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DEPARTMENT OF TRANSPORTATION
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December 30, 2022

Mr. Richard F. Simon
Regional Administrator
National Highway Traffic Safety Administration
245 Main Street
Suite 210
White Plains, New York 10601-2442

Dear Mr. Simon:

Enclosed is a copy of the State of Connecticut Department of Transportation's (Department) Federal Fiscal Year 2022 Annual Report. During the reporting period there were 347 projects, \$11.7 million in total federal funding expenditures including over \$4.3 million in grants to municipalities. The total programming efforts were further enhanced through cost sharing and successful partnering initiatives with many of our safety partners.

The National Highway Traffic Safety Administration (NHTSA) Region 2 was very helpful in ensuring that Connecticut's highway safety initiatives were accomplished. The Department anticipates expanding its traffic safety efforts throughout this upcoming year. If you have any comments or questions, please contact me at (860) 594-2412.

Very truly yours,

Joseph T. Cristalli

Digitally signed by Joseph T.
Cristalli
Date: 2022.12.30 09:19:33-05'00'

Joseph T. Cristalli
Transportation Principal Safety Program Coordinator

Enclosure

cc: Ms. Amy Jackson-Grove, Federal Highway Administration
Ms. Andrea Merejo, Federal Highway Administration
Mr. Shannon Purdy, NHTSA
Mr. Francisco Gomez, NHTSA
Ms. Allison Beas, NHTSA



**State of
Connecticut**

ANNUAL REPORT

Federal Fiscal Year 2022



Prepared by
Connecticut Department of Transportation
Bureau of Policy and Planning
Highway Safety Office
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INTRODUCTION

The goal of the Connecticut Highway Safety Program is to prevent roadway fatalities and injuries as a result of crashes related to driver behavior. Under the Highway Safety Act of 1966 (23 USC-Chapter 4) the Governor is required to implement a highway safety program through a designated State agency suitably equipped and organized to carry out the program. An appointed Governor's Highway Safety Representative oversees the program and supporting Section 402, 405, and 1906 highway safety grant funds made available to the States to carry out their annual Highway Safety Plan. The Connecticut Highway Safety Program is an extension of this Federal requirement. The Connecticut Highway Safety Office (HSO) is located in the Connecticut Department of Transportation (CTDOT) in the Bureau of Policy and Planning. The primary objectives of the HSO are to plan, coordinate, and implement effective highway safety programs and to provide technical leadership, support and policy direction to highway safety partners.

This Annual Report contains information on initiatives, projects, accomplishments, and financial expenditures of Connecticut's Highway Safety Program for Federal Fiscal Year (FFY) 2022. Fatality data in this report are sourced from the Fatality Analysis Reporting System (FARS) or State data is used when FARS data is unavailable. Injury and other data are sourced through the HSO. Note the 2020 Connecticut FARS data used in this document are from the FARS Annual Report Files and may change when the FARS files are finalized. Enforcement efforts, coupled with bilingual media, public information and education campaigns, and training programs for law enforcement, car seat technicians, motorcycle safety instructors and other safety professionals make up the basis of Highway Safety activity. As the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act requires, the HSO has coordinated safety efforts shared by the Department's Highway Safety Improvement Plan (HSIP) and Strategic Highway Safety Plan (SHSP). The 2022 Highway Safety Plan shares the three (3) core performance goals required by MAP-21 and FAST Act and the HSO is an active member of the SHSP steering committee.

The success of the Highway Safety Program is contingent upon cooperation and coordination with safety partners and the motoring public. The National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) continue to provide leadership and technical assistance. Various state agencies are active participants, including the Governor's and Lieutenant Governor's Office, Department of Emergency Services and Public Protection (DESPP) [Connecticut State Police and State Police Toxicology Laboratory], Department of Mental Health and Addiction Services (DMHAS), Department of Public Health (DPH), Department of Motor Vehicles (DMV), Federal Motor Carrier Safety Administration (FMSCA), Division of Criminal Justice, Office of the Chief State's Attorney, Office of Policy and Management (OPM) and State Universities and Colleges. Municipal law enforcement agencies, through coordinated efforts with the Connecticut Police Chiefs Association (CPCA), are also essential partners. Schools, civic and non-profit groups (including Mothers Against Drunk Driving, the Connecticut Coalition to Stop Underage Drinking, Safe Kids Connecticut, The Boys and Girls Club, The Governor's Prevention

Partnership and the Connecticut Motorcycle Riders Association), Yale New Haven Children’s Hospital (YNHCH), Hartford Hospital including the Connecticut Children’s Medical Center and private sector and business organizations all serve as cooperative partners. Connecticut also actively participates as a member in the Governor’s Highway Safety Association (GHSA) and the National Association of State Motorcycle Safety Administrators (SMSA). Other partners include Council of Governments, Metropolitan Planning Organizations and Regional Planning Organizations.

During FFY2022, the following core “Activity Measures” were achieved during grant funded overtime enforcement. Overtime enforcement initiatives included impaired driving mobilizations and expanded enforcement, *Click It or Ticket* (CIOT) and major cities speed enforcement and distracted driving High Visibility Enforcement (HVE):

Speeding Citations:	7,934
Safety-Belt Citations:	2,779
Impaired Driving Arrests:	551

Attitude Measure:

As part of nationally mandated NHTSA attitude and awareness measures, the HSO collects attitude and awareness surveys through a contract with Preusser Research Group (PRG). PRG collects self-reported attitudes toward impaired driving, speeding, and belt-use. Refer to the Attitudes and Awareness Surveys Section to view these data.

Evidence Based Enforcement:

The HSO understands that the collection of accurate and timely statewide traffic/crash data; the creation of realistic and achievable goals; the implementation of functional countermeasures; the utilization of applicable metrics and the election of projected outcomes are the classic components of an effective strategic plan. The Elements of Evidence Based Enforcement include Stakeholder Input, Crash Data Analysis/Problem Identification, Countermeasure Selection, Project Implementation and Monitoring and Continuous Follow Up and Adjustment of the Enforcement Plan. These elements were addressed as part of the enforcement planning in the corresponding 2022 Highway Safety Plan. For more complete and concise narrative descriptions of the enforcement activities that were completed during FFY2022, see the Activities Sections for the program areas of Impaired Driving, Occupant Protection, Police Traffic Services, Community Traffic Services and Distracted Driving in this Annual Report.

CRASH DATA TRENDS

Crash Data	2017	2018	2019	2020	2021	Preliminary 2022 (data as of 12/21/2022)
C-1 – Number of traffic fatalities (FARS)	281	293	249	295	303	363
C-2 – Number of serious injuries in traffic crashes (State crash data files)	1,641	1,363	1,366	1,316	1,505	1345
C-3 – Fatalities/VMT (FARS, FHWA)	0.892	0.927	0.788	0.998	1.01	*
C-4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	53	73	57	65	85	80
C-5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)	122	120	98	118	65	*
C-6 – Number of speeding-related fatalities (FARS)	90	100	64	96	95	*
C-7 – Number of motorcyclist fatalities (FARS)	57	49	46	58	66	61
C-8 – Number of unhelmeted motorcyclist fatalities (FARS)	33	28	28	25	35	20
C-9 – Number of drivers aged 20 or younger involved in fatal crashes (FARS)	29	32	38	41	36	32
C-10 – Number of pedestrian fatalities (FARS)	49	59	54	56	56	69
C-11 – Number of bicyclist fatalities (FARS)	3	1	3	5	3	4
B-1 – Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	90.30%	92.10%	93.70%	93.70%**	91.5%	92.1%

Source: FARS Final Files 2017-2019, FARS Annual Report File 2020, CTDOT Preliminary State Data 2021 and 2022 as of 12/21/2022. Serious (A) Injury data were obtained from the Connecticut Crash Data Repository

*The preliminary 2022 State data were not included due to uncertainty/unavailability of the data for this measure at this time.

**The NHTSA CARES Act Waiver Notice issued on April 9, 2020, waived the requirement to conduct the annual seat belt survey in 2020. Therefore, the HSO did not conduct the 2020 seat belt survey and used the 2019 observed seat belt use rate to report the outcome.

PERFORMANCE MEASURES

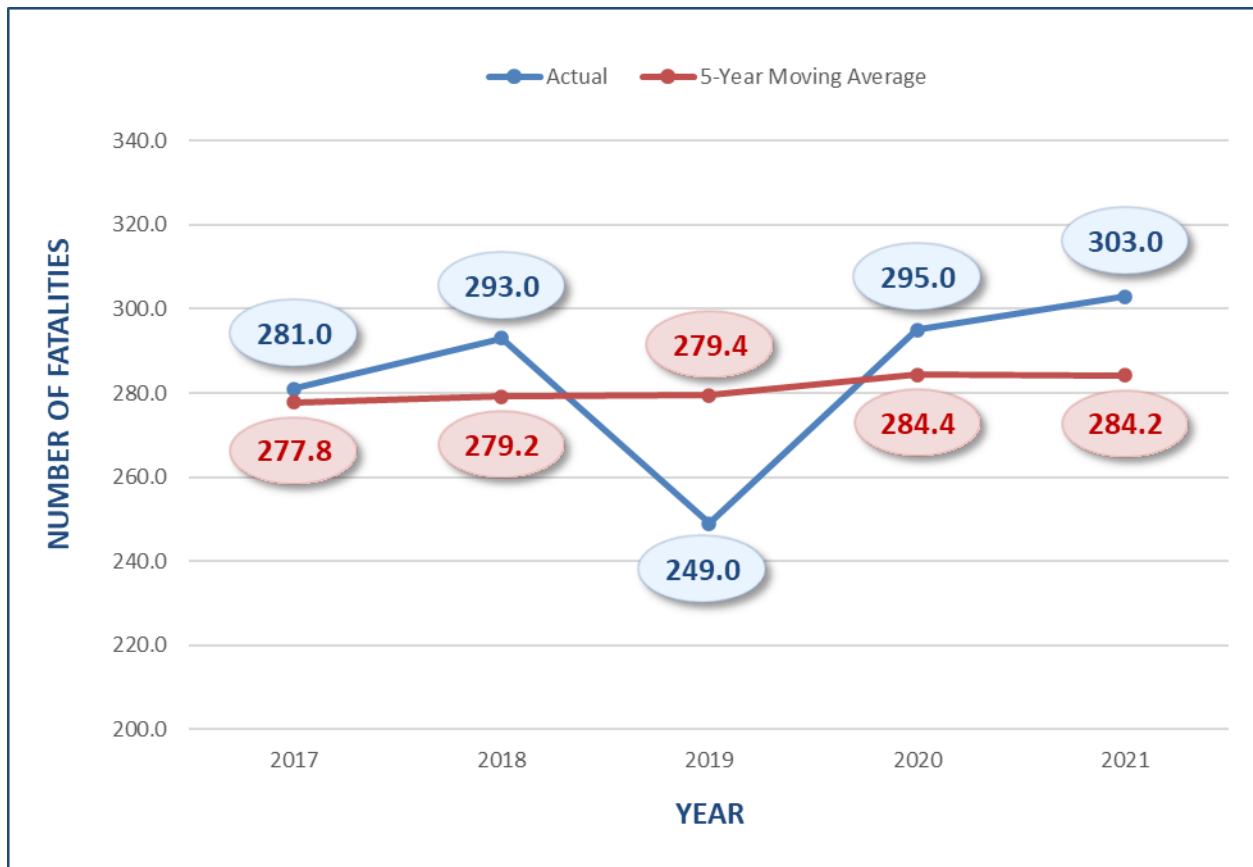
DESCRIPTION AND DATA SOURCES

This section reviews Connecticut’s performance measures using the most recent available data. Fatality data are sourced from the FARS final report file (2017-2019), the FARS Annual Report file (2020), and CTDOT data (2021). CTDOT data was used in lieu of FARS data for 2021 due to the unavailability of the data from NHTSA at the time this document was created. The Vehicle Miles Traveled (VMT) data are obtained from FHWA and data up to year 2020 were available at the time of publication. The CTDOT 2021 VMT number for Connecticut was used to calculate the 2021 Fatality Rate for the purpose of this Annual Report, since the 2021 VMT number is not yet published by FHWA. Serious (A) Injury data were obtained from the Connecticut Crash File at the Connecticut Crash Data Repository. Statewide Observed Belt Use rates are sourced from Connecticut’s Annual Statewide Belt Use Survey, conducted by PRG.

	Performance Measure	Most Current	Target 2018-2022	Status
1	C-1 – Number of traffic fatalities (FARS)	284.2 (5-yr Moving Avg; 2017-2021)	270	Not met
2	C-2 – Number of serious injuries in traffic crashes (State crash data files)	1438.2(5-yr Moving Avg; 2017-2021)	1300	In Progress Possibility that target will not be met
3	C-3 – Fatalities/VMT (FARS, FHWA)	0.921 (5-yr Moving Avg; 2017-2021)	0.85	In Progress Possibility that target will not be met
4	C-4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	67 (5-yr Moving Avg; 2017-2021)	63	In Progress Possibility that target will not be met
5	C-5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)	105 (5-yr Moving Avg; 2017-2021)	110	In Progress Possibility that target will be met
6	C-6 – Number of speeding-related fatalities (FARS)	89 (5-yr Moving Avg; 2017-2021)	83	In Progress Possibility that target will not be met

7	C-7 – Number of motorcyclist fatalities (FARS)	55 (5-yr Moving Avg; 2017-2021)	52	In Progress Possibility that target will not be met
8	C-8 – Number of unhelmeted motorcyclist fatalities (FARS)	30 (5-yr Moving Avg; 2017-2021)	30	In Progress Possibility that target will be met
9	C-9 – Number of drivers aged 20 or younger involved in fatal crashes (FARS)	35 (5-yr Moving Avg; 2017-2021)	32	In Progress Possibility that target will not be met
10	C-10 – Number of pedestrian fatalities (FARS)	55 (5-yr Moving Avg; 2017-2021)	53	In Progress Possibility that target will not be met
11	C-11 – Number of bicyclists fatalities (FARS)	3 (5-yr Moving Avg; 2017-2021)	3	In Progress Possibility that target will not be met
12	B-1 – Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	92.1% (Annual; 2022)	94%	Not Met
13	Number of distracted driving fatalities	9.4 (5-yr Moving Avg; 2017-2021)	10	Met
14	Percentage of Citations adjudicated through On-Line Disposition System and posted to Driver History File	96% (Annual; 2022)	80%	Met
15	Percentage of Law Enforcement Agencies Participating in the Use of eCitation	72% (Annual; 2022)	80%	Not Met
16	Traffic Stop Data Collection	99% (Annual; 2022)	100%	Not Met

C-1 – NUMBER OF TRAFFIC FATALITIES



Source: FARS Final Files 2017-2019, FARS Annual Report File 2020, CTDOT data 2021 as of 12/21/2022. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: Reduce the number of fatalities to 270 (2018-2022 moving average) by 2022.

Analysis: The number of fatalities has continually increased since the COVID-19 pandemic despite the drop in Vehicle Miles Traveled (VMT). Connecticut preliminary data for 2022 (as of December 21, 2022) shows the fatality number of 363. The final fatality count for 2021 and 2022 may change as additional information regarding the cases are received. In order to meet the target of 270 for the five-year period of 2018-2022, data analysis suggests that the fatality number needs to be 210 or lower in 2022. With additional days until the end of 2022, the potential to meet the target looks difficult.

State's effort to show progress in meeting target/State's adjustment to 2024 HSP to facilitate

meeting target: The COVID-19 pandemic changed travel patterns significantly. There has been an increase in speeding, alcohol-impaired driving, and wrong-way driving as well as a decreased use of seat belts observed on Connecticut roadways. The High Visibility Enforcement (HVE) efforts also took a hit with a reduced number of police agencies participating in the campaigns. There has been a drop in the sustained enforcement efforts by the police departments since the pandemic and the passage of the Police Accountability Act. The data for 2021 and the preliminary data for 2022 show the number of motor vehicle fatalities increased compared to the same time period in previous years.

The Highway Safety Office will participate in National “crackdown” mobilizations such as *Click It or Ticket, U Drive. U Text. U Pay.,* and *Drive Sober or Get Pulled Over* as well as the promotion of sustained enforcement year-round based on local problem identification by law enforcement agencies and other highway safety partners. Recreational use of Cannabis was legalized in Connecticut in 2021 with dispensaries opening in 2023, and the HSO is working with the Governor’s support to increase the number of DRE trainings and certifications in the State. Various training programs and technical support from law enforcement training based on better identification of impaired drivers, to more timely and accurate reporting of crash data are implemented through the HSO to better identify areas where improvement will ultimately lead to reduced crash injuries and fatalities on Connecticut’s roadways. Additionally, in June 2022, the HSO was awarded a grant through the GHSA to fund and develop a green lab for training and educating DREs on the detection of cannabis impairment. This training will also include an alcohol component.

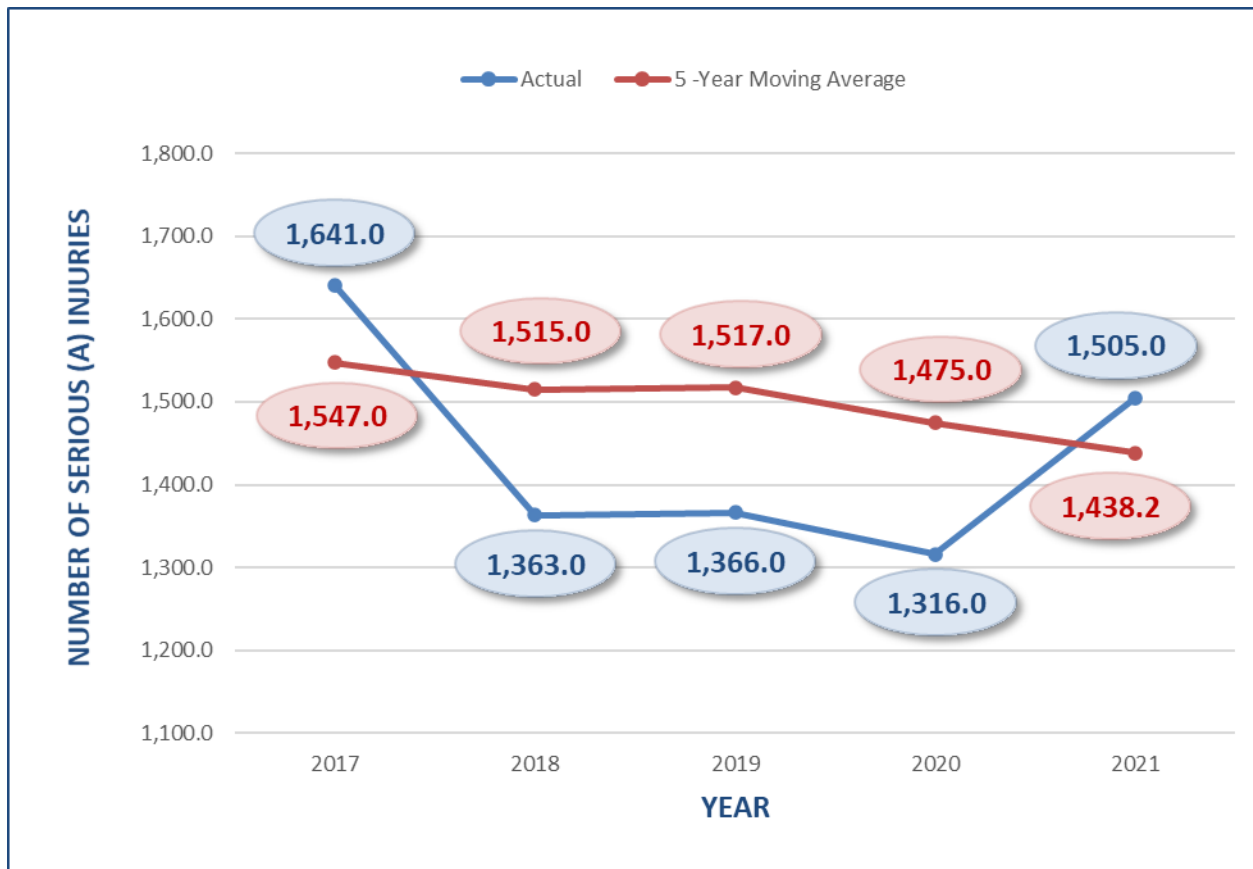
In an effort to address the increase in wrong-way crashes in Connecticut in 2022, the HSO has been working with CTDOT Traffic Safety engineers. Measures already taken include upgraded signage on 700 limited access highway off-ramps including oversized signs and red retro-reflective strips as well as improved pavement arrows and clearer line delineation at off-ramps with double-wide stop lines. Measures in progress include a pilot program with wrong-way vehicle 360-degree detection cameras and active flashers on wrong-way signs, updated traffic signaling with arrow indicators, and the installation of wrong-way signs on the back side of speed limit signs along highways. The HSO will be working closely with the CTDOT Traffic Safety engineers on an awareness media campaign for the wrong-way driving issue.

The major program areas of Impaired Driving, Occupant Protection, Speed Enforcement, and Distracted Driving account for the majority of enforcement activities, and paid media making up the largest component of high visibility and sustained enforcement efforts. Educational campaigns to clarify misconceptions about impaired driving after Cannabis consumption are being developed and advertised. The HSO will also implement countermeasures developed to specifically target over-represented groups identified through data analysis and equity lens. For FFY2024, in addition to the above, the HSO intends to continue to focus on high-risk areas and over-represented groups, engaging the targeted communities and renewed networking efforts with other agencies such as the DMV, DPH, Local Health Agencies, etc. The HSO is also actively working to coordinate with the State’s Councils of Governments (COGs) to develop local

programs to address crash concerns within each region. Crash data sharing will help local groups better focus their crash reduction efforts.

While the information about the FFY2024 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the triennial HSP.

C-2 – NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES



Source: Connecticut Crash Data Repository as of 12/7/2022. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: Reduce the Serious (A) Injuries to 1300.0 (2018-2022 moving average) by 2022.

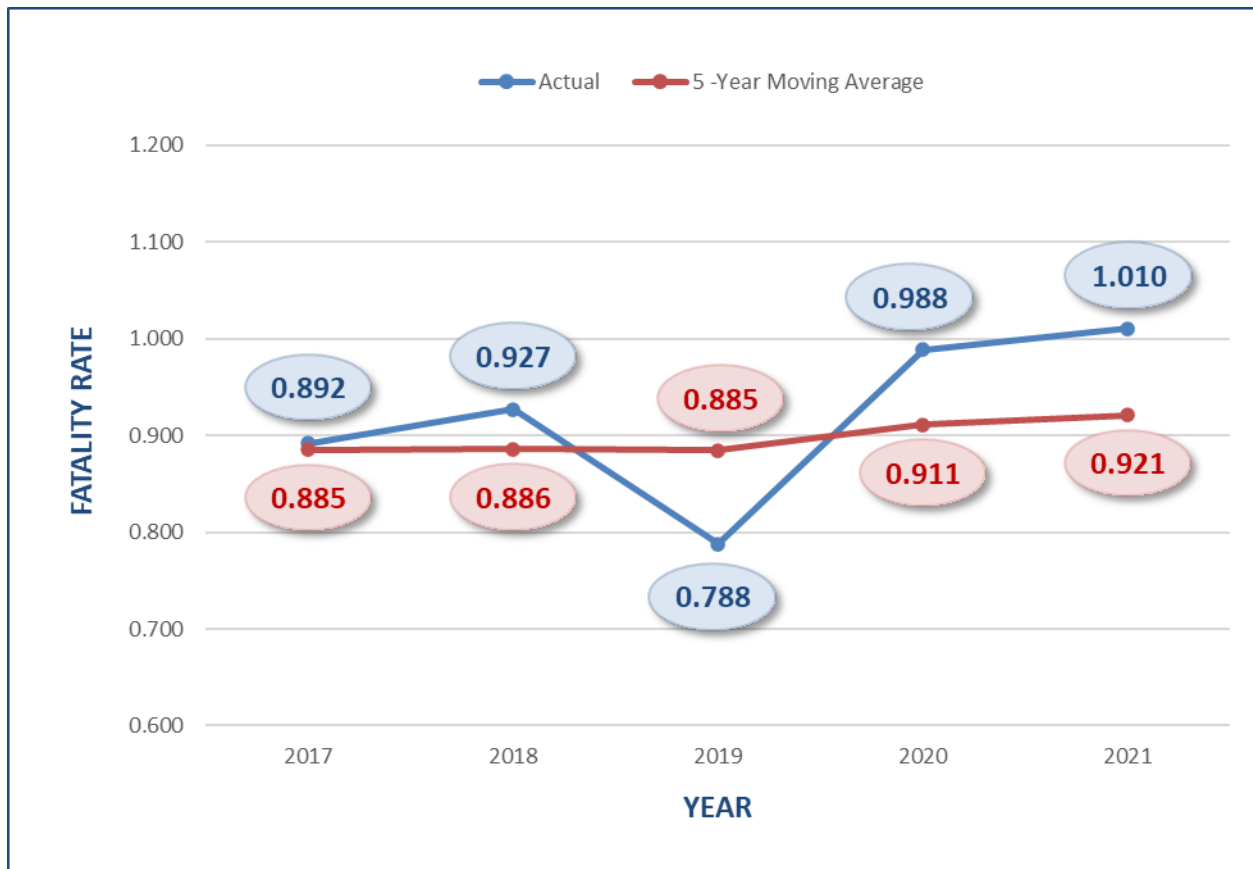
Analysis: Connecticut had decreasing number of serious injuries from 2018-2020 but saw a sharp increase in 2021. The preliminary data for 2022 (as of December 21, 2022) shows serious injury number of 1,345. In order to meet the target of 1,300 for the five-year period of 2018-2022, data analysis suggests that the serious injury number needs to be 950 or less in 2022. It is unlikely that the HSO will meet the performance target.

