.

SECTION 2. Provides for immediate effect.

EFFECTIVE DATE

Upon passage, or, if the Act does not receive the necessary vote, the Act takes effect September 1, 2005.