State's effort to show progress in meeting target/State's adjustment to 2024 HSP to facilitate meeting target: HSO will continue work to improve and enhance enforcement programs to help reduce unsafe driving behaviors on the roadways. The State's effort will be to continue the

execution of countermeasures developed to specifically target over-represented groups identified through data analysis. These strategies include participation in National “crackdown” mobilizations such as *Click It or Ticket* and *Drive Sober or Get Pulled Over* as well as the promotion of sustained enforcement year-round based on local problem identification by law enforcement agencies and other highway safety partners. Various training programs and support will be offered to the law enforcement officers for better identification of impaired drivers, addressing autonomous vehicle crashes, addressing police officer burnout, importance of timely and accurate reporting of crash data etc. to reduce crash injuries and fatalities on Connecticut’s roadways. The major program areas of Impaired Driving, Occupant Protection, Speed Enforcement, and Distracted Driving account for the majority of enforcement activities and paid media making up the largest component of high visibility and sustained enforcement efforts. The HSO will also be working with Council of Governments to address traffic safety issues at the community level.

While the information about the FFY2024 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the triennial HSP.

C-3 – FATALITIES/VMT



Source: FARS Final Files 2017-2019, FARS Annual Report File 2020, CTDOT data 2021 as of 12/21/2022, CTDOT 2021 VMT data. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: Reduce the fatalities/100M VMT to 0.850 (2018-2022 moving average) by 2022.

Analysis: Looking ahead, Connecticut preliminary data for 2022 (as of December 21, 2022) shows the fatality number of 363, which is higher than the number of fatalities observed in 2020 and 2021 during the same time period. There was an approximate six and five percent drop in VMT in 2020 and 2021, respectively, compared to 2019. However, the number of fatalities did not drop proportionally in Connecticut but instead showed an alarming increase. In order to meet the target of 0.850 for the five-year period of 2018-2022, data analysis suggests that the fatality rate needs to be 0.527 or lower in 2022 which is highly unlikely with the increased number of fatalities. The final fatality count for 2021 and 2022 may change as additional information

regarding the cases is received. However, with additional days until the end of 2022, the potential to meet the target looks difficult.

State's effort to show progress in meeting target/State's adjustment to 2024 HSP to facilitate meeting target: The COVID-19 pandemic changed travel patterns significantly. There has been an increase in speeding, alcohol-impaired driving, and wrong-way driving as well as a decreased use of seat belts observed on Connecticut roadways. The High Visibility Enforcement (HVE) efforts also took a hit with a reduced number of police agencies participating in the campaigns. There has been a drop in the sustained enforcement efforts by the police departments since the pandemic and the passage of the Police Accountability Act. The data for 2021 and the preliminary data for 2022 show the number of motor vehicle fatalities increased compared to the same time period in previous years.

The Highway Safety Office will participate in National "crackdown" mobilizations such as *Click It or Ticket* and *Drive Sober, U Drive. U Text. U Pay., or Get Pulled Over* as well as the promotion of sustained enforcement year-round based on local problem identification by law enforcement agencies and other highway safety partners. Recreational use of Cannabis was legalized in Connecticut in 2021 with dispensaries opening in 2023, and the HSO is working with the Governor's support to increase the number of DRE trainings and certifications in the State. Various training programs and technical support from law enforcement training based on better identification of impaired drivers, to more timely and accurate reporting of crash data are implemented through the HSO to better identify areas where improvement will ultimately lead to reduced crash injuries and fatalities on Connecticut's roadways. Additionally, in June 2022, the HSO was awarded a grant through the GHSA to fund and develop a green lab for training and educating DREs on the detection of cannabis impairment. This training will also include an alcohol component.

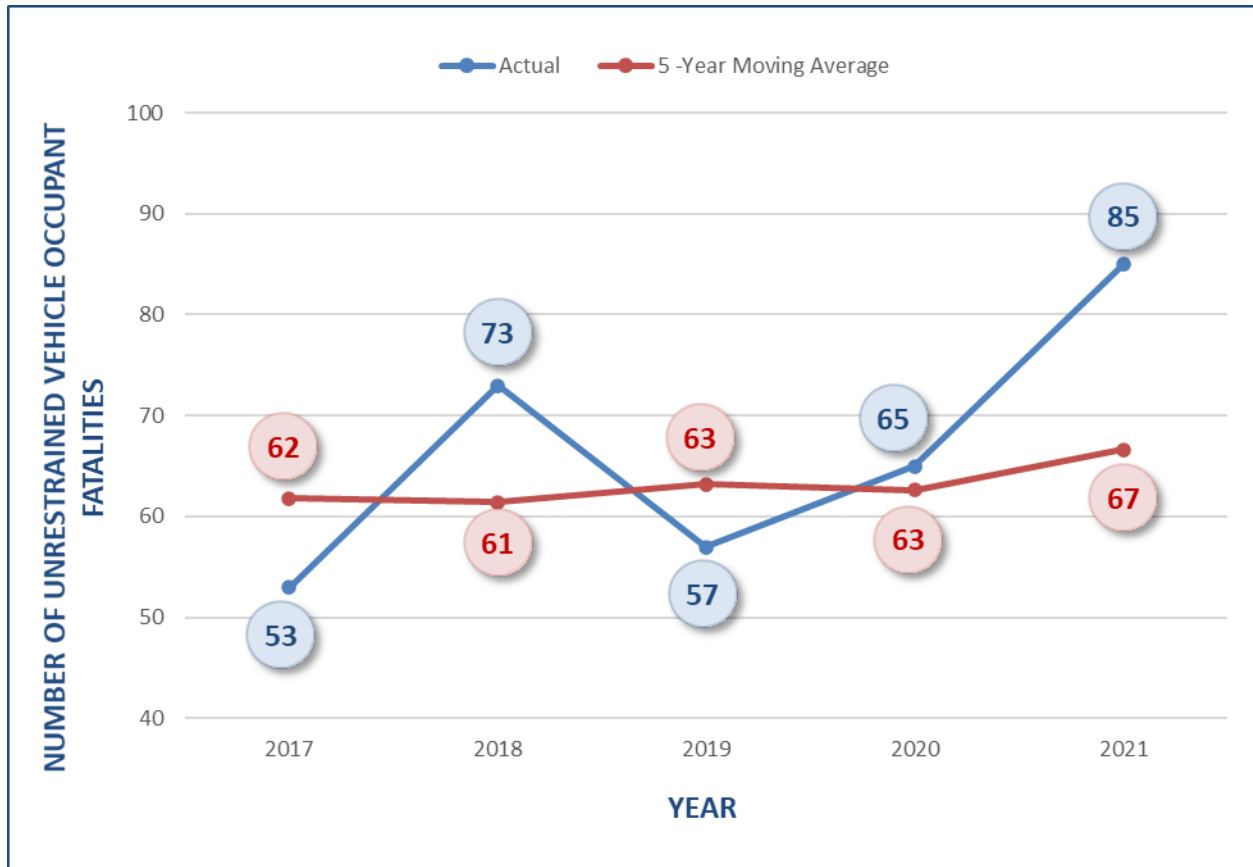
In an effort to address the increase in wrong-way crashes in Connecticut in 2022, the HSO has been working with CTDOT Traffic Safety engineers. Measures already taken include upgraded signage on 700 limited access highway off-ramps including oversized signs and red retro-reflective strips as well as improved pavement arrows and clearer line delineation at off-ramps with double-wide stop lines. Measures in progress include a pilot program with wrong-way vehicle 360-degree detection cameras and active flashers on wrong-way signs, updated traffic signaling with arrow indicators, and the installation of wrong-way signs on the back side of speed limit signs along highways. The HSO will be working closely with the CTDOT Traffic Safety engineers on an awareness media campaign for the wrong-way driving issue.

The major program areas of Impaired Driving, Occupant Protection, Speed Enforcement, and Distracted Driving account for the majority of enforcement activities, and paid media making up the largest component of high visibility and sustained enforcement efforts. Educational campaigns to clarify misconceptions about impaired driving after Cannabis consumption are being developed and advertised. The HSO will also implement countermeasures developed to

specifically target over-represented groups identified through data analysis and equity lens. For FFY2024, in addition to the above, the HSO intends to continue to focus on high-risk areas and over-represented groups, engaging the targeted communities and renewed networking efforts with other agencies such as the DMV, DPH, Local Health Agencies, etc. The HSO is also actively working to coordinate with the State's Councils of Governments (COGs) to develop local programs to address crash concerns within each region. Crash data sharing will help local groups better focus their crash reduction efforts.

While the information about the FFY2024 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the triennial HSP.

C-4 – NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEAT POSITIONS



Source: FARS Final Files 2017-2019, FARS Annual Report File 2020, Connecticut Data Repository 2021 as of 12/7/2022. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To maintain the five-year moving average of 63 (2015-2019) unrestrained vehicle occupant fatalities during the HSP 2022 planning period.

Analysis: Connecticut preliminary data for 2022 (as of December 21, 2022) have the number of unrestrained passenger vehicle occupant fatalities in all seat positions at 80. The final numbers for 2022 may change as additional information regarding the cases is received. In order to meet the target of 63 for the five-year period of 2018-2022, data analysis suggests that the fatality number needs to be 35 or lower in 2022. With additional days until the end of 2022, the potential to meet the target looks difficult.

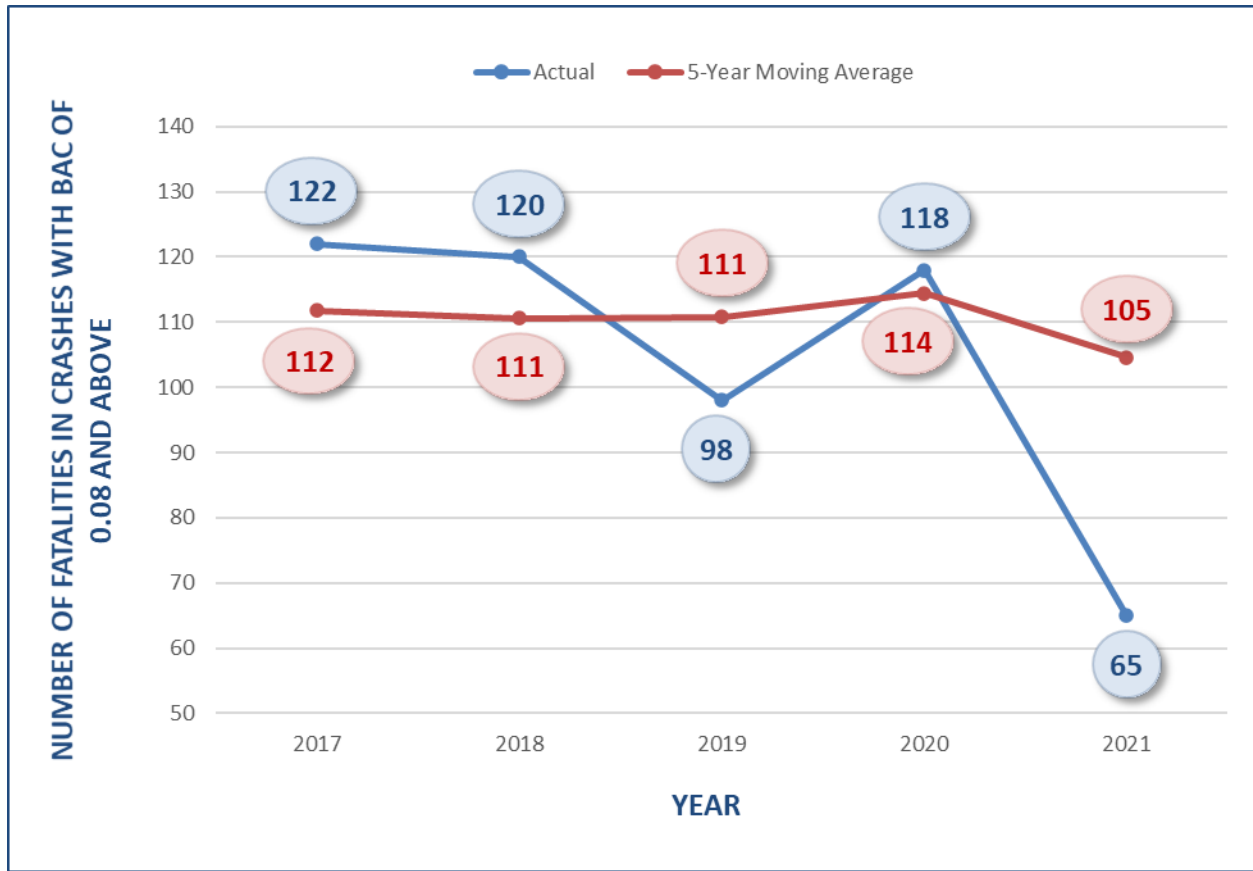
State’s effort to show progress in meeting target/State’s adjustment to 2024 HSP to facilitate meeting target:

The HSO will continue to work to increase sustained enforcement of seat belt use by encouraging police agencies to enforce seat belt laws as a secondary focus during other overtime enforcement grant work. The HSO will use year-round seat belt social norming media campaigns as well as run commercials during the mobilization to increase seat belt use. Greater effort and funding will be placed on low seat belt usage areas, high unrestrained injuries/fatalities and males aged 18-34 through increased enforcement and education. This will be accomplished by analyzing crash and observation data to identify towns and areas with low belt use. This analysis will be focused on the combination of low belt use towns identified through observation surveys and paired it with ranked analysis of unbelted crashes and fatalities, population and VMT data over a five-year period. This process will serve to prioritize funding opportunities for participating law enforcement agencies. This increased focus on low belt use and unbelted crashes will not preclude the HSO from continuing historical practice of attempting to achieve statewide law enforcement participation during national mobilizations. The HSO will continue to encourage law enforcement agencies statewide to apply for and participate in the *Click It or Ticket* mobilizations in May and November regardless of funding availability. There was a decrease in the seat belt use rate in 2021 but 2022 showed improvement in the seat belt use over 2021. Starting October 1, 2021, the Connecticut rear seat belt law went into effect which now requires all occupants in a vehicle, regardless of age, to wear seat belts. Connecticut is hopeful that the new law will aid in the HSO’s ongoing effort to reduce motor vehicle fatalities and serious injuries. The Seatbelt Working Group continues to meet to discuss strategies to increase seat belt use and reduce unrestrained injuries and fatalities.



While the information about the FFY2024 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the triennial HSP.

C-5 – NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A BAC OF 0.08 AND ABOVE



Source: FARS Final Files 2017-2019, FARS Annual Report File 2020, CTDOT data 2021. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

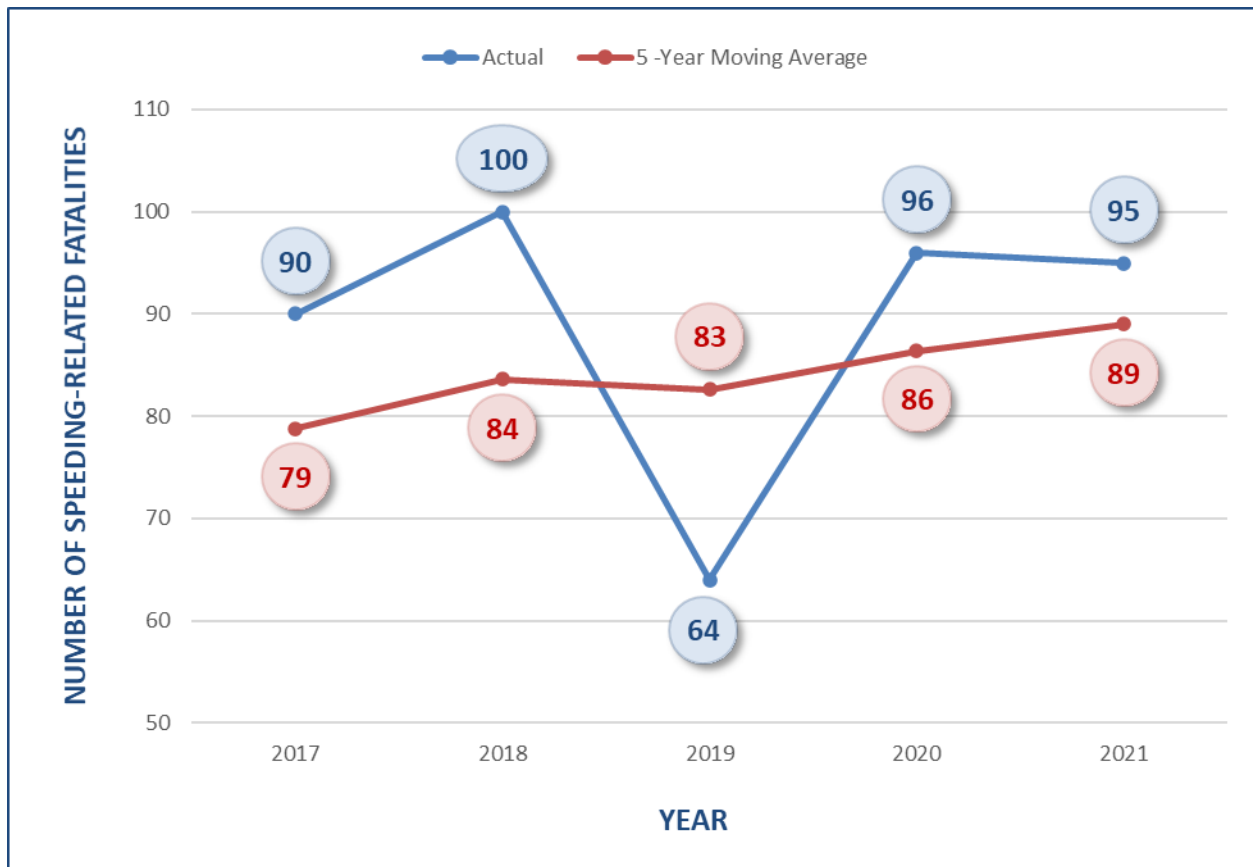
Performance Target: To maintain the five-year moving average of 110 (2015-2019) alcohol impaired driving fatalities (BAC = 0.08+) during the HSP 2022 planning period.

Analysis: The number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above steadily declined until 2019 after a high in 2017. However, the COVID-19 pandemic upended the progress and Connecticut saw an increase in alcohol impaired fatalities in 2020. The 2021 State data is not imputed and may change when NHTSA's QC and imputation is completed. In order to meet the target of 110 for the five-year period of 2018-2022, data analysis suggests that the alcohol-impaired fatality number needs to be 149 or lower in 2022. The

preliminary 2022 State data are not available for the measure at this time. However, based on the 2017-2021 data, Connecticut is cautiously optimistic about achieving the five-year moving average target by December 31, 2022.

State's effort to show progress in meeting target: The Impaired Driving program emphasized HVE efforts to reduce driving under the influence (DUI) of drugs and/or alcohol. Municipalities are encouraged to work cooperatively with neighboring towns in the form of Regional Traffic Units which provide for opportunities for smaller towns with limited financial resources to benefit from HVE activities. The Impaired Driving program helped to substantially increase the number of officers throughout the State engaged in HVE. Activities included a combination of extra DUI patrols and sobriety checkpoints. These activities were aimed at deterring motorists from driving impaired. Efforts were made to promote sustained enforcement year-round, with an emphasis during the days and times when DUI crashes are more likely. The Impaired Driving program will continue to partner with State and Municipal law enforcement agencies in an effort to expand the Comprehensive DUI Enforcement program by increasing enforcement activity beyond the amount of police patrols that were conducted in FFY2022. There were continued training activities to increase the number of certified Standardized Field Sobriety Test (SFST) instructors and practitioners by providing ongoing SFST training to law enforcement personnel. The number of law enforcement officers trained in various other types of impaired driving beyond alcohol impairment will be continued by providing Advanced Roadside Impaired Driving Enforcement (ARIDE) training through the Drug Evaluation and Classification Program (DECP). The goal of the DECP is to train and certify law enforcement officers in drug recognition and provide the training opportunity to become a Drug Recognition Expert (DRE). The Traffic Safety Resource Prosecutor (TSRP) performed prosecutorial activities, such as researching DUI law and assisting in the preparation of DUI cases. The TSRP also acts in an advisory capacity to State and Municipal law enforcement agencies and the HSO on all DUI and/or impaired driving legislation. The TSRP also developed and updated training manuals aiding successful identification and prosecution of DUI offenders for both law enforcement and judicial officials. In addition, the TSRP conducted other DUI-enforcement-related training for prosecutors and judges. The Administrative Hearing Attorneys continued to review Administrative Per Se cases and provide procedural oversight during hearings and provide assistance to law enforcement personnel. These attorneys also represented the DMV at Ignition Interlock Device (IID) violation hearings and provided administrative oversight of components of the IID program. HSO staff works cooperatively with the TSRP and the Administrative Hearing Attorneys to increase successful prosecution and conviction of DUI offenders. Media efforts were enhanced through new partnerships and new messaging. The HSO continues to lead an Impaired Driving Task Force where members identify problems, share information, explore options and provide sustainable solutions. DUI Overtime Enforcement project monitoring activities are conducted through periodic visits to participating law enforcement agencies, in particular agencies that purchase equipment with grant funds. Meetings are held with law enforcement representatives to address the use of crash data in the planning of DUI activities, grant participation issues and grant performance issues. Police training needs were assessed, and police training opportunities discussed.

C-6 – NUMBER OF SPEEDING-RELATED FATALITIES



Source: FARS Final Files 2017-2019, FARS Annual Report File 2020, Connecticut Crash Data Repository 2021 as of 12/7/2022. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To maintain the five-year moving average of 83 (2015–2019) speeding-related fatalities during the HSP 2022 planning period.

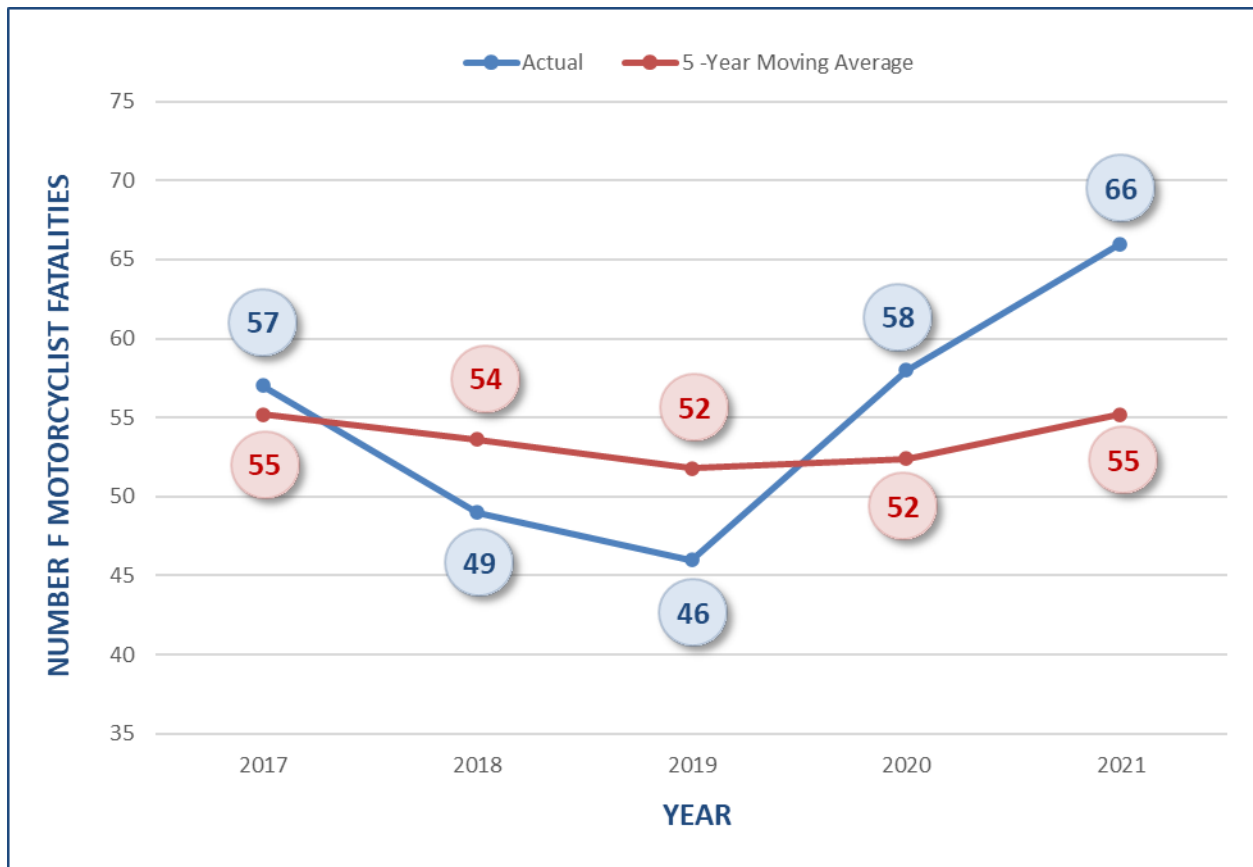
Analysis: The speeding-related fatalities have fluctuated over the years. The 36 percent drop in speeding-related fatalities from 2018 to 2019 was a positive development. However, the COVID-19 pandemic upended the progress and Connecticut saw a sharp increase in speeding-related fatalities in 2020-2021. In order to meet the target of 83 for the five-year period of 2018-2022, data analysis suggests that the speeding-related fatality number needs to be 60 or below in 2022. The preliminary 2022 State data are not available for the measure at this time. However, based on the 2017-2021 data, it is unlikely that Connecticut can meet this performance target.

State's effort to show progress in meeting target/State's adjustment to 2024 HSP to facilitate meeting target: The HSO has utilized flexible Distracted Driving resources in addition to 402 monies to fund the speed enforcement campaign taking place during the summer months, when most speeding-related crashes occur. This HVE effort includes a corresponding media campaign funded by 405e and 402 funds. To address the continuing increase in speeding-related fatalities and serious injuries, the HSO will seek to increase the number of law enforcement agencies participating as well as increase the amount of funding allocated to projects to address speed and aggressive driving.

Additionally, the HSO will consider grant submissions from law enforcement agencies identifying specific speed related crash data within their jurisdictions, substantiated by enforcement and crash data. Law enforcement agencies will have to identify these areas as having higher incidences of speed related crashes. Grant participants will be chosen based on major contributing factors and types of crashes that are typically indicative of speed as cause of crash. Additionally, areas with high population, high traffic volumes, and roadways with low posted speed limits, may lead to the selection of urban areas and larger cities as the most likely areas where speed enforcement can impact the greatest number of speed related crashes. Speeding-related crashes, injuries and fatalities will be addressed through funding the HVE projects. Speed Problem ID data will be used to select agencies to participate in speed-related enforcement through various methods including dedicated high visibility speed enforcement grants to achieve the goals listed above. This coordinated with the SHSP, in this program area, will be achieved through overlapping speed related countermeasures based on CTDOT data for areas with highest incidents of crashes, injuries and fatalities. A media campaign will run during the summer months in conjunction with the HVE reminding motorists that "When Speeding Kills, it's Never an Accident". Additional and new media creative may also be explored. The HSO is planning to continue these practices

While the information about the FFY2024 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the triennial HSP.

C-7 – NUMBER OF MOTORCYCLIST FATALITIES



Source: FARS Final Files 2017-2019, FARS Annual Report File 2020, CTDOT data 2021 as of 11/21/2022. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To maintain the five-year moving average of 52 (2015-2019) motorcyclist fatalities during the HSP 2022 planning period.

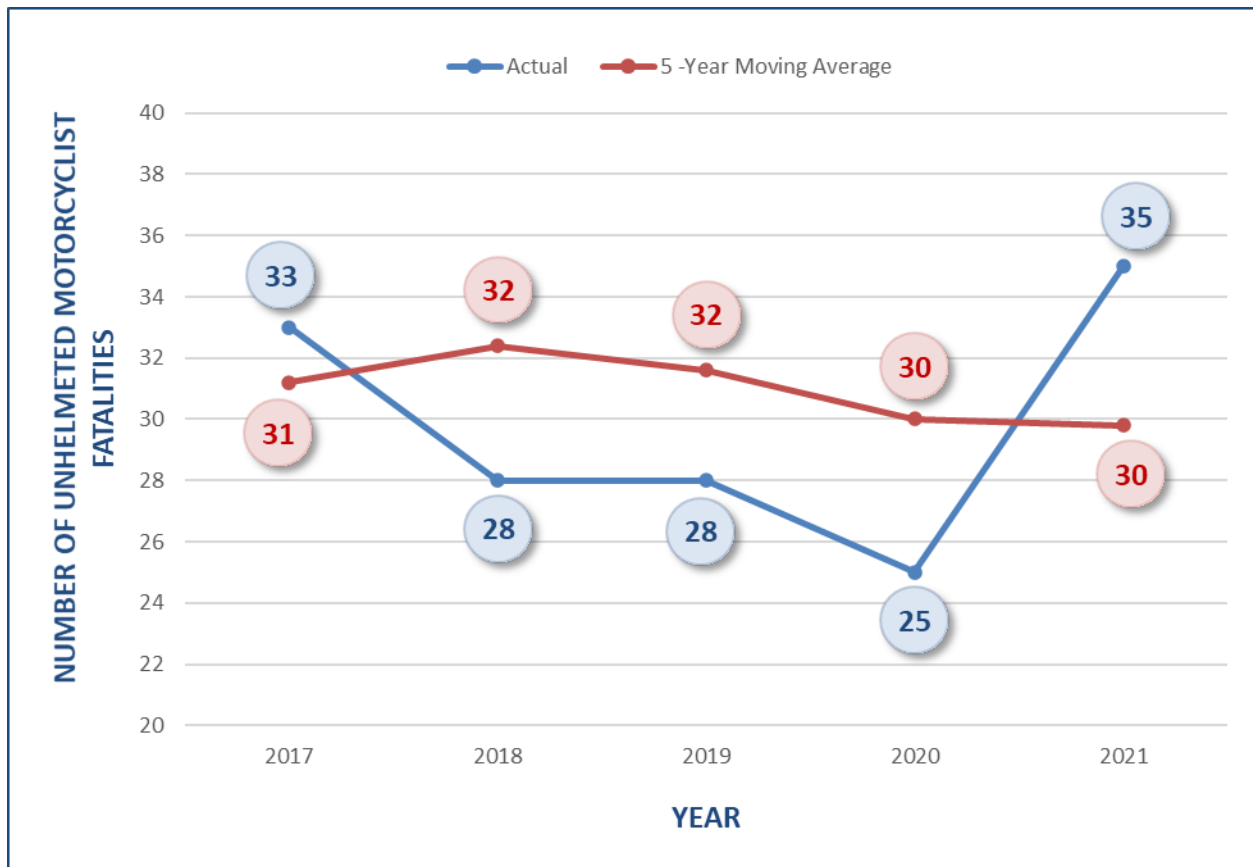
Analysis: The number of motorcyclist fatalities steadily declined until 2019, but the COVID-19 pandemic upended the progress and Connecticut saw a sharp increase in motorcyclist fatalities in 2020-2021. Looking ahead, Connecticut preliminary data for 2022 (as of December 21, 2022) have the motorcyclist fatality number of 61. The final fatality count for 2021 and 2022 may change as additional information regarding the cases is received. In order to meet the target of 52 for the five-year period of 2018-2022, data analysis suggests that the fatality number needs to be 41 or lower in 2022. With additional days until the end of 2022, the potential to meet the target looks difficult.

State's effort to show progress in meeting target/State's adjustment to 2024 HSP to facilitate meeting target: The HSO has worked to raise awareness about motorcyclist safety prior to the summer months when rider fatalities are at their highest. The HSO will continue an aggressive advertising campaign reminding motorists to share the road with motorcyclists and a continued effort will be made to expand on existing motorcycle safety courses targeting returning and beginner riders.

Current available data from 2022 indicate that this performance measure will likely not be met. Renewed efforts to reach un-licensed and un-trained riders with beginning and experienced training will be explored. Continued efforts to remind the motoring public to *Share the Road* with motorcyclists will also be used via a summer-long multi-media campaign featuring radio spots, billboards and bus boards. Additional Rider Coaches will be trained to allow The Connecticut Rider Education Program to continue to address single vehicle crashes by increasing the availability of safety training at both the novice and experienced level. Crash data indicate that single vehicle motorcycle crashes are most influenced by excessive speed. A continued effort will be made to make riders aware of their own level of riding proficiency and to ride within their skill level.

While the information about the FFY2024 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the triennial HSP.

C-8 – NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES



Source: FARS Final Files 2017-2019, FARS Annual Report File 2020, Connecticut Crash Data Repository as of 12/7/2022. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: Reduce the unhelmeted motorcyclist fatalities to 30 (2018-2022 moving average) by 2022.

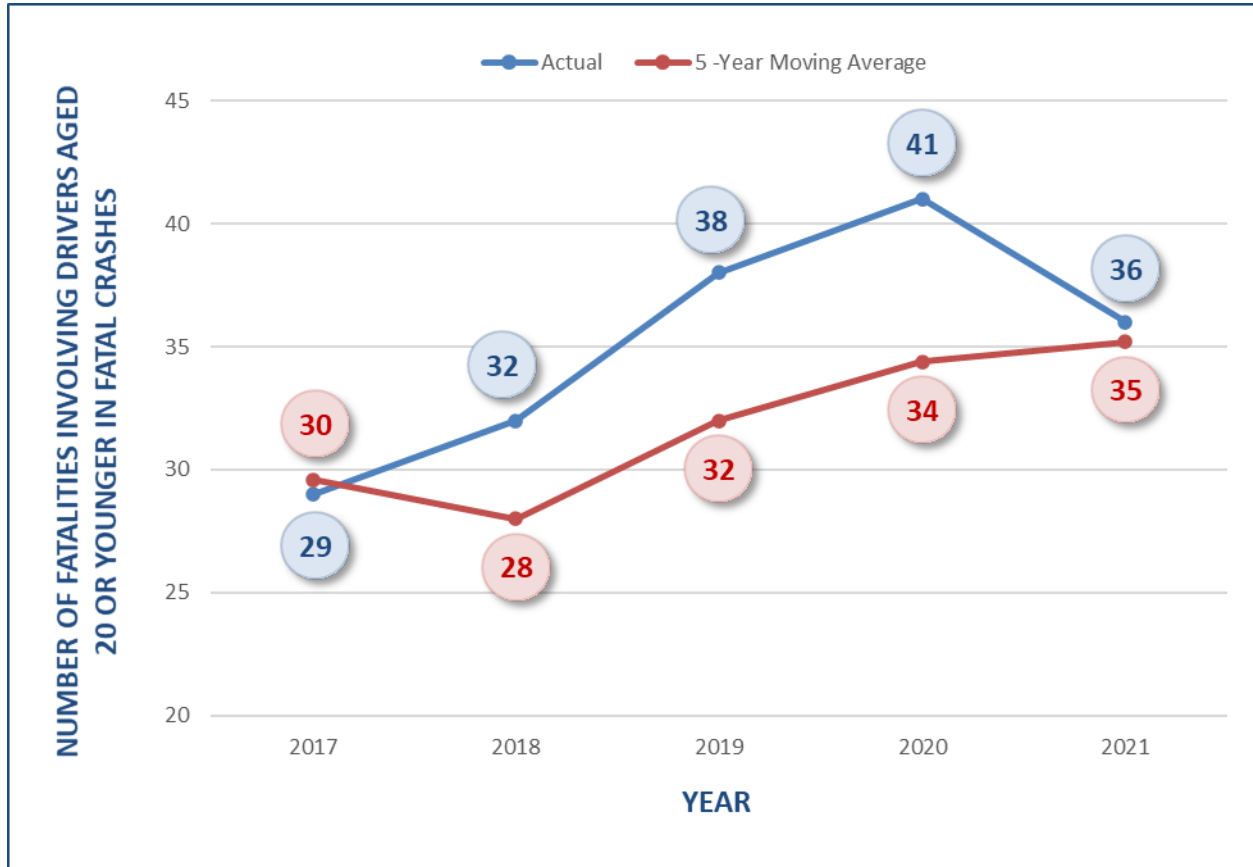
Analysis: Connecticut saw a decline in the unhelmeted motorcyclist fatalities from 2018-2020 with a sharp increase in 2021. The five-year moving average dropped slightly. Looking ahead, Connecticut preliminary data for 2022 (as of December 21, 2022) have an unhelmeted motorcyclist fatality number of 20. The final fatality count for 2021 and 2022 may change as additional information regarding the cases is received. In order to meet the target of 30 (moving average for the five-year period of 2018-2022), data analysis suggests that the fatality number needs to be 34 or lower in 2022. Although there are additional days until the end of 2022, Connecticut is cautiously optimistic about achieving the five-year moving average target by

December 31, 2022.

State's effort to show progress in meeting target: The HSO has worked to raise awareness of motorcyclist safety prior to the summer months when rider fatalities are at their highest. Although unhelmeted fatalities continue to be a problem, the Connecticut Legislature failed to pass a raised bill requiring the use of helmets for all motorcycle riders. A continued effort will be made to expand on existing motorcycle safety courses targeting returning and beginner riders.

Current available data from 2022 indicate that this performance measure has likely been met. Renewed efforts to reach un-licensed and un-trained riders with beginning and experienced training will be explored. Continued efforts to remind the motoring public to *Share the Road* with motorcyclists will also be used via a summer-long multi-media campaign featuring radio spots, billboards and bus boards. Additional Rider Coaches may be trained to allow The Connecticut Rider Education Program to continue to address single vehicle crashes by increasing the availability of safety training at both the novice and experienced level. Crash data indicate that single vehicle motorcycle crashes are most influenced by excessive speed. A continued effort will be made to make riders aware of their own level of riding proficiency and to ride within their skill level. The HSO will not use any Federal funds to remind motorcyclists of the importance, and safety benefits of wearing a DOT approved motorcycle helmet.

C-9 – NUMBER OF DRIVERS AGED 20 OR YOUNGER INVOLVED IN FATAL CRASHES*



Source: FARS Final Files 2017-2019, FARS Annual Report File 2020, Connecticut Crash Data Repository for Preliminary 2021 Data as of 12/1/2022. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

*The graph shows Connecticut's fatalities involving drivers aged 20 or younger involved in fatal crashes.

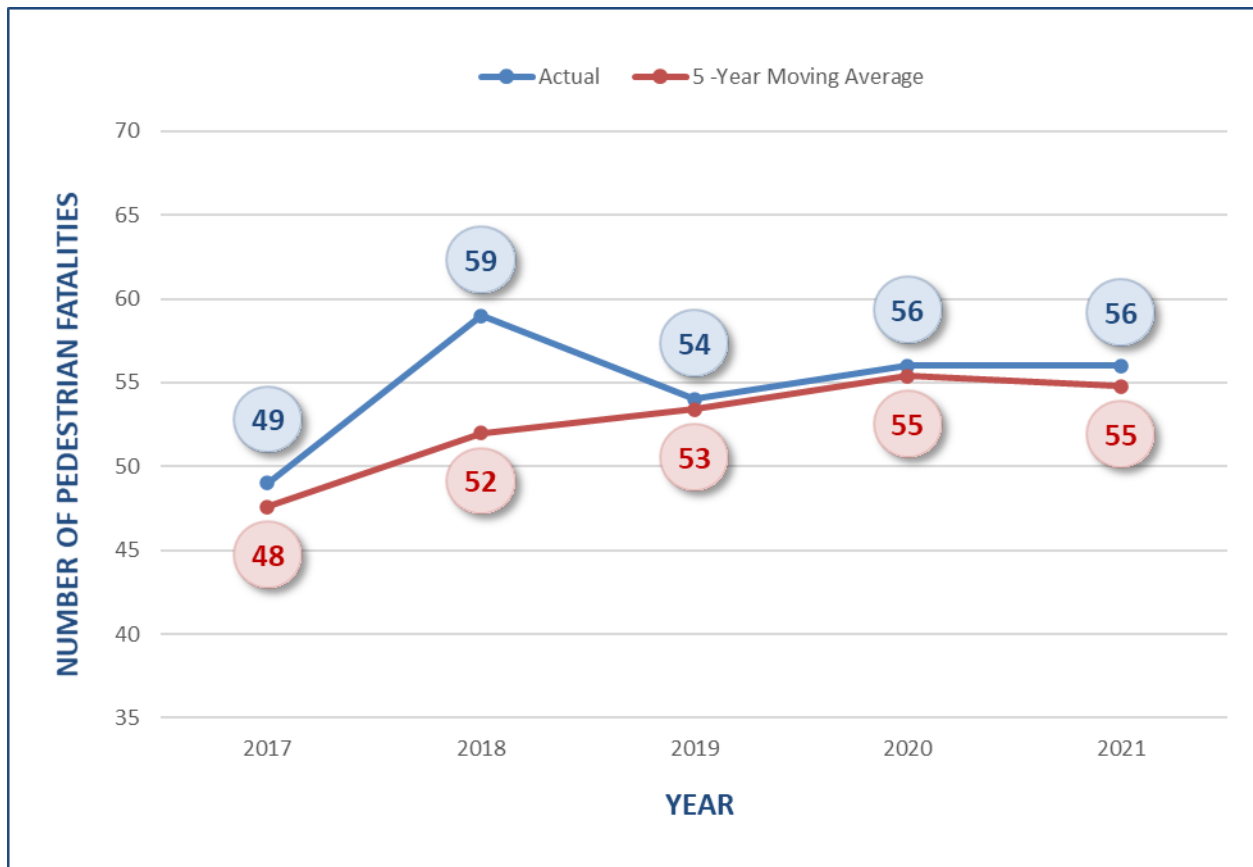
Performance Target: To maintain the five-year moving average of 32 (2015-2019) fatalities involving drivers aged 20 or younger during the HSP 2022 planning period.

Analysis: Looking ahead, Connecticut preliminary data for 2022 (as of December 1, 2022) have drivers aged 20 or younger fatality number of 32. The final fatality count for 2021 and 2022 may change as additional information regarding the cases is received. In order to meet the target of 32 for the five-year period of 2018-2022, data analysis suggests that the drivers aged 20 or younger fatality number needs to be 13 in 2022. It is not likely that Connecticut can meet this performance target.

State's effort to show progress in meeting target/State's adjustment to 2024 HSP to facilitate meeting target: The HSO has continued to make safe driving educational programming for high school students a priority. Both of the HSO's youth driving programs returned to the State for FFY2022 after a pause during the COVID-19 pandemic. These interactive programs utilize motivational speakers, driving simulators and educational tools that focus on the dangers of distracted and impaired driving and typically reach well over 100 schools per year. For FFY2023, these and other new potential programs that can safely deliver these messages to students are a part of the HSO's efforts to reach younger drivers. The HSO will again consider its previous media and education campaign aimed at younger drivers, *Not My Kid*, and revamp the campaign as needed with input from stakeholders. As a member of the State's Teen Driving Task Force, the HSO will continue to assist in the creation of policy directives aimed at reducing the growing number of younger driver crashes that result in injuries and fatalities during FFY2022 and FFY2023. The HSO will also continue to engage other agencies, such as but not limited to the DMV, to collaborate on new efforts related to younger drivers.

While the information about the FFY2024 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the triennial HSP.

C-10 – NUMBER OF PEDESTRIAN FATALITIES



Source: FARS Final Files 2017-2018, FARS Annual Report File 2020, CTDOT data 2021 as of 11/21/2022. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To maintain the five-year moving average of 53 (2015-2019) pedestrian fatalities during the HSP 2022 planning period.

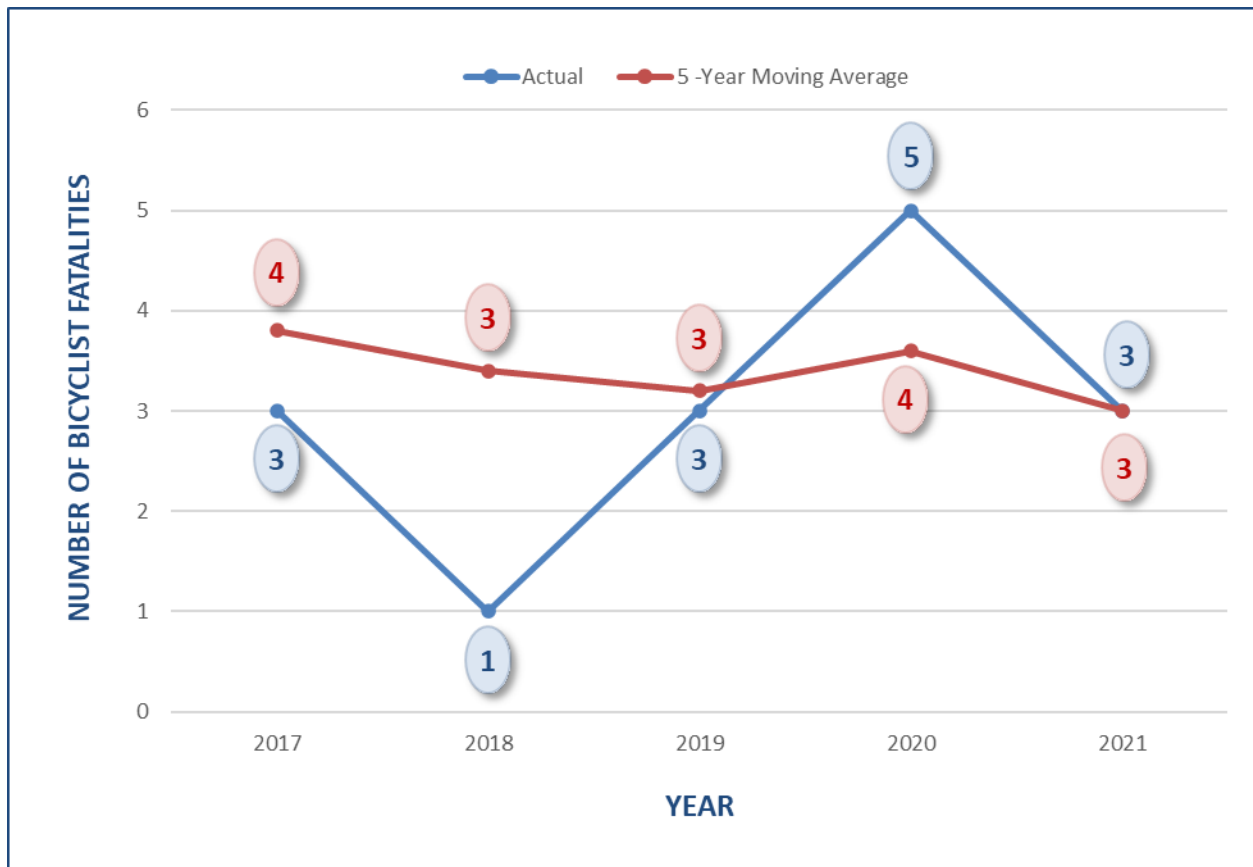
Analysis: Connecticut preliminary data for 2022 (as of December 21, 2022) show the pedestrian fatality number of 69. The final fatality count for 2021 and 2022 may change as additional information regarding the cases is received. In order to meet the target of 53 for the five-year period of 2018-2022, data analysis suggests that the pedestrian fatality number needs to be 40 in 2022. It is not likely that Connecticut can meet this performance target.

State's effort to show progress in meeting target/State's adjustment to 2024 HSP to facilitate meeting target: Pedestrian safety continues to be a major area of focus for the HSO, and these numbers have unfortunately mirrored the national numbers with an upward trend. The HSO

continues to dedicate significant resources to addressing pedestrian safety, and innovative pedestrian safety programs and projects will continue to be a priority for the HSO. In FFY2021 and into FFY2022, the HSO developed a new education and outreach campaign focusing on legislative changes that were passed in the state in an effort to promote the safety of pedestrians. The *Pedestrian Rules* campaign will continue for the foreseeable future as road users adjust to these new laws, and the HSO will continue to be responsible for disseminating these messages. An additional campaign was developed with AARP, *Words to Live By*, which increased awareness and education to the older population being over-represented in pedestrian crashes. Efforts will continue with both of these campaigns to enhance pedestrian safety and protect vulnerable road users. The *Watch for Me CT* program continues to be a crucial component of these projects, as their involvement in both of these campaigns and their annual statewide efforts for non-motorized safety continue to further penetrate the state. The HSO will continue to support and promote National Pedestrian Safety Month, which will include press releases, media interviews and social media posts. The HSO will also work with additional safety partners and stakeholders on potential legislative changes and SHSP emphasis areas as well as serve on Complete Streets and related committees.

While the information about the FFY2024 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the triennial HSP.

C-11 – NUMBER OF BICYCLIST FATALITIES



Source: FARS Final Files 2017-2019, FARS Annual Report File 2020, CTDOT data 2021 as of 11/21/2022. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To maintain the five-year (2015-2019) moving average of three (3) bicyclist fatalities during the HSP 2022 planning period.

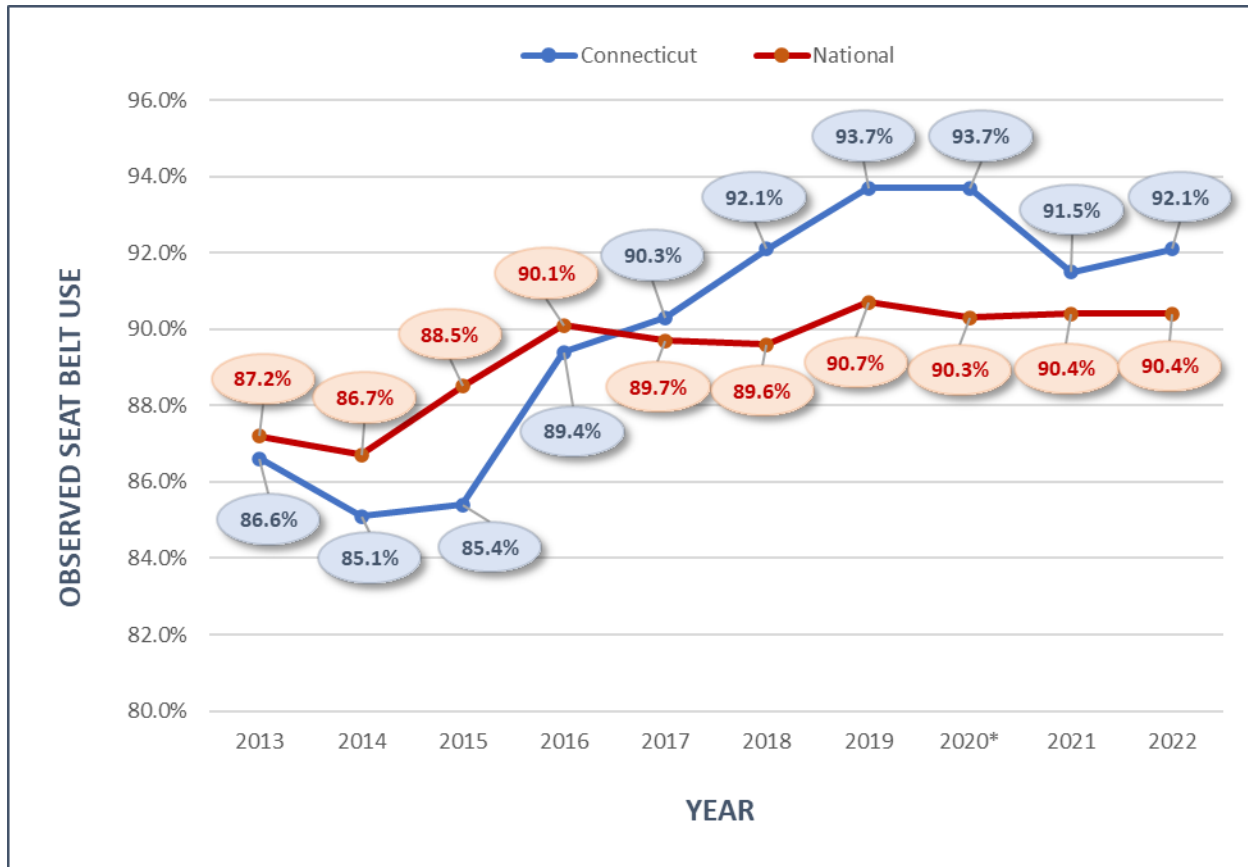
Analysis: The number of bicyclist fatalities has fluctuated over the past years with a sharp increase in 2020, but the five-year moving average has stayed relatively flat. Connecticut preliminary data for 2022 (as of December 21, 2022) have the bicyclist fatality number of 4. The final fatality count for 2021 and 2022 may change as additional information regarding the cases is received. In order to meet the target of 3 for the five-year period of 2018-2022, data analysis suggests that the fatality number needs to be 3 in 2022. With additional days until the end of 2022, the potential to meet the target looks difficult.

State's effort to show progress in meeting target/State's adjustment to 2024 HSP to facilitate

meeting target: The HSO continues to dedicate significant resources to addressing non-motorized safety, and innovative safety programs and projects that include bicyclist safety will continue to be a priority in future planning documents for the HSO. Prior to and following law changes that went into effect on October 1, 2021, the HSO developed a new education and outreach campaign focusing on legislative changes that were passed in the state in an effort to promote the safety of bicyclists which included enacting a dooring law. The HSO's campaign materials included significant advertising and the creation of a website that informed road users of this new law. The *Watch for Me CT* program continues to be a crucial component of bicyclist safety efforts, as their involvement in this campaign and their annual statewide efforts for non-motorized safety continue to further penetrate the state. These efforts are planned to continue into FFY2023 and beyond to enhance bicyclist safety and protect vulnerable road users. The HSO also continues to be an active member of the DOT's Complete Streets Committee and SHSP's Non-Motorized Emphasis Area committee that focuses on bicyclist and pedestrian safety.

While the information about the FFY2024 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the triennial HSP.

B-1 – OBSERVED SEAT BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS (SURVEY)



NOTE: NHTSA has not released the 2022 national belt use rate yet; the 90.4 percent national rate is from the year prior and is a temporary placeholder.

*The NHTSA CARES Act Waiver Notice issued on April 9, 2020, waived the requirement to conduct the annual seat belt survey in 2020. Therefore, the HSO did not conduct the 2020 seat belt survey and used the 2019 observed seat belt use rate to report the outcome.

Performance Target: To attain a statewide observed seat belt use rate of 94.0 percent or above in 2022.

Outcome: Performance Target was not met.

The observed seat belt use increased in 2022 from 91.5 percent to 92.1 percent.

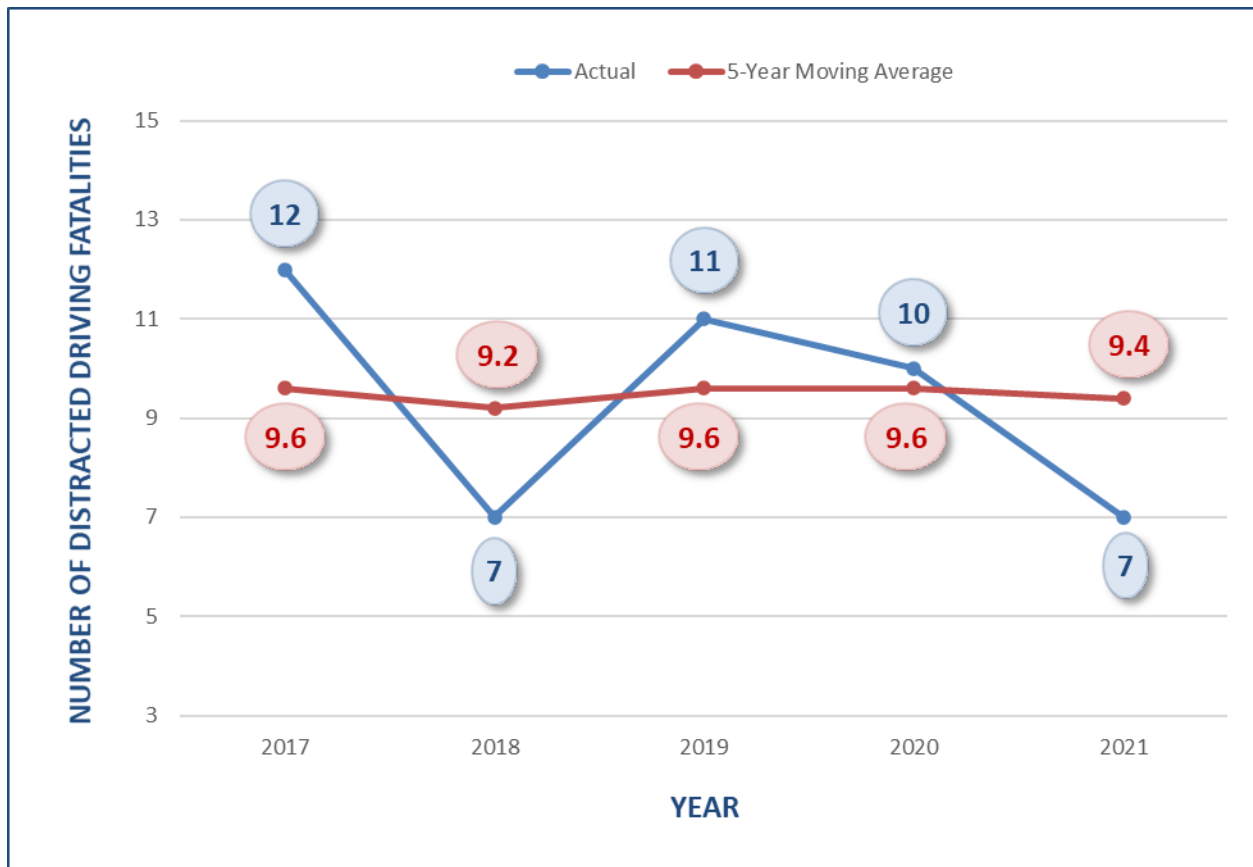
State’s effort to show progress in meeting target/State’s adjustment to 2024 HSP to facilitate meeting target: Connecticut will continue efforts to increase the use of seat belts. The HSO will

be meeting with law enforcement to see how to raise seat belt usage, as the challenges are well known nationally and not specific to Connecticut. A Seatbelt Working Group was created to discuss methods to increase belt use in Connecticut. The Working Group is represented by state and Municipal law enforcement, PRG, American Automobile Association (AAA), CashmanKatz Media Consultants, Connecticut Transportation Safety Research Center (CTSRC), DPH, area hospital ER doctors, hospitals injury prevention departments and the HSO. As a result of the Working Group, changes were made which included revisions to the media campaign which focused on educating drivers on the fines associated with not wearing a seatbelt and increased sustained enforcement along with other education strategies. A combination of adding the fines to the media campaign, having year-round seat belt messaging and encouraging law enforcement agencies to increase sustained enforcement will continue to be the main focus to help raise the belt use rate.

The HSO joined law enforcement agencies in mobilizing the national campaign for CIOT “Thanksgiving Holiday Travel” to reinforce the message that driving or riding unbuckled will result in a ticket. The HSO will continue year-round social norming campaign during non-CIOT periods. The HSO is working to increase sustained enforcement of belts by encouraging police agencies to enforce belt laws as a secondary focus during other overtime enforcement grant work. Greater effort and funding will be placed on low seat belt usage areas, high unrestrained injuries/fatalities and males aged 18-34 through increased enforcement and education. Working to decrease unbelted injuries and fatalities, the Connecticut Legislature passed a bill requiring belt use for all seating positions including rear seat occupants. The law went into effect Oct 1, 2021. The Seatbelt Working Group continues to meet to discuss strategies to increase seat belt use and reduce unrestrained injuries and fatalities.

While the information about the FFY2024 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the triennial HSP.

NUMBER OF DISTRACTED DRIVING FATALITIES



Source: FARS Final Files 2017-2019, FARS Annual Report File 2020, Connecticut Crash Data Repository 2021 as of 12/1/2022. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To maintain the five-year (2015-2019) moving average of ten (10) distracted driver fatalities during the HSP 2022 planning period.

Analysis: Connecticut saw a decline in the distracted driving fatalities from 2019-2021. The five-year moving average has stayed relatively flat. Looking ahead, Connecticut preliminary data for 2022 (as of December 1, 2022) shows the distracted driving fatality number of five. The final fatality count for 2021 and 2022 may change as additional information regarding the cases is received. In order to meet the target of 10 for the five-year period of 2018-2022, data analysis suggests that the fatality number needs to be 15 or lower in 2022. Although there are additional days until the end of 2022, Connecticut is cautiously optimistic about achieving the five-year moving average target by December 31, 2022.

State's effort to show progress in meeting target: Per the recommendation from NHTSA Region 2, the HSO changed the performance measure for Distracted driving in FFY2022. The new performance measure is to maintain the five-year (2015-2019) moving average of 10 distracted driver fatalities for FFY2022.

The HSO worked closely with State and Municipal law enforcement to increase participation in High Visibility Enforcement campaigns to reduce distracted driving fatalities and injuries on Connecticut roadways. The HSO will continue to work closely with media contractors to raise public awareness and educate the public about the importance of not driving distracted and ultimately to convince the public to change their attitudes and driving behaviors resulting in safer roadways for everyone. The HSO will continue to bring the *Save a Life Tour* program back to approximately 80 high schools, bringing safety programs and messaging to students who are in the process of or have just obtained their license and will educate students on the consequences of distracted driving.

PERCENTAGE OF CITATIONS ADJUDICATED THROUGH ON-LINE DISPOSITION SYSTEM AND POSTED TO DRIVER HISTORY FILE

Performance Target: To decrease the time it takes to adjudicate and post the outcome to the Driver History File to 80 percent in 2022.

Outcome: Performance Target met.

The mean number of days decreased from 1.227 days in 2017-2018, to 0.274 days in 2018-2019, which is a 77.62 percent improvement. The mean number of days further decreased to 0.0703 days in 2019- 2020, which is a 74.40 percent improvement compared to the 2018-2019 period or a 95 percent improvement compared to the 2017-2018 period. However, due to the COVID-19 pandemic, the citation traffic violations that were disposed online by the court during this period decreased by 41.14 percent (7,890 citations in 2019-2020 compared to 4,644 citations in 2020-2021) and the time it took for the adjudication increased by 133.87 percent (0.070 days to 0.164 days per citation). Current data show an improvement of 68.11 percent from 0.16451335 in the average number of days in 2020-2021 to 0.05247005 days in 2021-2022 or a 96 percent improvement compared to the 2017-2018 period.

Performance Measure	04/01/2017 to 03/31/2018	04/01/2018 to 03/31/2019	04/01/2019 to 03/31/2020	04/01/2020 to 03/31/2021	04/01/2021 to 03/31/2022
Reduced the number of days from Citation Issuance to when Disposition is entered in Driver History File	1.227642276 days	0.274798928 days	0.07034221 days	0.16451335 days	0.05247005 days
Change	-	-77.62%	-74.40%	133.87%	-68.11%
Improvement (Reduction)	-	77.62%	74.40%	-133.87%	68.11%

State’s effort to show progress in meeting target: During the period of 2021-2022, the total number of online dispositions increased significantly by 2.2 fold from 4,644 in 2020-2021 to 10,101 in 2021-2022 and the average number of days to process the citation decreased from 0.16451335 to 0.05247005 days. This was a significant improvement after the setback due to the pandemic. The processing time was impacted by courts shutting down due to the pandemic. With

the court backlog being cleared and the routine work activities resuming back to the new normal, it is anticipated that the improvements in the processing timeline will be evident.

PERCENTAGE OF LAW ENFORCEMENT AGENCIES PARTICIPATING IN USE OF eCITATION

Performance Target: To increase the number of law enforcement agencies using the eCitation system to 80 percent in 2022.

Outcome: Performance Target not met.

Out of 95 Police agencies, currently there are 68 agencies using the eCitation system (67 Municipal and one University Police Department) and 27 agencies are still using paper tickets. 72 percent of the Police agencies are currently using eCitation which is an increase of 10 percent from the previous year. Connecticut State Police also uses eCitation.

State's effort to show progress in meeting target/State's adjustment to 2024 HSP to facilitate meeting target: The COVID-19 pandemic slowed the progress in achieving the target. The HSO has renewed outreach and discussions with additional law enforcement agencies in the HSO's overarching goal to have 100 percent of agencies transition to using eCitation. There are several police agencies that will be changing their RMS vendors in the calendar year 2023, and the new software will allow them to start using the eCitation platform. The HSO has also committed to providing eCitation equipment to complete the agency fleets to eliminate all paper tickets.

While the information about the FFY2024 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the triennial HSP.

TRAFFIC STOP DATA COLLECTION

Performance Target: To have 100 percent of the 107 police agencies that collect and submit traffic stop records electronically in 2022.

Outcome: Performance Target not met.

At present, 106 out of 107 police agencies report data electronically at the time of the stop, which equals 99 percent of the police agencies submitting data electronically.

State’s effort to show progress in meeting target/State’s adjustment to 2024 HSP to facilitate meeting target:

Reporting Year	Number of agencies required to report traffic stop records to the state	Percentage of agencies reporting data	Percentage of agencies reporting data electronically at time of stop
10/1/2013 to 9/30/2014	105	96%	76%
10/1/2014 to 9/30/2015	105	100%	81%
10/1/2015 to 9/30/2016	106	97%	93%
10/1/2016 to 9/30/2017	106	99%	93%
10/1/2017 to 9/30/2018	107	100%	94%
10/1/2018 to 9/30/2019	107	100%	97%
10/1/2019 to 9/30/2020	107	100%	98%
10/1/2020 to 9/30/2021	107	100%	99%
10/1/2021 to 9/30/2022	107	100%	99%

The currently available data indicate that the Performance Target has not been met. Currently, there are 107 police agencies that are required to collect and submit traffic stop records. These include 94 Municipal Police agencies, six (6) University Police agencies, two (2) Tribal Police agencies, Connecticut State Police, and four (4) Special Police agencies. 106 (99%) of the 107 police departments required to collect and submit traffic stop records do so electronically through the department’s records management system (RMS). At the time of the stop, the officer will complete the required data collection fields by entering the information into the computer available in the police car. Most of the RMS systems are designed to automatically complete basic information for the officer such as date, time, location, etc. The RMS vendor then sends the data to the Criminal Justice Information System (CJIS). Some RMS systems are designed to send the

records to CJIS at the end of each day, while others are designed to send the records to CJIS once a month.

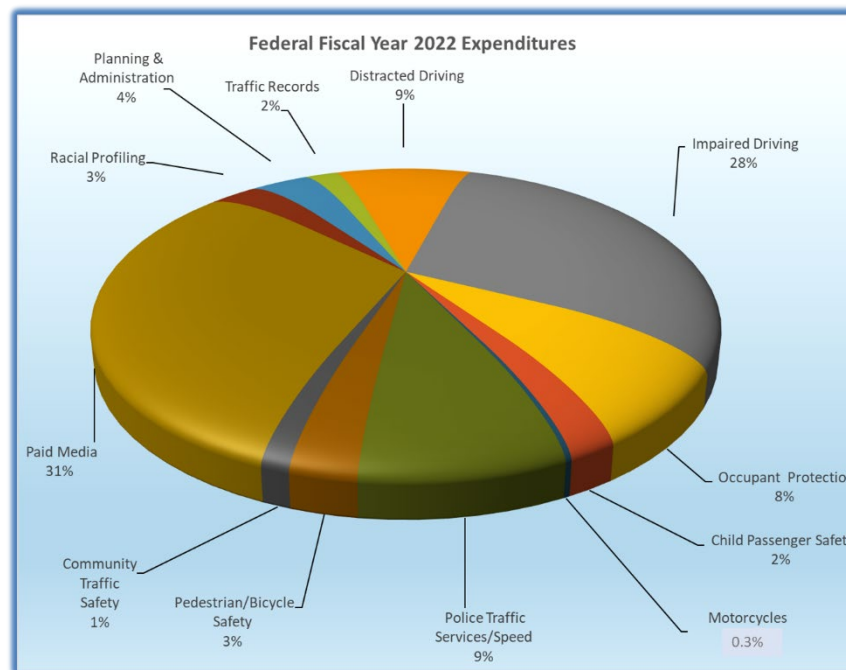
In a continued effort to meet the performance target for FFY2022 and FFY2023, the HSO has developed multiple alternatives for the one (1) department (New London) that does not enter the data through their RMS system. This department can have the dispatcher enter the data through an online portal or the Connecticut Online Law Enforcement Communications Teleprocessing (COLLECT) system at the time of the stop. The other option is for officers to collect the records on paper forms and have a records clerk enter the data into the online portal or COLLECT system. In all cases, the records must be submitted to CJIS on a monthly basis.

The HSO has discussed with New London about transitioning to the RMS model. During FFY2022, New London began to interview RMS systems and began the process of transitioning to a system that will allow the department to electronically submit records by the end of FFY2023. The HSO anticipates meeting this goal by the end of the FFY2023.

FINANCIAL SUMMARY

FFY2022 FINANCIAL SUMMARY

Financial Summary (Data as of 12/28/22)														
	402	154AL	154PA	154PM	1906	405 B	405 C	405 D	405 D Int	405 E	405 F	405 H	Total	% of Total
Planning & Administration	\$349,338		\$64,557										\$413,895	3.5%
Traffic Records	\$5,655						\$222,101						\$227,756	1.9%
Distracted Driving										\$1,014,279			\$1,014,279	8.7%
Impaired Driving	\$159	\$1,229,564						\$2,057,445					\$3,287,168	28.1%
Occupant Protection	\$504,407					\$425,824							\$930,231	8.0%
Child Passenger Safety	\$265,265												\$265,265	2.3%
Motorcycles	\$34,322												\$34,322	0.3%
Police Traffic Services/Speed	\$484,070									\$599,859			\$1,083,929	9.3%
Pedestrian/Bicycle Safety	\$356,396												\$356,396	3.0%
Community Traffic Safety	\$5,404								\$150,000				\$155,404	1.3%
Paid Media	\$200,000			\$1,474,729				\$250,000		\$1,212,975		\$450,000	\$3,587,704	30.7%
Racial Profiling					\$333,245								\$333,245	2.9%
TOTAL	\$2,205,016	\$1,229,564		\$1,474,729	\$333,245	\$425,824	\$222,101	\$2,307,445	\$150,000	\$2,827,112	\$0	\$450,000	\$11,689,593	\$1



FFY2022 PROJECT LIST

Prog. Area	Project Number	Town/Agency	Project Description	HSP Original	HSP Amended	Grant	FFY 22 Expenses
154-AL	0202-0722-AA	CT-DOT/HSO	Alcohol Program Management (154)	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 295.12
154-AL	0202-0722-AB	CT-DOT/HSO	Alcohol Related Program Training	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ -
154-AL	0202-0722-AE	Bethany	Comprehensive DUI Enforcement	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -
154-AL	0202-0722-AF	Killingly	Comprehensive DUI Enforcement	\$ 50,000.00	\$ 50,000.00	\$ -	\$ -
154-AL	0202-0722-AG	Glastonbury	Comprehensive DUI Enforcement	\$ 20,000.00	\$ 20,000.00	\$ 19,689.77	\$ 19,689.78
154-AL	0202-0722-AH	Durham	Comprehensive DUI Enforcement	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -
154-AL	0202-0722-AJ	Bristol	Comprehensive DUI Enforcement	\$ 100,000.00	\$ 100,000.00	\$ 84,234.35	\$ 9,397.44
154-AL	0202-0722-AK	Ledyard	Comprehensive DUI Enforcement	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -
154-AL	0202-0722-AL	Greenwich	Comprehensive DUI Enforcement	\$ 40,000.00	\$ 40,000.00	\$ 39,984.00	\$ 30,672.52
154-AL	0202-0722-AM	Watertown	Comprehensive DUI Enforcement	\$ 30,000.00	\$ 30,000.00	\$ -	\$ -
154-AL	0202-0722-AN	New Britain	Comprehensive DUI Enforcement	\$ 120,000.00	\$ 120,000.00	\$ 115,496.80	\$ 67,945.55
154-AL	0202-0722-AO	Ellington	Comprehensive DUI Enforcement	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -
154-AL	0202-0722-AP	Somers	Comprehensive DUI Enforcement	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -

154-AL	0202-0722-AQ	Naugatuck	Comprehensive DUI Enforcement	\$	40,000.00	\$	40,000.00	\$	24,578.69	\$	21,938.14
154-AL	0202-0722-AR	Wethersfield	Comprehensive DUI Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
154-AL	0202-0722-AS	Prospect	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-AT	Fairfield	Comprehensive DUI Enforcement	\$	40,000.00	\$	40,000.00	\$	39,735.94	\$	34,509.48
154-AL	0202-0722-AU	Meriden	Comprehensive DUI Enforcement	\$	50,000.00	\$	50,000.00	\$	22,446.32	\$	4,755.85
154-AL	0202-0722-AV	Groton, City of	Comprehensive DUI Enforcement	\$	10,000.00	\$	10,000.00	\$	-	\$	-
154-AL	0202-0722-AY	CT-DOT/HSO	Choices Matter	\$	300,000.00	\$	300,000.00	\$	300,000.00	\$	115,000.00
154-AL	0202-0722-AZ	Plainville	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-BA	Bridgeport	Comprehensive DUI Enforcement	\$	80,000.00	\$	80,000.00	\$	-	\$	-
154-AL	0202-0722-BB	Stafford	Comprehensive DUI Enforcement	\$	40,000.00	\$	40,000.00	\$	39,733.97	\$	7,610.38
154-AL	0202-0722-BC	Cromwell	Comprehensive DUI Enforcement	\$	25,000.00	\$	25,000.00	\$	14,327.15	\$	13,744.37
154-AL	0202-0722-BD	Norwalk	Comprehensive DUI Enforcement	\$	80,000.00	\$	80,000.00	\$	45,579.46	\$	14,280.10
154-AL	0202-0722-BE	Bethel	Comprehensive DUI Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
154-AL	0202-0722-BH	Manchester	Comprehensive DUI Enforcement	\$	150,000.00	\$	150,000.00	\$	149,870.58	\$	112,523.43
154-AL	0202-0722-BI	Branford	Comprehensive DUI Enforcement	\$	35,000.00	\$	35,000.00	\$	32,674.87	\$	17,626.54
154-AL	0202-0722-BJ	North Haven	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-BK	Groton, Town of	Comprehensive DUI Enforcement	\$	35,000.00	\$	35,000.00	\$	-	\$	-

154-AL	0202-0722-BL	Coventry	Comprehensive DUI Enforcement	\$	20,000.00	\$	20,000.00	\$	13,561.51	\$	2,453.29
154-AL	0202-0722-BM	Norwich	Comprehensive DUI Enforcement	\$	50,000.00	\$	50,000.00	\$	-	\$	-
154-AL	0202-0722-BN	Windsor	Comprehensive DUI Enforcement	\$	30,000.00	\$	30,000.00	\$	-	\$	-
154-AL	0202-0722-BO	East Haven	Comprehensive DUI Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
154-AL	0202-0722-BQ	Old Lyme	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-BU	New Canaan	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-BW	Darien	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-BX	Danbury	Comprehensive DUI Enforcement	\$	40,000.00	\$	40,000.00	\$	-	\$	-
154-AL	0202-0722-BY	Berlin	Comprehensive DUI Enforcement	\$	30,000.00	\$	30,000.00	\$	-	\$	-
154-AL	0202-0722-BZ	Wilton	Comprehensive DUI Enforcement	\$	30,000.00	\$	30,000.00	\$	29,120.00	\$	23,710.62
154-AL	0202-0722-CA	East Lyme	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-CB	Hartford	Comprehensive DUI Enforcement	\$	300,000.00	\$	300,000.00	\$	298,802.64	\$	245,690.80
154-AL	0202-0722-CC	Wallingford	Comprehensive DUI Enforcement	\$	80,000.00	\$	80,000.00	\$	36,914.11	\$	20,544.07
154-AL	0202-0722-CD	East Haddam	Comprehensive DUI Enforcement	\$	20,000.00	\$	20,000.00	\$	19,739.61	\$	19,200.21
154-AL	0202-0722-CE	North Stonington	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-CF	Tolland	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	14,187.37	\$	8,306.70
154-AL	0202-0722-CH	Vernon	Comprehensive DUI Enforcement	\$	50,000.00	\$	50,000.00	\$	32,829.37	\$	9,305.91

154-AL	0202-0722-CI	Monroe	Comprehensive DUI Enforcement	\$	35,000.00	\$	35,000.00	\$	34,368.25	\$	32,346.36
154-AL	0202-0722-CJ	Willimantic	Comprehensive DUI Enforcement	\$	40,000.00	\$	40,000.00	\$	-	\$	-
154-AL	0202-0722-CK	Haddam	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-CL	Trumbull	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-CM	Stratford	Comprehensive DUI Enforcement	\$	30,000.00	\$	30,000.00	\$	-	\$	-
154-AL	0202-0722-CN	Enfield	Comprehensive DUI Enforcement	\$	100,000.00	\$	100,000.00	\$	76,609.75	\$	36,574.87
154-AL	0202-0722-CP	Colchester	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	14,875.38	\$	10,192.92
154-AL	0202-0722-CQ	Lisbon	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-CS	Montville	Comprehensive DUI Enforcement	\$	60,000.00	\$	60,000.00	\$	59,528.21	\$	50,884.60
154-AL	0202-0722-CT	Madison	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-CU	Westport	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-CV	Waterford	Comprehensive DUI Enforcement	\$	20,000.00	\$	20,000.00	\$	17,538.43	\$	8,149.51
154-AL	0202-0722-CX	Plymouth	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-CZ	Woodbridge	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-DA	Newtown	Comprehensive DUI Enforcement	\$	35,000.00	\$	35,000.00	\$	-	\$	-
154-AL	0202-0722-DC	Westbrook	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	14,388.76	\$	7,240.18
154-AL	0202-0722-DE	Torrington	Comprehensive DUI Enforcement	\$	50,000.00	\$	50,000.00	\$	49,800.61	\$	49,621.01

154-AL	0202-0722-DH	Cheshire	Comprehensive DUI Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
154-AL	0202-0722-DI	New Haven	Comprehensive DUI Enforcement	\$	150,000.00	\$	150,000.00	\$	-	\$	-
154-AL	0202-0722-DJ	South Windsor	Comprehensive DUI Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
154-AL	0202-0722-DK	Plainfield	Comprehensive DUI Enforcement	\$	30,000.00	\$	30,000.00	\$	29,592.47	\$	20,463.45
154-AL	0202-0722-DL	Old Saybrook	Comprehensive DUI Enforcement	\$	50,000.00	\$	50,000.00	\$	-	\$	-
154-AL	0202-0722-DM	Brooklyn	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-DN	Orange	Comprehensive DUI Enforcement	\$	30,000.00	\$	30,000.00	\$	-	\$	-
154-AL	0202-0722-DO	North Branford	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-DP	Hamden	Comprehensive DUI Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
154-AL	0202-0722-DQ	Windsor Locks	Comprehensive DUI Enforcement	\$	35,000.00	\$	35,000.00	\$	34,962.33	\$	13,540.71
154-AL	0202-0722-DR	West Hartford	Comprehensive DUI Enforcement	\$	60,000.00	\$	60,000.00	\$	59,430.72	\$	12,115.06
154-AL	0202-0722-DS	Farmington	Comprehensive DUI Enforcement	\$	20,000.00	\$	20,000.00	\$	18,162.41	\$	8,008.76
154-AL	0202-0722-DU	Mansfield	Comprehensive DUI Enforcement	\$	60,000.00	\$	60,000.00	\$	58,855.67	\$	49,469.13
154-AL	0202-0722-DV	Rocky Hill	Comprehensive DUI Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
154-AL	0202-0722-DW	East Windsor	Comprehensive DUI Enforcement	\$	40,000.00	\$	40,000.00	\$	28,114.91	\$	12,607.75
154-AL	0202-0722-DY	East Hartford	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-DZ	New London	Comprehensive DUI Enforcement	\$	30,000.00	\$	30,000.00	\$	27,789.93	\$	7,338.49

154-AL	0202-0722-EA	Redding	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-EC	Preston	Comprehensive DUI Enforcement	\$	20,000.00	\$	20,000.00	\$	19,517.99	\$	12,897.96
154-AL	0202-0722-ED	Waterbury	Comprehensive DUI Enforcement	\$	150,000.00	\$	150,000.00	\$	100,073.60	\$	58,013.74
154-AL	0202-0722-EE	MADD	Power of Parents	\$	60,000.00	\$	60,000.00	\$	48,756.36	\$	35,464.28
154-AL	0202-0722-EF	Wolcott	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-EH	DMV	Administrative (Per Se) Hearing Attorneys	\$	525,000.00	\$	-	\$	-	\$	-
154-AL	0202-0722-EI	DMV	Ignition Interlock Device Staff Positions	\$	200,000.00	\$	-	\$	-	\$	-
154-AL	0202-0722-EZ	Stamford	Comprehensive DUI Enforcement	\$	120,000.00	\$	120,000.00	\$	88,302.08	\$	5,434.84
154-AL	0202-0722-FA	New Milford	Comprehensive DUI Enforcement	\$	25,000.00	\$	25,000.00	\$	-	\$	-
154-AL	0202-0722-FB	Clinton	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-YY	Municipal Police Agencies	Underage Alcohol Enforcement (YY)	\$	600,000.00	\$	600,000.00	\$	-	\$	-
154-AL	0202-0722-ZZ	Municipal Police Agencies	Comprehensive DUI Enforcement & Equipment (ZZ)	\$	1,285,000.00	\$	4,333,150.15	\$	-	\$	-
154-PA	0202-0723-AB	CT-DOT/HSO	IntelliGrants IGX eGrants Implementation	\$	-	\$	245,000.00	\$	245,000.00	\$	64,556.54
154-PM	0202-0720-AA	CT-DOT/HSO	DUI Media Campaign	\$	2,500,000.00	\$	2,500,000.00	\$	2,500,000.00	\$	1,139,729.36
154-PM	0202-0720-AB	CT-DOT/HSO	Safe States DUI Media Campaign	\$	500,000.00	\$	500,000.00	\$	335,000.00	\$	335,000.00
1906- F1906ER	0202-0725-AA	UCONN	Racial Profiling Prohibition	\$	650,000.00	\$	650,000.00	\$	648,160.14	\$	333,245.31

1906-F1906ER	0202-0725-ZZ	CT-DOT/HSO	Emerging Initiatives	\$	-	\$ 770,646.85	\$	-	\$	-
402-AL	0202-0704-AA	CT-DOT/HSO	Alcohol Program Management	\$	10,000.00	\$ 10,000.00	\$	10,000.00	\$	158.87
402-CR	0202-0709-AA	CT-DOT/HSO	Child Restraint Administration	\$	5,000.00	\$ 5,000.00	\$	5,000.00	\$	-
402-CR	0202-0709-AB	CT-DOT/HSO	CPS Training	\$	20,000.00	\$ 20,000.00	\$	20,000.00	\$	-
402-CR	0202-0709-AC	CCMC	CPS Fitting Stations Support	\$	75,000.00	\$ 75,000.00	\$	75,000.00	\$	67,358.30
402-CR	0202-0709-AD	YNHH	CPS Fitting Stations Support	\$	100,000.00	\$ 100,000.00	\$	100,000.00	\$	89,493.51
402-CR	0202-0709-AE	YNHH	Community Traffic Safety Program	\$	150,000.00	\$ 150,000.00	\$	148,987.83	\$	108,413.10
402-MC	0202-0701-AA	CT-DOT/HSO	Motorcycle Safety Program Administration	\$	5,000.00	\$ 5,000.00	\$	5,000.00	\$	2,795.27
402-MC	0202-0701-AB	CT-DOT/HSO	CONREP Technical Assistance	\$	100,000.00	\$ 100,000.00	\$	100,000.00	\$	31,527.22
402-OP	0202-0702-AA	CT-DOT/HSO	OP Program Administration	\$	5,000.00	\$ 5,000.00	\$	5,000.00	\$	934.31
402-OP	0202-0702-AD	Waterbury PD	Waterbury Area Traffic Safety Program	\$	200,000.00	\$ 200,000.00	\$	141,000.00	\$	128,801.06
402-OP	0202-0702-AE	CT-DOT/HSO	Occupant Protection Media Buy	\$	100,000.00	\$ 100,000.00	\$	-	\$	-
402-OP	0202-0702-AF	CT-DOT/HSO	Occupant Protection PI&E	\$	10,000.00	\$ 10,000.00	\$	10,000.00	\$	-
402-OP	0202-0702-AG	CCMC	Look Before You Lock Education Campaign, Where's Baby	\$	225,000.00	\$ 225,000.00	\$	225,000.00	\$	218,175.52

402-OP	0202-0702-AJ	CT-DOT/HSO	Emerging Initiatives	\$	-	\$	300,000.00	\$	-	\$	-
402-OP	0202-0702-AK	Berlin	Click It or Ticket Enforcement	\$	9,000.00	\$	9,000.00	\$	9,000.00	\$	1,525.04
402-OP	0202-0702-AL	Bloomfield	Click It or Ticket Enforcement	\$	9,000.00	\$	9,000.00	\$	8,735.13	\$	2,135.82
402-OP	0202-0702-AM	Bridgeport	Click It or Ticket Enforcement	\$	17,000.00	\$	17,000.00	\$	-	\$	-
402-OP	0202-0702-AN	Danbury	Click It or Ticket Enforcement	\$	17,500.00	\$	17,500.00	\$	-	\$	-
402-OP	0202-0702-AP	East Hartford	Click It or Ticket Enforcement	\$	11,500.00	\$	11,500.00	\$	11,369.72	\$	10,823.13
402-OP	0202-0702-AQ	Enfield	Click It or Ticket Enforcement	\$	11,500.00	\$	11,500.00	\$	11,208.39	\$	3,008.30
402-OP	0202-0702-AR	Fairfield	Click It or Ticket Enforcement	\$	10,000.00	\$	10,000.00	\$	9,856.88	\$	4,198.50
402-OP	0202-0702-AS	Farmington	Click It or Ticket Enforcement	\$	10,000.00	\$	10,000.00	\$	10,000.00	\$	6,779.47
402-OP	0202-0702-AT	Glastonbury	Click It or Ticket Enforcement	\$	7,500.00	\$	7,500.00	\$	7,241.56	\$	6,758.78
402-OP	0202-0702-AU	Hamden	Click It or Ticket Enforcement	\$	15,000.00	\$	15,000.00	\$	15,000.00	\$	15,000.00
402-OP	0202-0702-AV	Hartford	Click It or Ticket Enforcement	\$	15,000.00	\$	15,000.00	\$	14,337.47	\$	14,142.09
402-OP	0202-0702-AW	Manchester	Click It or Ticket Enforcement	\$	17,000.00	\$	17,000.00	\$	-	\$	-
402-OP	0202-0702-AX	Meriden	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	7,482.11	\$	7,309.64
402-OP	0202-0702-AY	Monroe	Click It or Ticket Enforcement	\$	9,000.00	\$	9,000.00	\$	8,248.38	\$	642.20
402-OP	0202-0702-AZ	Naugatuck	Click It or Ticket Enforcement	\$	7,600.00	\$	7,600.00	\$	7,600.00	\$	7,506.10
402-OP	0202-0702-BA	New Britain	Click It or Ticket Enforcement	\$	16,000.00	\$	16,000.00	\$	-	\$	-

402-OP	0202-0702-BC	Orange	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-BD	South Windsor	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	5,760.00	\$	2,472.22
402-OP	0202-0702-BE	Southington	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	7,795.20	\$	954.72
402-OP	0202-0702-BF	Stonington	Click It or Ticket Enforcement	\$	7,000.00	\$	7,000.00	\$	-	\$	-
402-OP	0202-0702-BG	Vernon	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-BH	Wallingford	Click It or Ticket Enforcement	\$	11,500.00	\$	11,500.00	\$	11,279.31	\$	7,755.27
402-OP	0202-0702-BI	Waterbury	Click It or Ticket Enforcement	\$	10,000.00	\$	10,000.00	\$	9,832.08	\$	8,585.99
402-OP	0202-0702-BJ	Watertown	Click It or Ticket Enforcement	\$	7,600.00	\$	7,600.00	\$	7,218.07	\$	5,587.21
402-OP	0202-0702-BK	West Hartford	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	5,952.00	\$	529.60
402-OP	0202-0702-BL	West Haven	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-BM	Westport	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	5,616.00	\$	895.65
402-OP	0202-0702-BN	Wilton	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-BO	Woodbridge	Click It or Ticket Enforcement	\$	6,500.00	\$	6,500.00	\$	4,719.65	\$	1,852.88
402-OP	0202-0702-BP	Branford	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-BQ	Bristol	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	7,320.87	\$	1,434.87
402-OP	0202-0702-BR	Brookfield	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-

402-OP	0202-0702-BS	Canton	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	5,224.81	\$	5,224.81
402-OP	0202-0702-BT	Cheshire	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-BU	Granby	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-BV	Groton	Click It or Ticket Enforcement	\$	12,000.00	\$	12,000.00	\$	-	\$	-
402-OP	0202-0702-BW	Middletown	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-BX	Milford	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-BY	New Haven	Click It or Ticket Enforcement	\$	17,000.00	\$	17,000.00	\$	16,189.19	\$	12,500.84
402-OP	0202-0702-BZ	New Milford	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-CA	Newington	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-CB	Newtown	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	5,464.06	\$	-
402-OP	0202-0702-CC	North Haven	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-CD	Norwalk	Click It or Ticket Enforcement	\$	10,000.00	\$	10,000.00	\$	-	\$	-
402-OP	0202-0702-CE	Norwich	Click It or Ticket Enforcement	\$	10,000.00	\$	10,000.00	\$	-	\$	-
402-OP	0202-0702-CF	Plainville	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	7,796.83	\$	6,172.49
402-OP	0202-0702-CG	Ridgefield	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-CH	Shelton	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-CI	Simsbury	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-

402-OP	0202-0702-CJ	Stamford	Click It or Ticket Enforcement	\$	17,000.00	\$	17,000.00	\$	-	\$	-
402-OP	0202-0702-CK	Stratford	Click It or Ticket Enforcement	\$	10,000.00	\$	10,000.00	\$	9,549.90	\$	9,355.18
402-OP	0202-0702-CL	Suffield	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	6,974.59	\$	1,609.52
402-OP	0202-0702-CM	Torrington	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	7,922.82	\$	6,849.54
402-OP	0202-0702-CN	Trumbull	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-CO	Wethersfield	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-CP	Winchester	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	7,709.46	\$	1,957.60
402-OP	0202-0702-CQ	Windsor	Click It or Ticket Enforcement	\$	9,000.00	\$	9,000.00	\$	-	\$	-
402-OP	0202-0702-CR	Wolcott	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-CS	Coventry	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-CT	Portland	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-CU	Weston	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-CV	Seymour	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-CW	Plymouth	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-CX	Easton	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-CY	Thomaston	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-CZ	Redding	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-

402-OP	0202-0702-DA	Burlington	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DB	Putnam	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DC	Windham	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DD	Ledyard	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DE	Litchfield	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DF	Marlborough	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DG	Voluntown	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DH	Washington	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DI	North Branford	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DJ	Chaplin	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DK	Cornwall	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DL	Salisbury	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DM	Harwinton	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DN	Preston	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DO	New Canaan	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DP	Greenwich	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	5,910.40	\$	2,928.32
402-OP	0202-0702-DQ	Waterford	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-

402-OP	0202-0702-ZZ	Municipal Police Agencies	Click It or Ticket Enforcement (ZZ)	\$	113,800.00	\$	83,800.00	\$	-	\$	-
402-PA	0202-0733-AA	CT-DOT/HSO	Planning and Administration	\$	600,000.00	\$	649,217.06	\$	600,000.00	\$	322,137.05
402-PA	0202-0733-AB	CT-DOT/HSO	Planning and Administration	\$	-	\$	30,000.00	\$	30,000.00	\$	27,200.91
402-CP	0202-0703-AA	CT-DOT/HSO	HSO Staff Community Outreach	\$	50,000.00	\$	50,000.00	\$	50,000.00	\$	5,404.05
402-TR	0202-0705-AA	CT-DOT/HSO	Traffic Records Administration	\$	50,000.00	\$	50,000.00	\$	50,000.00	\$	-
402-TR	0202-0705-AJ	Manchester	E-citation Local Law Enforcement	\$	-	\$	6,500.00	\$	5,655.00	\$	5,655.00
402-TR	0202-0705-ZZ	Municipal Police Agencies	E-citation Local Law Enforcement	\$	350,000.00	\$	660,744.74			\$	-
402-SE	0202-0706-AC	Bridgeport	Speed and Aggressive Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	49,596.84	\$	47,652.32
402-SE	0202-0706-AD	Bristol	Speed and Aggressive Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	37,882.58	\$	26,762.41
402-SE	0202-0706-AF	Danbury	Speed and Aggressive Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	48,576.00	\$	40,137.12
402-SE	0202-0706-AG	East Hartford	Speed and Aggressive Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	-	\$	-
402-SE	0202-0706-AI	Fairfield	Speed and Aggressive Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	-	\$	-
402-SE	0202-0706-AJ	Hamden	Speed and Aggressive Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	-	\$	-

402-SE	0202-0706-AK	Hartford	Speed and Aggressive Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	49,339.13	\$	40,695.52
402-SE	0202-0706-AM	Meriden	Speed and Aggressive Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	13,396.83	\$	9,511.18
402-SE	0202-0706-AN	Middletown	Speed and Aggressive Driving Enforcement	\$	25,000.00	\$	25,000.00	\$	-	\$	-
402-SE	0202-0706-AO	New Britain	Speed and Aggressive Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	49,264.00	\$	38,232.84
402-SE	0202-0706-AP	New Haven	Speed and Aggressive Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	49,338.47	\$	15,707.36
402-SE	0202-0706-AR	Norwalk	Speed and Aggressive Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	-	\$	-
402-SE	0202-0706-AS	Shelton	Speed and Aggressive Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	-	\$	-
402-SE	0202-0706-AU	Trumbull	Speed and Aggressive Driving Enforcement	\$	25,000.00	\$	25,000.00	\$	-	\$	-
402-SE	0202-0706-AV	Waterbury	Speed and Aggressive Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	41,025.25	\$	9,203.13
402-SE	0202-0706-AW	West Hartford	Speed and Aggressive Driving Enforcement	\$	25,000.00	\$	25,000.00	\$	24,922.56	\$	12,756.54
402-SE	0202-0706-AX	Wethersfield	Speed and Aggressive Driving Enforcement	\$	25,000.00	\$	25,000.00	\$	-	\$	-
402-SE	0202-0706-ZZ	Municipal Police Agencies	Speed and Aggressive Driving Enforcement (ZZ)	\$	25,000.00	\$	25,000.00	\$	-	\$	-

402-PT	0202-0707-AA	CT-DOT/HSO	PTS Administration	\$	5,000.00	\$	5,000.00	\$	5,000.00	\$	561.17
402-PT	0202-0707-AI	CT-DOT/HSO	DRE Overtime Call-Out	\$	525,000.00	\$	70,000.00	\$	-	\$	-
402-PT	0202-0707-AL	CT-DOT/HSO	DRE Training	\$	150,000.00	\$	150,000.00	\$	150,000.00	\$	20,668.37
402-PT	0202-0707-AM	DESPP	DRE Instructor Support (2)	\$	70,000.00	\$	70,000.00	\$	35,000.00	\$	16,528.55
402-PT	0202-0707-AN	Manchester	DRE Instructor Support	\$	35,000.00	\$	35,000.00	\$	31,975.52	\$	31,975.51
402-PT	0202-0707-AO	Montville	DRE Instructor Support	\$	35,000.00	\$	35,000.00	\$	31,118.40	\$	24,000.65
402-PT	0202-0707-AP	Newtown	DRE Instructor Support	\$	35,000.00	\$	35,000.00	\$	25,233.48	\$	5,132.51
402-PT	0202-0707-AQ	Norwich	DRE Instructor Support	\$	35,000.00	\$	-	\$	-	\$	-
402-PT	0202-0707-AR	South Windsor	DRE Instructor Support	\$	35,000.00	\$	35,000.00	\$	-	\$	-
402-PT	0202-0707-AS	Waterford	DRE Instructor Support	\$	35,000.00	\$	35,000.00	\$	34,776.63	\$	17,211.97
402-PT	0202-0707-AT	Southington	DRE Instructor Support	\$	35,000.00	\$	35,000.00	\$	-	\$	-
402-PT	0202-0707-AU	New Milford	DRE Instructor Support	\$	35,000.00	\$	35,000.00	\$	28,787.62	\$	4,382.24
402-PT	0202-0707-AV	Vernon	DRE Instructor Support	\$	35,000.00	\$	35,000.00	\$	19,907.33	\$	1,342.43
402-PT	0202-0707-AW	CT-DOT/HSO	IntelliGrants IGX eGrants Implementation	\$	-	\$	455,000.00	\$	455,000.00	\$	119,890.71
402-PT	0202-0707-AX	Norwalk	DRE Instructor Support	\$	-	\$	35,000.00	\$	5,984.83	\$	1,717.55
402-TSP	0202-0708-AA	CT-DOT/HSO	GDL/Teen Driving Education	\$	400,000.00	\$	400,000.00	\$	-	\$	-
402-PS	0202-0710-AC	CCMC	Pedestrian Safety Awareness Project-Watch for Me CT	\$	360,000.00	\$	360,000.00	\$	360,000.00	\$	356,396.11
402-PS	0202-0710-AE	CT-DOT/HSO	PI&E	\$	5,000.00	\$	5,000.00	\$	-	\$	-

402-PM	0202-0711-AC	CPCA	Holiday & Back to School Safety Media Buy	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00
405b-1 (M1HVE)	0202-0741-1-AC	DESPP	Occupant Protection Enforcement	\$ 150,000.00	\$ 150,000.00	\$ 149,032.15	\$ 78,597.21
405b-2 (M1PE)	0202-0741-2-AD	CT-DOT/HSO	Occupant Protection Media Buy	\$ 800,000.00	\$ 800,000.00	\$ 800,000.00	\$ 299,995.05
405b-2 (M1PE)	0202-0741-2-AE	DESPP	Convincer/Rollover Simulator Education and Equipment	\$ 200,000.00	\$ 200,000.00	\$ 173,000.00	\$ 47,232.22
405c (M3DA)	0202-0742-AA	CT-DOT/HSO	Traffic Records Administration	\$ 120,000.00	\$ 120,000.00	\$ 120,000.00	\$ 89,775.00
405c (M3DA)	0202-0742-AD	CT Judicial (CIB)	Online Disposition System	\$ 200,000.00	\$ 200,000.00	\$ -	\$ -
405c (M3DA)	0202-0742-AE	CT Judicial (CIB)	E-Citation Processing System	\$ 190,000.00	\$ 190,000.00	\$ 188,000.00	\$ 96,371.46
405c (M3DA)	0202-0742-AI	Manchester PD	E-citation Local Law Enforcement	\$ -	\$ 6,500.00	\$ -	\$ -
405c (M3DA)	0202-0742-AJ	Easton PD	E-citation Local Law Enforcement	\$ -	\$ 41,000.00	\$ 35,954.25	\$ 35,954.25
405c (M3DA)	0202-0742-AK	Windsor Locks PD	E-citation Local Law Enforcement	\$ -	\$ 4,000.00	\$ -	\$ -
405c (M3DA)	0202-0742-AL	Derby PD	E-citation Local Law Enforcement	\$ -	\$ 26,500.00	\$ -	\$ -
405c (M3DA)	0202-0742-ZZ	Municipal Police Agencies	E-citation Local Law Enforcement	\$ 250,000.00	\$ 478,473.71	\$ -	\$ -
405d-1 (M5HVE)	0202-0743-1-AB	Hartford Hospital	Healthcare Heroes Against Impaired Driving	\$ 600,000.00	\$ 600,000.00	\$ 600,000.00	\$ 570,909.35
405d-1 (M5HVE)	0202-0743-1-AC	CT Judicial	TSRP	\$ 250,000.00	\$ 250,000.00	\$ 223,690.72	\$ 150,313.52

405d-1 (M5HVE)	0202-0743-1-BM	CT-DOT/HSO	Drug Recognition Expert Field Kits	\$ 170,000.00	\$ 170,000.00	\$ -	\$ -
405d-1 (M5HVE)	0202-0743-1-DK	UCONN (CTSRC)	Tablets, Software, and Evaluation for DRE Program	\$ 150,000.00	\$ 150,000.00	\$ 34,908.21	\$ 34,906.97
405d-1 (M5HVE)	0202-0743-1-DM	DESPP	Expanded DUI Enforcement & Equipment	\$ 700,000.00	\$ 700,000.00	\$ 590,532.42	\$ 257,363.67
405d-1 (M5HVE)	0202-0743-1-ZZ	Municipal Police Agencies	Comprehensive DUI Enforcement & Equipment (ZZ)	\$ 1,000,000.00	\$ -		\$ -
405d-4 (M5CS)	0202-0743-4-BE	DMV	Ignition Interlock Device Staff Positions	\$ -	\$ 65,000.00	\$ -	\$ -
405d-4 (M5CS)	0202-0743-4-BF	DMV	Administrative (Per Se) Hearing Attorneys	\$ -	\$ 525,000.00	\$ 513,515.35	\$ 408,777.74
405d-5 (M5BAC)	0202-0743-5-BQ	DESPP	Toxicology Lab Personnel	\$ 590,000.00	\$ 590,000.00	\$ 565,590.39	\$ 280,090.16
405d-5 (M5BAC)	0202-0743-5-DO	DESPP	Toxicology Supplies	\$ 84,000.00	\$ 84,000.00	\$ 84,000.00	\$ 71,020.74
405d-5 (M5BAC)	0202-0743-5-DN	DESPP	Warranties and Equipment	\$ 417,000.00	\$ 552,000.00	\$ 551,557.11	\$ 284,062.70
405d-7 (M5PEM)	0202-0743-7-AD	CT-DOT/HSO	Cannabis Impairment Awareness Media Campaign	\$ -	\$ 275,000.00	\$ 275,000.00	\$ 250,000.00
405d-ii-3 (M7*SE)	0202-0740-3-AK	DESPP	Speed and Aggressive Driving Enforcement & Equipment	\$ 190,000.00	\$ -	\$ -	\$ -
405d-ii-4 (M7*PS)	0202-0740-4-AT	CT-DOT/HSO	Bike/Ped Media Buy (AARP)	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00
405d-ii-6 (FDIOT)	0202-0740-6-AZ	CT-DOT/HSO	Emerging Initiatives	\$ -	\$ 190,000.00	\$ -	\$ -

405e-1 (M8PE)	0202-0745-1-AA	CT-DOT/HSO	Save A Life Tour	\$	240,000.00	\$	240,000.00	\$	240,000.00	\$	240,000.00
405e-1 (M8PE)	0202-0745-1-DY	CT-DOT/HSO	Distracted Driving Public Messaging Campaign	\$	850,000.00	\$	850,000.00	\$	850,000.00	\$	524,995.59
405e-1 (M8PE)	0202-0745-1-DZ	CT-DOT/HSO	Distracted Driving Citation Holders	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-AC	New Haven	Distracted Driving Enforcement	\$	60,000.00	\$	60,000.00	\$	57,818.52	\$	57,818.52
405e-2 (M8DDLE)	0202-0745-2-AD	Danbury	Distracted Driving Enforcement	\$	60,000.00	\$	60,000.00	\$	59,200.00	\$	40,256.88
405e-2 (M8DDLE)	0202-0745-2-AE	Waterbury	Distracted Driving Enforcement	\$	60,000.00	\$	60,000.00	\$	45,259.50	\$	33,597.06
405e-2 (M8DDLE)	0202-0745-2-AF	Hartford	Distracted Driving Enforcement	\$	60,000.00	\$	60,000.00	\$	59,196.75	\$	58,897.37
405e-2 (M8DDLE)	0202-0745-2-AG	Manchester	Distracted Driving Enforcement	\$	60,000.00	\$	60,000.00	\$	59,076.83	\$	44,125.18
405e-2 (M8DDLE)	0202-0745-2-AH	Norwalk	Distracted Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	50,000.00	\$	42,657.69
405e-2 (M8DDLE)	0202-0745-2-AI	Newington	Distracted Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-AJ	Westport	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	19,968.00	\$	7,886.24
405e-2 (M8DDLE)	0202-0745-2-AK	Hamden	Distracted Driving Enforcement	\$	60,000.00	\$	60,000.00	\$	60,000.00	\$	47,273.04
405e-2 (M8DDLE)	0202-0745-2-AL	Farmington	Distracted Driving Enforcement	\$	30,000.00	\$	30,000.00	\$	28,837.44	\$	5,790.36
405e-2 (M8DDLE)	0202-0745-2-AM	Orange	Distracted Driving Enforcement	\$	40,000.00	\$	40,000.00	\$	27,167.40	\$	19,207.29
405e-2 (M8DDLE)	0202-0745-2-AN	Bristol	Distracted Driving Enforcement	\$	40,000.00	\$	40,000.00	\$	23,395.96	\$	3,767.10
405e-2 (M8DDLE)	0202-0745-2-AO	Norwich	Distracted Driving Enforcement	\$	30,000.00	\$	30,000.00	\$	-	\$	-

405e-2 (M8DDLE)	0202-0745-2-AP	West Haven	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-AQ	Bridgeport	Distracted Driving Enforcement	\$	60,000.00	\$	60,000.00	\$	59,638.08	\$	36,529.67
405e-2 (M8DDLE)	0202-0745-2-AR	Stamford	Distracted Driving Enforcement	\$	60,000.00	\$	60,000.00	\$	57,826.50	\$	18,041.59
405e-2 (M8DDLE)	0202-0745-2-AS	Derby	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-AT	Stratford	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	19,099.79	\$	19,099.79
405e-2 (M8DDLE)	0202-0745-2-AU	Plainville	Distracted Driving Enforcement	\$	22,000.00	\$	22,000.00	\$	20,791.56	\$	14,619.06
405e-2 (M8DDLE)	0202-0745-2-AV	Trumbull	Distracted Driving Enforcement	\$	30,000.00	\$	30,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-AW	Wethersfield	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-AX	Vernon	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-AY	North Haven	Distracted Driving Enforcement	\$	15,000.00	\$	15,000.00	\$	14,734.46	\$	10,514.85
405e-2 (M8DDLE)	0202-0745-2-AZ	Bloomfield	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	9,983.00	\$	1,533.85
405e-2 (M8DDLE)	0202-0745-2-BA	New London	Distracted Driving Enforcement	\$	30,000.00	\$	30,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-BB	West Hartford	Distracted Driving Enforcement	\$	60,000.00	\$	60,000.00	\$	59,892.00	\$	36,052.10
405e-2 (M8DDLE)	0202-0745-2-BC	Southington	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	11,131.12	\$	5,937.36
405e-2 (M8DDLE)	0202-0745-2-BE	Wallingford	Distracted Driving Enforcement	\$	30,000.00	\$	30,000.00	\$	29,052.77	\$	15,894.76
405e-2 (M8DDLE)	0202-0745-2-BF	East Hartford	Distracted Driving Enforcement	\$	30,000.00	\$	30,000.00	\$	29,561.27	\$	24,689.98
405e-2 (M8DDLE)	0202-0745-2-BG	Waterford	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	13,485.47	\$	5,353.53

405e-2 (M8DDLE)	0202-0745-2-BH	Brookfield	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	19,297.35	\$	672.28
405e-2 (M8DDLE)	0202-0745-2-BI	Willimantic	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	19,638.70	\$	10,993.21
405e-2 (M8DDLE)	0202-0745-2-BK	Berlin	Distracted Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	29,473.02	\$	10,167.96
405e-2 (M8DDLE)	0202-0745-2-BL	Meriden	Distracted Driving Enforcement	\$	30,000.00	\$	30,000.00	\$	30,000.00	\$	18,268.14
405e-2 (M8DDLE)	0202-0745-2-BM	Cheshire	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-BN	Wilton	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	19,992.00	\$	16,702.20
405e-2 (M8DDLE)	0202-0745-2-BO	Monroe	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	18,841.06	\$	9,360.67
405e-2 (M8DDLE)	0202-0745-2-BQ	Old Saybrook	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-BR	Cromwell	Distracted Driving Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-BS	Canton	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	20,000.00	\$	18,826.09
405e-2 (M8DDLE)	0202-0745-2-BT	Enfield	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-BU	East Windsor	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-BV	New Milford	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	18,931.95	\$	12,067.27
405e-2 (M8DDLE)	0202-0745-2-BW	Greenwich	Distracted Driving Enforcement	\$	30,000.00	\$	30,000.00	\$	29,991.36	\$	27,387.60
405e-2 (M8DDLE)	0202-0745-2-BX	Avon	Distracted Driving Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-BY	New Britain	Distracted Driving Enforcement	\$	55,000.00	\$	55,000.00	\$	51,084.00	\$	30,399.92
405e-2 (M8DDLE)	0202-0745-2-BZ	Rocky Hill	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-

405e-2 (M8DDLE)	0202-0745-2-CA	Naugatuck	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	20,000.00	\$	20,000.01
405e-2 (M8DDLE)	0202-0745-2-CB	Stonington	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-CD	Milford	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-CG	Ridgefield	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-CH	Plymouth	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	19,927.36	\$	13,680.84
405e-2 (M8DDLE)	0202-0745-2-CI	Bethel	Distracted Driving Enforcement	\$	30,000.00	\$	30,000.00	\$	28,896.00	\$	28,680.48
405e-2 (M8DDLE)	0202-0745-2-CJ	Clinton	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-CK	Watertown	Distracted Driving Enforcement	\$	15,000.00	\$	15,000.00	\$	14,436.14	\$	10,396.19
405e-2 (M8DDLE)	0202-0745-2-CL	New Canaan	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	19,987.43	\$	17,472.79
405e-2 (M8DDLE)	0202-0745-2-CN	Glastonbury	Distracted Driving Enforcement	\$	30,000.00	\$	30,000.00	\$	28,966.23	\$	21,724.68
405e-2 (M8DDLE)	0202-0745-2-CP	Torrington	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	19,432.68	\$	16,229.69
405e-2 (M8DDLE)	0202-0745-2-CT	Fairfield	Distracted Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	49,512.47	\$	25,781.14
405e-2 (M8DDLE)	0202-0745-2-CU	South Windsor	Distracted Driving Enforcement	\$	30,000.00	\$	30,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-CV	Middletown	Distracted Driving Enforcement	\$	25,000.00	\$	25,000.00	\$	24,717.31	\$	23,438.81
405e-2 (M8DDLE)	0202-0745-2-CW	Simsbury	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-CX	Windsor	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-DG	Darien	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-

405e-2 (M8DDLE)	0202-0745-2-DW	DESPP	Distracted Driving Enforcement	\$ 125,000.00	\$ 125,000.00	\$ 125,000.00	\$ 117,068.09
405e-2 (M8DDLE)	0202-0745-2-EF	Newtown	Distracted Driving Enforcement	\$ 25,000.00	\$ 25,000.00	\$ 23,859.71	\$ -
405e-2 (M8DDLE)	0202-0745-2-EM	Coventry	Distracted Driving Enforcement	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -
405e-2 (M8DDLE)	0202-0745-2-ER	Shelton	Distracted Driving Enforcement	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -
405e-2 (M8DDLE)	0202-0745-2-ES	Seymour	Distracted Driving Enforcement	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -
405e-2 (M8DDLE)	0202-0745-2-ET	Thomaston	Distracted Driving Enforcement	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -
405e-2 (M8DDLE)	0202-0745-2-EU	Woodbridge	Distracted Driving Enforcement	\$ 20,000.00	\$ 20,000.00	\$ 18,878.58	\$ 15,417.17
405e-2 (M8DDLE)	0202-0745-2-EV	Ansonia	Distracted Driving Enforcement	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -
405e-2 (M8DDLE)	0202-0745-2-EW	Wolcott	Distracted Driving Enforcement	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -
405e-2 (M8DDLE)	0202-0745-2-ZZ	Municipal Police Agencies	Distracted Driving Enforcement (ZZ)	\$ 283,000.00	\$ 583,000.00		\$ -
405e-3 (M8*PT)	0202-0745-3-EP	CT-DOT/HSO	Data Analysis & Surveys	\$ 400,000.00	\$ 400,000.00	\$ 400,000.00	\$ 400,000.00
405e-4 (M8*SE)	0202-0745-4-EQ	DESPP	Speed and Aggressive Driving Enforcement & Equipment	\$ -	\$ 200,000.00	\$ 199,934.95	\$ 199,858.53
405e-6 (M8*PM)	0202-0745-6-AB	CT-DOT/HSO	HVE Speed Campaign Media Buy	\$ 250,000.00	\$ 250,000.00	\$ 250,000.00	\$ 249,979.00
405e-6 (M8*PM)	0202-0745-6-DX	CT-DOT/HSO	Drive Safe CT Media Partnership	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 198,000.00
405e-8 (M8X)	0202-0745-8-YY	CT-DOT/HSO	Emerging Initiatives	\$ 800,000.00	\$ 1,132,924.38	\$ 800,000.00	\$ -
405f-1 (M11MT)	0202-0744-1-AB	CT-DOT/HSO	PI&E	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ -

405f-2 (M11MA)	0202-0744-2-AC	CT-DOT/HSO	PI&E Media	\$ 70,000.00	\$ 71,256.16	\$ 70,000.00	\$ -
405h-2 (FHPE)	0202-0746-2-AC	CT-DOT/HSO	Non-Motorized Media and Outreach	\$ 450,000.00	\$ 450,000.00	\$ 450,000.00	\$ 450,000.00
405h-2 (FHPE)	0202-0746-2-AD	CT-DOT/HSO	Law Enforcement Training	\$ 100,000.00	\$ 100,000.00	\$ -	\$ -
Total				\$ 27,841,000.00	\$ 32,986,913.05	\$ 19,553,112.95	\$ 11,689,592.93

FFY2022 AMENDMENT LIST

Amendment Number	Project	Project Number	Sent Date	Approved Date	Amount	Funding Taken From	Increase in Plan
1	FFY2022 HSP Projects	ALL	9/7/2021	Various Dates	\$27,841,000.00		\$0
2	Emerging Initiatives	0202-0740-6-AZ 0202-0745-4-EQ	1/31/2022	1/31/2022	\$190,000.00 \$200,000.00	0202-0740-3-AK 0202-0745-8-YY	\$0
3	Warranties & Equipment	0202-0743-5-DN	3/16/2022	3/17/2022	\$135,000.00	0202-0743-4-BE	\$0
4	IntelliGrants IGX eGrants Implementation	0202-0707-AW 0202-0723-AB	4/6/2022	4/11/2022	\$455,000.00 \$245,000.00	0202-0707-AI 0202-0722-ZZ	\$0
5	Conduct Management Review Prep	0202-0733-AB	5/2/2022	5/3/2022	\$30,000.00	0202-0702-ZZ	\$0
6	eCitation Local Law Enforcement	0202-0742-AI, AJ, AK, AL	5/16/2022	5/20/2022	\$78,000.00	0202-0742-ZZ	\$0
7	<i>Various Projects</i>						
	Comprehensive DUI Enforcement & Equipment (ZZ)	0202-0722-ZZ			\$4,333,150.15		
	Emerging Initiatives	0202-0702-AJ			\$300,000.00		
	Planning and Administration	0202-0733-AA			\$649,217.06		
	eCitation Local Law Enforcement	0202-0705-ZZ	6/3/2022	6/6/2022	\$667,244.74	Carry Forward and New Funds	\$5,145,913.05
	eCitation Local Law Enforcement	0202-0742-ZZ			\$478,473.71		
	Distracted Driving Enforcement (ZZ)	0202-0745-2-ZZ			\$583,000.00		
	Emerging Initiatives	0202-0745-8-YY			\$1,132,924.38		
	PI&E Media	0202-0744-2-AC			\$71,256.16		
	Emerging Initiatives	0202-0725-ZZ			\$770,646.85		
8	eCitation Local Law Enforcement	0202-0705-AJ	7/13/2022	7/20/2022	\$6,500.00	0202-0705-ZZ	\$0
9	DRE Instructor Support	0202-0707-AX	8/1/2022	8/9/2022	\$35,000.00	0202-0707-AQ	\$0
						TOTAL	\$5,145,913.05

LIST OF PROJECTS INCLUDED IN THE FFY2022 HSP BUT NO GRANTS RECEIVED

Prog. Area	Project Number	Town/ Agency	Project Description	HSP Original	HSP Amended	Grant	FFY 22 Expenses
154-AL	0202-0722-AE	Bethany	Comprehensive DUI Enforcement	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -
154-AL	0202-0722-AF	Killingly	Comprehensive DUI Enforcement	\$ 50,000.00	\$ 50,000.00	\$ -	\$ -
154-AL	0202-0722-AH	Durham	Comprehensive DUI Enforcement	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -
154-AL	0202-0722-AK	Ledyard	Comprehensive DUI Enforcement	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -
154-AL	0202-0722-AM	Watertown	Comprehensive DUI Enforcement	\$ 30,000.00	\$ 30,000.00	\$ -	\$ -
154-AL	0202-0722-AO	Ellington	Comprehensive DUI Enforcement	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -
154-AL	0202-0722-AP	Somers	Comprehensive DUI Enforcement	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -
154-AL	0202-0722-AR	Wethersfield	Comprehensive DUI Enforcement	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -
154-AL	0202-0722-AS	Prospect	Comprehensive DUI Enforcement	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -
154-AL	0202-0722-AV	Groton, City of	Comprehensive DUI Enforcement	\$ 10,000.00	\$ 10,000.00	\$ -	\$ -
154-AL	0202-0722-AZ	Plainville	Comprehensive DUI Enforcement	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -
154-AL	0202-0722-BA	Bridgeport	Comprehensive DUI Enforcement	\$ 80,000.00	\$ 80,000.00	\$ -	\$ -
154-AL	0202-0722-BE	Bethel	Comprehensive DUI Enforcement	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -
154-AL	0202-0722-BJ	North Haven	Comprehensive DUI Enforcement	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -

154-AL	0202-0722-BK	Groton, Town of	Comprehensive DUI Enforcement	\$	35,000.00	\$	35,000.00	\$	-	\$	-
154-AL	0202-0722-BM	Norwich	Comprehensive DUI Enforcement	\$	50,000.00	\$	50,000.00	\$	-	\$	-
154-AL	0202-0722-BN	Windsor	Comprehensive DUI Enforcement	\$	30,000.00	\$	30,000.00	\$	-	\$	-
154-AL	0202-0722-BO	East Haven	Comprehensive DUI Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
154-AL	0202-0722-BQ	Old Lyme	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-BU	New Canaan	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-BW	Darien	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-BX	Danbury	Comprehensive DUI Enforcement	\$	40,000.00	\$	40,000.00	\$	-	\$	-
154-AL	0202-0722-BY	Berlin	Comprehensive DUI Enforcement	\$	30,000.00	\$	30,000.00	\$	-	\$	-
154-AL	0202-0722-CA	East Lyme	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-CE	North Stonington	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-CJ	Willimantic	Comprehensive DUI Enforcement	\$	40,000.00	\$	40,000.00	\$	-	\$	-
154-AL	0202-0722-CK	Haddam	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-CL	Trumbull	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-CM	Stratford	Comprehensive DUI Enforcement	\$	30,000.00	\$	30,000.00	\$	-	\$	-
154-AL	0202-0722-CQ	Lisbon	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-CT	Madison	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-

154-AL	0202-0722-CU	Westport	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-CX	Plymouth	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-CZ	Woodbridge	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-DA	Newtown	Comprehensive DUI Enforcement	\$	35,000.00	\$	35,000.00	\$	-	\$	-
154-AL	0202-0722-DH	Cheshire	Comprehensive DUI Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
154-AL	0202-0722-DI	New Haven	Comprehensive DUI Enforcement	\$	150,000.00	\$	150,000.00	\$	-	\$	-
154-AL	0202-0722-DJ	South Windsor	Comprehensive DUI Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
154-AL	0202-0722-DL	Old Saybrook	Comprehensive DUI Enforcement	\$	50,000.00	\$	50,000.00	\$	-	\$	-
154-AL	0202-0722-DM	Brooklyn	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-DN	Orange	Comprehensive DUI Enforcement	\$	30,000.00	\$	30,000.00	\$	-	\$	-
154-AL	0202-0722-DO	North Branford	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-DP	Hamden	Comprehensive DUI Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
154-AL	0202-0722-DV	Rocky Hill	Comprehensive DUI Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
154-AL	0202-0722-DY	East Hartford	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-EA	Redding	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
154-AL	0202-0722-EF	Wolcott	Comprehensive DUI Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-

154-AL	0202-0722-EH	DMV	Administrative (Per Se) Hearing Attorneys	\$ 525,000.00	\$ -	\$ -	\$ -
154-AL	0202-0722-EI	DMV	Ignition Interlock Device Staff Positions	\$ 200,000.00	\$ -	\$ -	\$ -
154-AL	0202-0722-FA	New Milford	Comprehensive DUI Enforcement	\$ 25,000.00	\$ 25,000.00	\$ -	\$ -
154-AL	0202-0722-FB	Clinton	Comprehensive DUI Enforcement	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -
154-AL	0202-0722-YY	Municipal Police Agencies	Underage Alcohol Enforcement (YY)	\$ 600,000.00	\$ 600,000.00	\$ -	\$ -
154-AL	0202-0722-ZZ	Municipal Police Agencies	Comprehensive DUI Enforcement & Equipment (ZZ)	\$ 1,285,000.00	\$ 4,333,150.15	\$ -	\$ -
1906-F1906ER	0202-0725-ZZ	CT-DOT/HSO	Emerging Initiatives	\$ -	\$ 770,646.85	\$ -	\$ -
402-OP	0202-0702-AE	CT-DOT/HSO	Occupant Protection Media Buy	\$ 100,000.00	\$ 100,000.00	\$ -	\$ -
402-OP	0202-0702-AJ	CT-DOT/HSO	Emerging Initiatives	\$ -	\$ 300,000.00	\$ -	\$ -
402-OP	0202-0702-AM	Bridgeport	Click It or Ticket Enforcement	\$ 17,000.00	\$ 17,000.00	\$ -	\$ -
402-OP	0202-0702-AN	Danbury	Click It or Ticket Enforcement	\$ 17,500.00	\$ 17,500.00	\$ -	\$ -
402-OP	0202-0702-AW	Manchester	Click It or Ticket Enforcement	\$ 17,000.00	\$ 17,000.00	\$ -	\$ -
402-OP	0202-0702-BA	New Britain	Click It or Ticket Enforcement	\$ 16,000.00	\$ 16,000.00	\$ -	\$ -
402-OP	0202-0702-BC	Orange	Click It or Ticket Enforcement	\$ 8,000.00	\$ 8,000.00	\$ -	\$ -

402-OP	0202-0702-BF	Stonington	Click It or Ticket Enforcement	\$	7,000.00	\$	7,000.00	\$	-	\$	-
402-OP	0202-0702-BG	Vernon	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-BL	West Haven	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-BN	Wilton	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-BP	Branford	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-BR	Brookfield	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-BT	Cheshire	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-BU	Granby	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-BV	Groton	Click It or Ticket Enforcement	\$	12,000.00	\$	12,000.00	\$	-	\$	-
402-OP	0202-0702-BW	Middletown	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-BX	Milford	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-BZ	New Milford	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-CA	Newington	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-CC	North Haven	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-CD	Norwalk	Click It or Ticket Enforcement	\$	10,000.00	\$	10,000.00	\$	-	\$	-
402-OP	0202-0702-CE	Norwich	Click It or Ticket Enforcement	\$	10,000.00	\$	10,000.00	\$	-	\$	-
402-OP	0202-0702-CG	Ridgefield	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-

402-OP	0202-0702-CH	Shelton	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-CI	Simsbury	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-CJ	Stamford	Click It or Ticket Enforcement	\$	17,000.00	\$	17,000.00	\$	-	\$	-
402-OP	0202-0702-CN	Trumbull	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-CO	Wethersfield	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-CQ	Windsor	Click It or Ticket Enforcement	\$	9,000.00	\$	9,000.00	\$	-	\$	-
402-OP	0202-0702-CR	Wolcott	Click It or Ticket Enforcement	\$	8,000.00	\$	8,000.00	\$	-	\$	-
402-OP	0202-0702-CS	Coventry	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-CT	Portland	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-CU	Weston	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-CV	Seymour	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-CW	Plymouth	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-CX	Easton	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-CY	Thomaston	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-CZ	Redding	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DA	Burlington	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DB	Putnam	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-

402-OP	0202-0702-DC	Windham	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DD	Ledyard	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DE	Litchfield	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DF	Marlborough	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DG	Voluntown	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DH	Washington	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DI	North Branford	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DJ	Chaplin	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DK	Cornwall	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DL	Salisbury	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DM	Harwinton	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DN	Preston	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DO	New Canaan	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-DQ	Waterford	Click It or Ticket Enforcement	\$	6,000.00	\$	6,000.00	\$	-	\$	-
402-OP	0202-0702-ZZ	Municipal Police Agencies	Click It or Ticket Enforcement (ZZ)	\$	113,800.00	\$	83,800.00	\$	-	\$	-

402-SE	0202-0706-AG	East Hartford	Speed and Aggressive Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	-	\$	-
402-SE	0202-0706-AI	Fairfield	Speed and Aggressive Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	-	\$	-
402-SE	0202-0706-AJ	Hamden	Speed and Aggressive Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	-	\$	-
402-SE	0202-0706-AN	Middletown	Speed and Aggressive Driving Enforcement	\$	25,000.00	\$	25,000.00	\$	-	\$	-
402-SE	0202-0706-AR	Norwalk	Speed and Aggressive Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	-	\$	-
402-SE	0202-0706-AS	Shelton	Speed and Aggressive Driving Enforcement	\$	50,000.00	\$	50,000.00	\$	-	\$	-
402-SE	0202-0706-AU	Trumbull	Speed and Aggressive Driving Enforcement	\$	25,000.00	\$	25,000.00	\$	-	\$	-
402-SE	0202-0706-AX	Wethersfield	Speed and Aggressive Driving Enforcement	\$	25,000.00	\$	25,000.00	\$	-	\$	-

402-SE	0202-0706-ZZ	Municipal Police Agencies	Speed and Aggressive Driving Enforcement (ZZ)	\$ 25,000.00	\$ 25,000.00	\$ -	\$ -
402-PT	0202-0707-AI	CT-DOT/HSO	DRE Overtime Call-Out	\$ 525,000.00	\$ 70,000.00	\$ -	\$ -
402-PT	0202-0707-AQ	Norwich	DRE Instructor Support	\$ 35,000.00	\$ -	\$ -	\$ -
402-PT	0202-0707-AR	South Windsor	DRE Instructor Support	\$ 35,000.00	\$ 35,000.00	\$ -	\$ -
402-PT	0202-0707-AT	Southington	DRE Instructor Support	\$ 35,000.00	\$ 35,000.00	\$ -	\$ -
402-TSP	0202-0708-AA	CT-DOT/HSO	GDL/Teen Driving Education	\$ 400,000.00	\$ 400,000.00	\$ -	\$ -
402-PS	0202-0710-AE	CT-DOT/HSO	PI&E	\$ 5,000.00	\$ 5,000.00	\$ -	\$ -
405c (M3DA)	0202-0742-AD	CT Judicial (CIB)	Online Disposition System	\$ 200,000.00	\$ 200,000.00	\$ -	\$ -
405c (M3DA)	0202-0742-AI	Manchester PD	E-citation Local Law Enforcement	\$ -	\$ 6,500.00	\$ -	\$ -
405c (M3DA)	0202-0742-AK	Windsor Locks PD	E-citation Local Law Enforcement	\$ -	\$ 4,000.00	\$ -	\$ -
405c (M3DA)	0202-0742-AL	Derby PD	E-citation Local Law Enforcement	\$ -	\$ 26,500.00	\$ -	\$ -
405c (M3DA)	0202-0742-ZZ	Municipal Police Agencies	E-citation Local Law Enforcement	\$ 250,000.00	\$ 478,473.71	\$ -	\$ -
405d-1 (M5HVE)	0202-0743-1-BM	CT-DOT/HSO	Drug Recognition Expert Field Kits	\$ 170,000.00	\$ 170,000.00	\$ -	\$ -
405d-4 (M5CS)	0202-0743-4-BE	DMV	Ignition Interlock Device Staff Positions	\$ -	\$ 65,000.00	\$ -	\$ -

405d-ii-3 (M7*SE)	0202-0740-3-AK	DESPP	Speed and Aggressive Driving Enforcement & Equipment	\$ 190,000.00	\$ -	\$ -	\$ -
405d-ii-6 (FDIOT)	0202-0740-6-AZ	CT-DOT/HSO	Emerging Initiatives	\$ -	\$ 190,000.00	\$ -	\$ -
405e-1 (M8PE)	0202-0745-1-DZ	CT-DOT/HSO	Distracted Driving Citation Holders	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -
405e-2 (M8DDLE)	0202-0745-2-AI	Newington	Distracted Driving Enforcement	\$ 50,000.00	\$ 50,000.00	\$ -	\$ -
405e-2 (M8DDLE)	0202-0745-2-AO	Norwich	Distracted Driving Enforcement	\$ 30,000.00	\$ 30,000.00	\$ -	\$ -
405e-2 (M8DDLE)	0202-0745-2-AP	West Haven	Distracted Driving Enforcement	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -
405e-2 (M8DDLE)	0202-0745-2-AS	Derby	Distracted Driving Enforcement	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -
405e-2 (M8DDLE)	0202-0745-2-AV	Trumbull	Distracted Driving Enforcement	\$ 30,000.00	\$ 30,000.00	\$ -	\$ -
405e-2 (M8DDLE)	0202-0745-2- AW	Wethersfield	Distracted Driving Enforcement	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -
405e-2 (M8DDLE)	0202-0745-2-AX	Vernon	Distracted Driving Enforcement	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -
405e-2 (M8DDLE)	0202-0745-2-BA	New London	Distracted Driving Enforcement	\$ 30,000.00	\$ 30,000.00	\$ -	\$ -

405e-2 (M8DDLE)	0202-0745-2-BM	Cheshire	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-BQ	Old Saybrook	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-BR	Cromwell	Distracted Driving Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-BT	Enfield	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-BU	East Windsor	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-BX	Avon	Distracted Driving Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-BZ	Rocky Hill	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-CB	Stonington	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-CD	Milford	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-CG	Ridgefield	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-CJ	Clinton	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-

405e-2 (M8DDLE)	0202-0745-2-CU	South Windsor	Distracted Driving Enforcement	\$	30,000.00	\$	30,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-CW	Simsbury	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-CX	Windsor	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-DG	Darien	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-EM	Coventry	Distracted Driving Enforcement	\$	15,000.00	\$	15,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-ER	Shelton	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-ES	Seymour	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-ET	Thomaston	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-EV	Ansonia	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405e-2 (M8DDLE)	0202-0745-2-EW	Wolcott	Distracted Driving Enforcement	\$	20,000.00	\$	20,000.00	\$	-	\$	-
405h-2 (FHPE)	0202-0746-2-AD	CT-DOT/HSO	Law Enforcement Training	\$	100,000.00	\$	100,000.00	\$	-	\$	-

LIST OF PROJECTS THAT RECEIVED GRANTS FOR FFY2022 BUT NO FUNDS EXPENDED

Prog. Area	Project Number	Town/Agency	Project Description	HSP Original	HSP Amended	Grant	FFY 22 Expenses
154-AL	0202-0722-AB	CT-DOT/HSO	Alcohol Related Program Training	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ -
402-CR	0202-0709-AA	CT-DOT/HSO	Child Restraint Administration	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ -
402-CR	0202-0709-AB	CT-DOT/HSO	CPS Training	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ -
402-OP	0202-0702-AF	CT-DOT/HSO	Occupant Protection PI&E	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ -
402-OP	0202-0702-CB	Newtown	Click It or Ticket Enforcement	\$ 6,000.00	\$ 6,000.00	\$ 5,464.06	\$ -
402-TR	0202-0705-AA	CT-DOT/HSO	Traffic Records Administration	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ -
405e-2 (M8DDLE)	0202-0745-2-EF	Newtown	Distracted Driving Enforcement	\$ 25,000.00	\$ 25,000.00	\$ 23,859.71	\$ -
405e-8 (M8X)	0202-0745-8-YY	CT-DOT/HSO	Emerging Initiatives	\$ 800,000.00	\$ 1,132,924.38	\$ 800,000.00	\$ -
405f-1 (M11MT)	0202-0744-1-AB	CT-DOT/HSO	PI&E	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ -
405f-2 (M11MA)	0202-0744-2-AC	CT-DOT/HSO	PI&E Media	\$ 70,000.00	\$ 71,256.16	\$ 70,000.00	\$ -

Note: An explanation of why these planned activities were not implemented during FFY2022 has been provided in the respective program areas.

PROGRAM AREAS

IMPAIRED DRIVING (ID)

Performance Measure

Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of 0.08 and Above (C-5)

Performance Target

To maintain the five-year moving average of 110 (2015-2019) alcohol impaired driving fatalities (BAC = 0.08+) during the HSP 2022 planning period.

Refer to the Performance Measures Section of this Annual Report for the supporting data and data analysis.

Activities

Planned Activities Implemented

Planned Activity: Impaired Driving Administration

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Kathryn Nohelty

The task included coordination of activities and projects outlined in the Impaired Driving program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Funding was provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies and other related operating expenses. Funding was expended for overtime and operating expenses.

The Connecticut Statewide Impaired Driving Task Force was established in March 2013. The

purpose of this forum is to bring together area highway safety stakeholders and develop comprehensive strategies to prevent and reduce impaired driving behavior. The mission of the task force is “To save lives and reduce injuries due to impaired driving on Connecticut roadways through program leadership, innovation, and facilitation of effective partnerships with public and private organizations.” The task force is comprised of a variety of disciplines including the HSO, the Federal Motor Carrier Safety Administration, the Department of Mental Health and Addiction Services, the Department of Motor Vehicles, the Office of the Chief State’s Attorney, the Police Officer Standards and Training (POST) Council, the State and Municipal police agencies, the University of Connecticut (UConn), the University of New Haven, Connecticut Children’s Medical Center, Mothers Against Drunk Driving, AAA and PRG.

The task force held four (4) meetings in FFY2022 (November 3, 2021, February 2, 2022, June 15, 2022, and August 17, 2022). Objectives addressed by the task force throughout the year included HVE initiatives, police training initiatives, Administrative Per Se hearing evaluations, Ignition Interlock Device (IID) updates, media campaigns, legislative efforts pertaining to DUI, drug impaired driving issues and research.

IntelliGrants IGX eGrants Implementation: The IntelliGrants IGX eGrants management system is a commercial-off-the-shelf grants management solution that will allow the HSO the ability to manage every step of the grant lifecycle in an online environment. Functions include application and workflow, review and scoring, award and accounting, all the way through internal and federal reporting requirements. The HSO initiated work with the vendor (Agate Software, Inc.) to configure the digital grant management system for Connecticut HSO. The HSO hosted the project kickoff meeting September 27-28, 2022, with Agate. The kickoff meeting included a demonstration of the Agate Software capabilities for Highway Safety Office grant management, invoicing and in-depth discussion about Connecticut HSO grants workflow. The HSO will continue work with Agate in FFY2023 to configure the system for Connecticut.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-AL	0202-0704-AA	CT-DOT/HSO	Alcohol Program Management	\$158.87
154-AL	0202-0722-AA	CT-DOT/HSO	Alcohol Program Management (154)	\$295.12
402-PT	0202-0707-AW	CT-DOT/HSO	IntelliGrants IGX eGrants Implementation	\$119,890.71
154-PA	0202-0723-AB	CT-DOT/HSO	IntelliGrants IGX eGrants Implementation	\$64,556.54

Planned Activity: DUI Overtime Enforcement and Equipment

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Robert Klin/Kathryn Nohelty

The HVE objectives were accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Law enforcement agencies were offered DUI overtime enforcement grants to conduct HVE activities. In order to fulfill the Impaired Driving program countermeasures, the HSO made an extra effort to add additional saturation patrols and checkpoints during the national crackdowns of the Thanksgiving, Christmas and New Year's holidays, as well as Super Bowl Sunday, Saint Patrick's Day, Cinco de Mayo, Memorial Day, July 4th and Labor Day. These grants were available to police departments for the holiday/high travel periods and for non-holiday travel periods creating year-round sustained HVE. The enforcement efforts were targeted at high DUI activity periods identified in the statewide DUI problem identification, and by Municipal police departments based on specific community core hours of related alcohol activity. Through this task, HSO staff made every effort to encourage DUI checkpoint activity throughout the year. The HSO awarded 37 Comprehensive DUI Enforcement projects in FFY2022 to the Connecticut State Police, Resident State Trooper offices and municipal police agencies. Enforcement targeted high risk regions and communities where DUI activity was known to be significant, based on a multi-year data analysis of passenger vehicle injury crashes.

During the reporting period, there were a total of 37 law enforcement agencies (the State Police, 7 Resident State Trooper offices and 29 Municipal police agencies) that participated in the Comprehensive DUI Enforcement program. A total of 544 DUI arrests were made statewide through this program. In addition, there were 2,113 speeding citations. The HVE crackdown periods were supplemented with the Expanded DUI enforcement periods that fell outside the crackdowns. Throughout the entire reporting period, there were 5 agencies that conducted checkpoints using 3,281 man-hours.

The HSO continued to encourage regional cooperation and coordination of checkpoints by awarding funds for the purchase of DUI-related equipment that will be jointly utilized by regional traffic units (RTUs) (e.g., DUI mobile command vehicles for RTUs, breath testing equipment, passive alcohol sensing flashlights, stimulus pens for horizontal gaze nystagmus (HGN) tests, checkpoint signage/portable lighting equipment and other eligible DUI-related enforcement equipment). Reflective cones are used for DUI checkpoints (officer safety, motorist safety and channelization of traffic). Additionally, many law enforcement agencies do not own safety specific cones and must borrow these cones from public works departments. Approval for capital equipment acquisition(s) (as defined in 23 CFR 1200.21) were addressed when the specific needs analysis was complete and program structure was determined. A limited number of police agencies purchased equipment, such as cones, lights for checkpoint lighting and stop sticks for

checkpoint safety.

Participating Funded Agencies

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-AL	0202-0722-AG	Glastonbury	Comprehensive DUI Enforcement	\$19,689.78
154-AL	0202-0722-AJ	Bristol	Comprehensive DUI Enforcement	\$9,397.44
154-AL	0202-0722-AL	Greenwich	Comprehensive DUI Enforcement	\$30,672.52
154-AL	0202-0722-AN	New Britain	Comprehensive DUI Enforcement	\$67,945.55
154-AL	0202-0722-AQ	Naugatuck	Comprehensive DUI Enforcement	\$21,938.14
154-AL	0202-0722-AT	Fairfield	Comprehensive DUI Enforcement	\$34,509.48
154-AL	0202-0722-AU	Meriden	Comprehensive DUI Enforcement	\$4,755.85
154-AL	0202-0722-BB	Stafford	Comprehensive DUI Enforcement	\$7,610.38
154-AL	0202-0722-BC	Cromwell	Comprehensive DUI Enforcement	\$13,744.37
154-AL	0202-0722-BD	Norwalk	Comprehensive DUI Enforcement	\$14,280.1
154-AL	0202-0722-BH	Manchester	Comprehensive DUI Enforcement	\$112,523.43
154-AL	0202-0722-BI	Branford	Comprehensive DUI Enforcement	\$17,626.54
154-AL	0202-0722-BL	Coventry	Comprehensive DUI Enforcement	\$2,453.29
154-AL	0202-0722-BZ	Wilton	Comprehensive DUI Enforcement	\$23,710.62
154-AL	0202-0722-CB	Hartford	Comprehensive DUI Enforcement	\$245,690.8
154-AL	0202-0722-CC	Wallingford	Comprehensive DUI Enforcement	\$20,544.07
154-AL	0202-0722-CD	East Haddam	Comprehensive DUI Enforcement	\$19,200.21
154-AL	0202-0722-CF	Tolland	Comprehensive DUI Enforcement	\$8,306.702
154-AL	0202-0722-CH	Vernon	Comprehensive DUI Enforcement	\$9,305.91
154-AL	0202-0722-CI	Monroe	Comprehensive DUI Enforcement	\$32,346.36

154-AL	0202-0722-CN	Enfield	Comprehensive DUI Enforcement	\$36,574.87
154-AL	0202-0722-CP	Colchester	Comprehensive DUI Enforcement	\$10,192.92
154-AL	0202-0722-CS	Montville	Comprehensive DUI Enforcement	\$50,884.6
154-AL	0202-0722-CV	Waterford	Comprehensive DUI Enforcement	\$8,149.51
154-AL	0202-0722-DC	Westbrook	Comprehensive DUI Enforcement	\$7,240.18
154-AL	0202-0722-DE	Torrington	Comprehensive DUI Enforcement	\$49,621.01
154-AL	0202-0722-DK	Plainfield	Comprehensive DUI Enforcement	\$20,463.45
154-AL	0202-0722-DQ	Windsor Locks	Comprehensive DUI Enforcement	\$13,540.71
154-AL	0202-0722-DR	West Hartford	Comprehensive DUI Enforcement	\$12,115.06
154-AL	0202-0722-DS	Farmington	Comprehensive DUI Enforcement	\$8,008.76
154-AL	0202-0722-DU	Mansfield	Comprehensive DUI Enforcement	\$49,469.13
154-AL	0202-0722-DW	East Windsor	Comprehensive DUI Enforcement	\$12,607.75
154-AL	0202-0722-DZ	New London	Comprehensive DUI Enforcement	\$7,338.49
154-AL	0202-0722-EC	Preston	Comprehensive DUI Enforcement	\$12,897.96
154-AL	0202-0722-ED	Waterbury	Comprehensive DUI Enforcement	\$58,013.74
154-AL	0202-0722-EZ	Stamford	Comprehensive DUI Enforcement	\$5,434.84
405d-1 (M5HVE)	0202-0743-1-DM	DESPP	Expanded DUI Enforcement and Equipment	\$257,363.67



Planned Activity: Standardized Field Sobriety Test (SFST) Training

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Robert Klin

Funding was provided for judicial and law enforcement agencies to train personnel in the latest methods of DUI enforcement. Five (5) SFST and twelve (12) ARIDE training sessions were conducted at various locations and 475 officers were trained through this project. This task ensured that NHTSA approved SFST procedures were implemented uniformly by practitioners throughout the State. Funding was provided for overtime expenses, travel and lodging for instructors through various other projects such as DRE Instructor Support and DRE Training.

Training Class	2020	2021	2022
SFST - HVE Trained Officers	62	103	177
ARIDE - Advanced Roadside Impaired Driving Enforcement	84	175	298
TOTAL Law Enforcement Trained	146	278	475

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-AL	0202-0722-AB	CTDOT/HSO	Alcohol-Related Program Training	\$0

Planned Activity: DRE Overtime Call Out and DRE Instructor Support

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Robert Klin

The DRE call out initiative continues to be a work in progress. To date, a statewide DRE notification system has been implemented. This planned activity is critical to maintaining a responsive DRE program. Additional funding was obtained in the form of instructor support grants which allowed DRE instructors to participate in the coordination of DRE training activities, ensuring compliance with DRE recertification requirements, overseeing the collection and transmission of electronic data collected through DRE evaluations, and providing support to all current Connecticut DRE's throughout the state. Of the eleven (11) DRE instructor grants, the Norwich Police Department, the Southington Police Department, and the South Windsor Police Department did not apply for funding.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PT	0202-0707-AI	CTDOT/HSO	DRE Overtime Call-Out	\$0
402-PT	0202-0707-AM	DESPP	DRE Instructor Support (2)	\$16,528.55
402-PT	0202-0707-AN	Manchester	DRE Instructor Support	\$31,975.51
402-PT	0202-0707-AO	Montville	DRE Instructor Support	\$24,000.65
402-PT	0202-0707-AP	Newtown	DRE Instructor Support	\$5,132.51
402-PT	0202-0707-AQ	Norwich	DRE Instructor Support	\$0
402-PT	0202-0707-AR	South Windsor	DRE Instructor Support	\$0
402-PT	0202-0707-AS	Waterford	DRE Instructor Support	\$17,211.97
402-PT	0202-0707-AT	Southington	DRE Instructor Support	\$0
402-PT	0202-0707-AU	New Milford	DRE Instructor Support	\$4,382.24
402-PT	0202-0707-AV	Vernon	DRE Instructor Support	\$1,342.43
402-PT	0202-0707-AX	Norwalk	DRE Instructor Support	\$1,717.55

Planned Activity: Toxicology Testing Program

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi/Kathryn Nohelty

This task provided for a full-time Laboratory Assistant position and a full-time Office Assistant position at the DESPP Division of Scientific Services (DSS). The two (2) positions were divided equally between support of the Breath Alcohol Testing (BAT) program and analysis of toxicology samples in DUI cases. Activities in BAT included instrument evaluation and certification, training of instructors, coordinating statistical data, presenting expert testimony regarding alcohol testing in general and breath alcohol testing in specific. Activities in casework analysis included determination of alcohol concentration in blood and urine samples using Headspace-GC analysis, Enzyme Multiplied Immunoassay Technique (EMIT) screening for drugs of abuse and pharmaceuticals that may impair driving, and LC- and GC-mass spectrometry analysis of samples for detection and confirmation of such drugs, as well as drugs not detected by EMIT screen procedures. A total of 814 DUI-related cases were received during the project period.

There was a need to acquire service protection plans, warranties and operating supplies used for equipment maintenance and case work analysis in the determination of alcohol concentration in blood and urine and screening for drugs of abuse and pharmaceuticals that may impair driving. The following purchases assisted in the identification of impairment through forensic science activity:

- *Equipment and Warranties* – The DESPP DSS purchased a Milli-Q system for the analysis of DUI toxicological evidence. In addition to the equipment, multi-year service protection plan warranties for the Milli-Q system were purchased. The warranties will ensure that routine maintenance will be done on the instruments and the equipment will continue to operate effectively.
- *Operational Supplies and Consumables* – The DESPP DSS purchased general consumables and breathalyzer gases. General consumables purchased through this project will be used to achieve the objective of adequately processing, analyzing, and maintaining biological specimens. Breathalyzer gases purchased through this project will be used to achieve the objective of ensuring that every breathalyzer instrument is verified with a certifying reagent gas.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-5 (M5BAC)	0202-0743-5-BQ	DESPP	Toxicology Lab Personnel	\$280,090.16
405d-5 (M5BAC)	0202-0743-5-DO	DESPP	Operational Supplies and Consumables	\$71,020.74
405d-5 (M5BAC)	0202-0743-5-DN	DESPP	Equipment and Warranties	\$284,062.7

Planned Activity: Traffic Safety Resource Prosecutor (TSRP)

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Kathryn Nohelty

A Statewide Traffic Safety Resource Prosecutor (TSRP) position was funded within the Office of the Chief State’s Attorney. Objectives included implementing and continually refining a DUI training component for all prosecutors, researching DUI prosecution efforts and disseminating this information to prosecutors and grant funding sources, maintaining a liaison between NHTSA, the Division of Criminal Justice, State and municipal police agencies, and other State agencies and interested organizations, handling significant DUI cases, serving as consultant to other prosecutors handling DUI cases and providing training to law enforcement officials. Activities included successful prosecutions of DUI and other drug-impaired-related cases through training/education programs for professionals from all related fields, including law enforcement officials, prosecutors, judges, and hearing officers. The TSRP is also creating and updating training manuals which will aid in the successful identification and prosecution of DUI offenders for both law enforcement and judicial officials. The TSRP acted in an advisory capacity to State and Municipal law enforcement agencies and the HSO on all DUI and/or impaired driving legislation and has worked on drafting legislation to strengthen the DUI laws. The TSRP networked with many traffic safety partners including the HSO, the Department of Motor Vehicles, Mothers Against Drunk Driving (MADD), the Central Infractions Bureau (CIB), the Connecticut Police Training Academy and the Connecticut Police Chiefs Association and serves as a member of the Connecticut Statewide Impaired Driving Task Force. Reports on TSRP activities were submitted monthly to the HSO.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-1 (M5HVE)	0202-0743-1-AC	CT Judicial (CIB)	TSRP	\$150,313.52

Planned Activity: DUI Media Campaign

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley/Phyllis DiFiore

Funding was used for paid advertising in support of NHTSA scheduled crackdown periods (i.e., Thanksgiving/Christmas/New Year’s, St. Patrick’s Day, Memorial Day, July 4th and Labor Day holiday periods). A Super Bowl campaign was also included. Paid advertising in the form of digital marketing, outdoor billboards, radio and television was used to complement associated enforcement in support of national holiday mobilizations and is the major component of this activity. Paid media buys included the development of a creative concept and images and targeted the overrepresented alcohol-related crash demographic of 18- to 34-year-old males. A bilingual component for Spanish speaking audiences was also included. In accordance with NHTSA messaging, the focus of this campaign was putting the fear of being caught and receiving substantial penalties for people who choose to drink and drive. Earned media supplemented paid media buys. Media was tracked and measured through required reports from media agencies and attitude and awareness surveys were conducted.

Advertising impaired driving messages (including *Drive Sober or Get Pulled Over* and *Buzzed Driving is Drunk Driving*) in the form of signage, in-event promotions and message specific promotions related to the respective partners was purchased at the following venues, including Hartford’s XL Center and Xfinity Theatre, Bridgeport’s Total Mortgage Arena, Gampel Pavilion in Storrs, Rentschler Field in East Hartford, and the Toyota Oakdale Theatre in Wallingford. Due to the COVID-19 pandemic, many of the usual partners were forced to cancel or shorten their seasons.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-PM	0202-0720-AA	CTDOT/HSO	DUI Media Campaign	\$1,139,729.36

Planned Activity: Healthcare Heroes Against Impaired Driving: A Hospital-Based Impaired Driving Messaging Approach to Behavior Change

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Kathryn Nohelty

Funding was used for the employment of a full-time program coordinator position to administer the Healthcare Heroes Against Impaired Driving campaign. The program coordinator began outreach with MADD, local public health departments and Connecticut trauma centers. A coalition of the 12 trauma centers in the State of Connecticut was formed with the mutual goal to use the voices of medical professionals to reduce impaired driving.

A large portion of the grant funding was used for the impaired driving prevention campaign that uses the voices of healthcare providers with new creative materials in print, graphics, video and audio formats. A freestanding website (<https://www.notonemore.org>) was also created to serve as a home for the campaign. The website features all creative materials of the *Not One More* campaign, for saying “no” to one more; one more beer, joint, etc. The campaign also consists of a pledge that can be taken online, which shows a tally of the current number of individuals who have signed. Creatives have been shared widely on social media, television, radio and billboards across the state. The performed Facebook brand lift study showed a 4.7 percent ad recall lift for the question, “Do you recall seeing an ad for CT *Not One More* online or on a mobile device in the last two days?”

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-1 (M5HVE)	0202-0743-1-AB	Hartford Hospital	Healthcare Heroes Against Impaired Driving	\$570,909.35

Planned Activity: Safe States DUI Media Campaign

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

In 2020, Connecticut Children’s Medical Center (CCMC) received the Driver Behavior Change Seed Grant from Safe States to assemble a multi-disciplinary, multi-agency Safety Team that worked

together to develop a new and novel media messaging campaign around alcohol impaired driving. The team began by examining data on crash fatalities involving alcohol and used Connecticut statistics to identify the population demographics of the most common offenders. Using the knowledge of public health practitioners, transportation planners, and communications specialists, messaging and a communications strategy designed to impact the behavior of the target groups was developed. This strategy was then evaluated using marketing focus groups to learn what messages resonated the most with the target audiences and through which medium. This allowed to further fine-tune the messaging for maximum impact.

In FFY2022, the investment of Safe States in developing behavioral based messaging was leveraged in the creation of a full-fledged paid media campaign. The campaign focused on the demographic of 21- to 34-year-old males (the group with the highest incidence of crashing while impaired with alcohol in CT) and 51- to 69-year-old males (the group with rising numbers of crashes while impaired with alcohol in CT).

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-PM	0202-0720-AB	CTDOT/HSO	Safe States DUI Media Campaign	\$335,000

Planned Activity: Administrative Per Se Hearing Attorney(s)

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi/Kathryn Nohelty

Funding was provided to the Department of Motor Vehicles (DMV) for two (2) Administrative Per Se Hearing Attorneys. Funding this position provided legal counsel and representation for the arresting officer during DMV Administrative Per Se hearings. By having counsel represent the officer, less DUI-related license suspensions were dismissed during the Per Se hearing process, resulting in more DUI convictions. Monthly activity reports were submitted to the HSO for project monitoring. Through this project, the Per Se Hearing Attorneys provided education to law enforcement officials, which has resulted in a reduction in the number of licenses that have been restored to individuals that were subject to DUI arrest.

Due to the COVID-19 pandemic, hearings were conducted in a virtual format.

Administrative Per Se Hearing Attorney(s) Activity by Quarter

- From October 2021 to December 2022: Reports Reviewed – 1,416; Cases Presented – 164; Non-processable Reports Reviewed – 108
- From January 2022 to March 2022: Reports Reviewed – 1,397; Cases Presented – 181; Non-processable Reports Reviewed – 112
- From April 2022 to June 2022: Reports Reviewed – 1,467; Cases Presented – 154; Non-processable Reports Reviewed – 79
- From July 2022 to September 2022: Reports Reviewed – 1,696; Cases Presented – 185; Non-processable Reports Reviewed – 232

The total number of Per Se hearings reports reviewed was 5,976. The total number of cases presented was 684. The total number of non-processable reports reviewed was 531.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-4 (M5CS)	0202-0743-4-BF	DMV	Administrative Per Se Hearing Attorneys	\$408,777.74

Planned Activity: Drug Evaluation and Classification Program (DECP)

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Robert Klin

Funding was allocated to train personnel in the latest methods of drug evaluation and classification. Also included in this task was the recertification of practitioners and instructors. This task ensured that the NHTSA/International Association of Chiefs of Police (IACP) credentialed DRE evaluations are implemented uniformly by eleven (11) DRE instructors and 36 DRE practitioners (47 total DRE’s) throughout the State. A DRE Instructor School was held in FFY2022, certifying seven (7) new DREs as instructors.

The HSO partnered with the UConn Transportation Safety Research Center (CTSRC), to collect and analyze DRE evaluation data. The data collected assist in tracking and problem identification. The use of electronic tablets to collect data allowed for expedited reporting to the NHTSA DRE data system. This task directly supported the DRE training program and provided expert field material for each of the 47 State’s DRE’s.

Field kits were purchased this fiscal year, in conjunction with the HSO’s October DRE School.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PT	0202-0707-AL	CT-DOT/HSO	DRE Training	\$20,668.37
405d-1 (M5HVE)	0202-0743-1- BM	CTDOT/HSO	Drug Recognition Expert Field Kits	\$0
405d-1 (M5HVE)	0202-0743-1-DK	UConn/CTSRC	Tablets, Software and Evaluation for DRE Program	\$34,906.97

Planned Activity: Cannabis Impairment Awareness Media Campaign

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Bryan Pavlik/Phyllis DiFiore

Funding was used for paid media campaigns in both English and Spanish languages to reduce injuries and fatalities related to drug impaired driving. The HSO continued the *Drive High = DUI* media campaign focused on the dangers of driving under the influence of cannabis. Funds were used for paid advertising in support of Cannabis Impairment Awareness efforts throughout the State with the anticipated opening of recreational cannabis facilities. Media buys included television/cable, radio, billboards, and internet and social media. Media effectiveness was tracked through impressions, reach and interactions, as seen in the Cannabis Impaired Driving Prevention Campaign post buy report included in the Paid Media Reports Section of this Annual Report. The messaging ran on various dates in July and September 2022.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-7 (M5PEM)	0202-0743-7-AD	CTDOT/HSO	Cannabis Impairment Awareness Media Campaign	\$250,000

Total Amount of Funds Expended in this Program Area during FFY2022

Funding Source	Total Amount Expended
402-AL	\$158.87
402-PT	\$242,850.49
405d	\$2,307,444.85
154-PM	\$1,474,729.36
154-AL	\$ 1,079,099.64
154-PA	\$64,556.54

Planned ID Activities Not Implemented

Planned Activity: Ignition Interlock Device (IID) Staff Positions

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi/Kathryn Nohelty

The Ignition Interlock Device (IID) Staff Positions were not funded due to no application being submitted by the intended subrecipient.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-4 (M5CS)	0202-0743-4-BE	DMV	Ignition Interlock Device (IID) Staff Positions	\$0

Planned Activity: Emerging Initiatives

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Eugene Interlandi/Kathryn Nohelty

This is a placeholder project for funds that are not allotted to a specific planned activity in the HSP, but which can be programmed for projects in the Impaired Driving program area, as needed, during the course of the year. The funding was not utilized in FFY2022. The NHTSA Region 2 approval is required prior to spending any funds.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-ii-6 (FDIOT)	0202-0740-6-AZ	CTDOT/ HSO	Emerging Initiatives	\$0

OCCUPANT PROTECTION (OP) AND CHILD PASSENGER SAFETY (CPS)

Performance Measures

Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (C-4)

Observed seat belt use for passenger vehicles, front seat outboard occupants (survey) (B-1)

Performance Target

To maintain the five-year moving average of 63 (2015-2019) unrestrained vehicle occupant fatalities during the HSP 2022 planning period.

To attain a statewide observed seat belt use rate of 94.0 percent or above in 2022.

Refer to the Performance Measures Section of this Annual Report for the supporting data and data analysis.

Activities for Occupant Protection (OP)

Planned Activities Implemented

Planned Activity: Occupant Protection Program Administration

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

The goal of this project was to increase seat belt use in Connecticut. This project included coordination of activities and projects outlined in the Occupant Protection/Child Passenger Safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Funding was provided for personnel, employee-related expenses and overtime, professional and outside services, travel expenses for training and to attend outreach events, to purchase educational materials and supplies for outreach and press events, and other related operating expenses. The HSO continued Seat Belt Working Group meetings, sustained enforcement, educational outreach and media buys during enforcement and non-enforcement periods.

A small portion of this project was used to fund salary and operating expenses.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-OP	0202-0702-AA	CTDOT/HSO	Occupant Protection Program Administration	\$934.31

Planned Activity: *Click It or Ticket (CIOT) Enforcement*

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

The goal of this project was to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during a focused patrol. This project provided funding for enforcement of occupant protection laws through the selective traffic enforcement program or WAVE during the Thanksgiving Holiday Travel, in conjunction with the focused patrol and roving/saturation patrols. Law enforcement agencies reported a pre, post and enforcement survey to the HSO.



In FFY2022, there were two (2) CIOT Enforcement Mobilizations effort commencing in November 2021 and May 2022. Municipal law enforcement departments conducted seat belt checkpoints that included local media news coverage. During the November and May mobilizations there were a total of 2,365 seat belt citations; 30 child safety seat citations; 63 speeding and reckless driving citations; 231 mobile phone and distracted driving citations; and 0 DUI arrests.



Connecticut joined law enforcement agencies across the United States in the CIOT Thanksgiving Holiday mobilization to reinforce the message that driving or riding unbuckled will result in a ticket. During the CIOT Thanksgiving Holiday mobilization, the extra earned media helped to educate the public. There

were 24 law enforcement agencies that participated in the November 2021 mobilization and 23 law enforcement agencies participated in the May 2022 mobilization. The agencies were selected based on a data and performance-driven process.

The HSO increased the focus on low seat belt use towns and areas with unrestrained crashes based on data from Connecticut’s 2019 *Seat Belt Use Report*. This was accomplished by analyzing crash and observation data to identify towns and areas with low belt use. This analysis focused on the combination of low belt use towns identified through observation surveys and paired it with ranked analysis of unbelted crashes and fatalities, population and VMT data over a five-year period. Increased effort was focused on low seat belt use towns through increased enforcement and education.

Participating Funded Agencies

Funding Source	Project Number	Agency	November 2021	May 2022	Title	\$ Amount Expended
402-OP	0202-0702-AK	Berlin	N	Y	<i>Click It or Ticket</i> Enforcement	\$1,525.04
402-OP	0202-0702-AL	Bloomfield	Y	Y	<i>Click It or Ticket</i> Enforcement	\$2,135.82

402-OP	0202-0702-AP	East Hartford	Y	Y	<i>Click It or Ticket Enforcement</i>	\$10,823.13
402-OP	0202-0702-AQ	Enfield	Y	N	<i>Click It or Ticket Enforcement</i>	\$3,008.30
402-OP	0202-0702-AR	Fairfield	Y	N	<i>Click It or Ticket Enforcement</i>	\$4,198.50
402-OP	0202-0702-AS	Farmington	Y	Y	<i>Click It or Ticket Enforcement</i>	\$6,779.47
402-OP	0202-0702-AT	Glastonbury	Y	Y	<i>Click It or Ticket Enforcement</i>	\$6,758.78
402-OP	0202-0702-AU	Hamden	N	Y	<i>Click It or Ticket Enforcement</i>	\$15,000.00
402-OP	0202-0702-AV	Hartford	Y	Y	<i>Click It or Ticket Enforcement</i>	\$14,142.09
402-OP	0202-0702-AX	Meriden	Y	Y	<i>Click It or Ticket Enforcement</i>	\$7,309.64
402-OP	0202-0702-AY	Monroe	N	Y	<i>Click It or Ticket Enforcement</i>	\$642.20
402-OP	0202-0702-AZ	Naugatuck	Y	Y	<i>Click It or Ticket Enforcement</i>	\$7,506.10
402-OP	0202-0702-BD	South Windsor	N	Y	<i>Click It or Ticket Enforcement</i>	\$2,472.22
402-OP	0202-0702-BE	Southington	Y	N	<i>Click It or Ticket Enforcement</i>	\$954.72
402-OP	0202-0702-BH	Wallingford	Y	Y	<i>Click It or Ticket Enforcement</i>	\$7,755.27
402-OP	0202-0702-BI	Waterbury	Y	Y	<i>Click It or Ticket Enforcement</i>	\$8,585.99
402-OP	0202-0702-BJ	Watertown	Y	Y	<i>Click It or Ticket Enforcement</i>	\$5,587.21
402-OP	0202-0702-BK	West Hartford	Y	N	<i>Click It or Ticket Enforcement</i>	529.60
402-OP	0202-0702-BM	Westport	Y	Y	<i>Click It or Ticket Enforcement</i>	\$895.65

402-OP	0202-0702-BO	Woodbridge	Y	Y	<i>Click It or Ticket Enforcement</i>	\$1,852.88
402-OP	0202-0702-BQ	Bristol	Y	N	<i>Click It or Ticket Enforcement</i>	\$1,434.87
402-OP	0202-0702-BS	Canton	Y	Y	<i>Click It or Ticket Enforcement</i>	\$5,224.81
402-OP	0202-0702-BY	New Haven	Y	Y	<i>Click It or Ticket Enforcement</i>	\$12,500.84
402-OP	0202-0702-CF	Plainville	Y	Y	<i>Click It or Ticket Enforcement</i>	\$6,172.49
402-OP	0202-0702-CK	Stratford	Y	Y	<i>Click It or Ticket Enforcement</i>	\$9,355.18
402-OP	0202-0702-CL	Suffield	Y	N	<i>Click It or Ticket Enforcement</i>	\$1,609.52
402-OP	0202-0702-CM	Torrington	Y	Y	<i>Click It or Ticket Enforcement</i>	\$6,849.54
402-OP	0202-0702-CP	Winchester	Y	Y	<i>Click It or Ticket Enforcement</i>	\$1,957.59
402-OP	0202-0702-DP	Greenwich	N	Y	<i>Click It or Ticket Enforcement</i>	\$2,928.32

Note: Newtown Police Department had approved grant but did not participate in the CIOT enforcement due to staffing issues. No funds were expended.

Planned Activity: Occupant Protection Enforcement/Connecticut State Police

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

The goal of this project was to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during checkpoint and patrols by the Connecticut State Police.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405b-1 (M1HVE)	0202-0741-1-AC	DESPP	Occupant Protection Enforcement	\$78,597.21

Planned Activity: Waterbury Area Traffic Safety Program

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

The Waterbury Area Traffic Safety Program (WATSP), administered through the City’s Police Department, serves primarily the Waterbury and Litchfield County region of the State and also other locations in the State, as needed. The COVID-19 pandemic continues to make it difficult at times to conduct some of the activities normally conducted throughout the year. Ten (10) certification classes were held. All classes for DMV for violators of the Child Passenger Safety (CPS) Law are still being postponed. These presentations are normally held for groups as small as 8 to as large as 300, and some of these presentations were a minimum of two hours in duration. Educational materials were handed out at every presentation to the parents, caregivers and children.

The WATSP maintains a close relationship with Saint Mary’s Hospital, Campion Ambulance, Waterbury Police Department, Waterbury Fire Department, Waterbury Elks, Naugatuck Police Department, Watertown Police Department, Yale New Haven Children’s Hospital and the Connecticut State Police to network on numerous programs presented in the community.

There were eight (8) police officers who received POST credits on child passenger safety while attending regional trainings conducted at the Waterbury Police Department. The WATSP updates the statewide car seat fitting station listing and submits it to CTDOT on a monthly basis. This involves tracking the contact at each location and making sure their location continues to have a certified CPS technician on hand, adding new information with new contacts, verifying their days and times of operation and removing stations that are no longer active. In addition, all departments of newly trained technicians were contacted to see if the departments are actively checking car seats and want to be on the State listing. There are presently 89 fitting stations in the State of Connecticut.



Ten (10) CPS Certification classes were held during the grant year, adding 80 new technicians to the State.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-OP	0202-0702-AD	Waterbury PD	Waterbury Area Traffic Safety Program	\$128,801.06

Planned Activity: Safety Belt Convincer/Rollover Simulator Education and Equipment

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Juliet Little



The goal of this task was to increase occupant restraint usage statewide and to increase public education programs through physical demonstrations. Utilizing the Convincer and the Rollover Simulator the Connecticut State Police are able to demonstrate visually and physically the value of wearing a seat belt. Seat Belt Convincer and Rollover Simulator demonstrations were planned at schools, fairs, places of employment and community events. The Connecticut State Police attended

27 demonstration events at various schools and safety fairs. Total observers for the Convincer and Rollover Simulator were 1,558 people.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405b-2 (M1PE)	0202-0741-2-AE	DESPP	Convincer/Rollover Simulator Education and Equipment	\$47,232.22

Planned Activity: Occupant Protection Media Buy and Earned Media

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

The goal of this task was to reduce the number of unbelted fatalities by increasing awareness of Connecticut drivers and passengers as to the dangers of not wearing seat belts or not using proper child safety restraints.



This project also included a bilingual component for Spanish speaking audiences. This campaign utilized broadcast media to deliver culturally relevant messages to educate those in the Latino community about the importance of using seat belts. Both the English and Spanish multi-media campaign included components featuring both paid media and bonus spots. The prominence of the *Click It or Ticket* message and its ability to reach the target audience is particularly important and timely as the HSO focuses on increasing the seat belt usage rate. Media effectiveness was tracked and measured through required evaluation reports from media agencies, and phone/web awareness survey.

During this federal year, paid media including television ads, radio spots, outdoor billboards, bus panels, web banners, gas station media and online video advertising was purchased through the HSO media consultants. A media consultant also developed a Connecticut specific media message on the importance of using seat belts. The HSO partnered with a local popular television station sponsorship to keep seat belt use awareness in the news and media. This partnership allows the HSO to reach a great majority of the target audience.

Value added media and public outreach at sporting and concert venues, health and safety fairs and civic organizations was received under this task. Advertising safety belt messages (including *Click It or Ticket*, *Buckle Up Connecticut* and *Seat Belts Save Lives*) in the form of signage, event promotions and message specific promotions was also received at the following venues: in the form of signage, in-event promotions and message specific promotions related to the respective partners was purchased at the following venues, including: Hartford's XL Center, Xfinity Theatre and Dunkin' Donuts Park, Bridgeport's Total Mortgage Arena and Hartford Healthcare Amphitheater, Gampel Pavilion in Storrs, Ives Theater in Danbury, Rentschler Field in East Hartford, Dodd Stadium in Norwich, Toyota Oakdale Theatre in Wallingford, New Britain Stadium, Lime Rock Park in Salisbury, Stafford Motor Speedway in Stafford Springs, Thompson International Speedway in Thompson and high school state tournament locations throughout the

state. However, due to the COVID-19 pandemic, these venues were temporarily closed. The HSO utilized statewide variable message boards with *Click It or Ticket. Seat Belts Save Lives* message during the November 2021 and May 2022 HVE.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-OP	0202-0702-AE	CTDOT/HSO	Occupant Protection Media Buy	\$0
405b-2 (M1PE)	0202-0741-2-AD	CTDOT/HSO	Occupant Protection Media Buy	\$299,995.05



Planned Activity: Occupant Protection Public Information and Education

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

The goal of this task was to educate drivers and passengers on the importance of wearing their seat belts. Educational materials were distributed at health and safety fairs, school events and other public outreach events. Four (4) public information and education events at a variety of public outreach venues were attended. Safety belt messages and images including *Click It or Ticket*, *Buckle Up Connecticut* and *Seat Belts Save Lives* were prominently displayed at several of the States sports venues (including but not limited to Dunkin’ Donuts Park, Hartford XL Center,

Bridgeport’s Total Mortgage Arena, Rentschler Field, Dodd Stadium, Live Nation theatres, Ives Center, Lime Rock Park, Stafford Motor Speedway and the Thompson International Speedway) through the paid media project. In support of the visual messages, public outreach was conducted at those venues through tabling occasions which provided the opportunity to educate motorists about the importance of safety belt use for themselves and their passengers. Due to the lockdown from the COVID-19 pandemic, there was enough educational materials for use at the various outreach events. There were no funds expended on this project.

Note this task does not include the purchase of any promotional items.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-OP	0202-0702-AF	CTDOT/HSO	Occupant Protection PI&E	\$0

Planned OP Activities Not Implemented

Planned Activity: Emerging Initiatives

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

This is a placeholder project for funds that are not allotted to a specific planned activity in the HSP, but which can be programmed for projects in the Occupant Protection program area, as needed, during the course of the year. The funding was not utilized in FFY2022. The NHTSA Region 2 approval is required prior to spending any funds.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-OP	0202-0702-AJ	CTDOT/HSO	Emerging Initiatives	\$0

Activities for Child Passenger Safety (CPS)

Planned Activities Implemented

Planned Activity: Child Restraint Administration

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

There were 372 technicians who were eligible to recertify for Connecticut from October 2021 through September 2022. A total of 201 technicians did recertify bringing Connecticut to a 68.8 percent recertification rate compared to a 52.0 percent national average. For many that did not recertify, it was due to their position change at their job or due to retirement.

In 2022, the number of fitting stations increased to 89. Printed literature, car seat recommendations and educational supplies were provided to assist in supporting the fitting stations. There are 367 CPS Certified Technicians of which 20 are CPS Certified Instructors. These CPS Instructors are available to teach certification classes for those interested in becoming a car seat technician.

No funds were utilized to achieve the activities described.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0202-0709-AA	CTDOT/HSO	Child Restraint Administration	\$0

Planned Activity: Child Passenger Safety Support – Training

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

The HSO along with Yale New Haven Health, Yale New Haven Children’s Hospital hosted four (4) CPS Update Classes where six (6) CEUs were provided to assist the 59 technicians that attended in maintaining their certification. This class provided technicians hands-on learning with some of the latest car seats and technology on the market. The classes were held at various locations

across the State. The Stork Committee Advisory board continues to discuss ways to assist children with special healthcare needs.

The HSO is still following COVID guidelines and did not pay for food during the training courses. Hence, no cost incurred.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0202-0709-AB	CTDOT/HSO	CPS Training	\$0

Planned Activity: Child Passenger Safety Support – Fitting Stations

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

Connecticut Children’s Medical Center purchased CPS supplies for 25 grant applicants, where 310 seats were checked, and 80 free seats were distributed. Approximately 384 children and 373 parents/caregivers were reached. Grant recipients held 27 events during Child Passenger Safety Week. At the fitting station in Hartford, in addition to performing safety checks and fittings for all families, free car seats were provided to families in financial need. Safe Kids Connecticut works with Connecticut Children’s Medical Center and other community partners to identify expecting parents who cannot afford a car seat. Replacement seats were also provided for seats that have been in a car crash which the family cannot afford to replace. Being positioned in Hartford allows families to be served at all levels of need, and the funding received helps ensure every child has safe transportation, regardless of financial hardship.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0202-0709-AC	Connecticut Children’s Medical Center	CPS Fitting Stations Support	\$67,358.30

Yale-New Haven Children’s Hospital had a total of 41 applications received. These applicants included police departments, state troop locations, fire/EMS departments, hospitals and one (1) AAA office, one (1) community-based family services organization, and one (1) not-for-profit

livery service. There were total of 600 sheets of educational materials given out. There was a total of 805 *KIDS Alert!* kits distributed during this grant cycle. “Right Fit” and proper seat belt usage during pregnancy forms were offered in English and Spanish. Every recipient received 50 *KIDS Alert!* kits as well as 50 extra child information cards. A total of 1,400 were distributed to police, fire, and other organizations throughout Connecticut. During CPS Week, 268 car seats were checked, 88 car seats were distributed/replaced, and 314 caregivers were educated at the events.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0202-0709-AD	Yale New Haven Children’s Hospital	CPS Fitting Stations Support	\$89,493.51

Planned Activity: Yale New Haven Children’s Hospital Community Traffic Safety Program

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

The coordinator of this program taught at five (5) certification classes as well as four (4) CPS update classes. Despite the COVID-19 pandemic, the fitting station program continues to be in demand. The coordinator was able to assist families through virtual methods as well as in-person. This Coordinator also serves as a resource to other technicians, parents, and caregivers to help with the proper way to transport children with special healthcare needs. The coordinator provided 130 car seat signoffs and assisted 36 technicians on maintaining active status as a car seat technician. During this grant period, 192 scheduled seat checks/installations were performed. Approximately 30 seats were given/replaced during this cycle in order to ensure safe transportation of children.

Yale New Haven Children’s Hospital (YNHCH) alga-rhythm continues to be an invaluable service in order to properly identify car seat use, lack of use, misuse or the need for a new seat due to damage for any child who presents to YNHCH Pediatric Emergency Department after a motor vehicle collision. An alga-rhythm PEDI Flow Chart was developed to triage any child who presents to YHNCH’s Pediatric emergency after a motor vehicle crash. A specific criterion was developed, and an alga-rhythm established to assist staff in determining the need for a child restraint system to be issued. The entire pediatric medical staff and nursing staff have all received in-service education of the car seat law, specific type of car seat and booster seat selection, and education material to be given to families.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0202-0709-AE	Yale New Haven Children's Hospital	Community Traffic Safety Program	\$108,413.10

Planned Activity: *Look Before You Lock, Where's Baby* Education Campaign

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

The *Look Before You Lock, Where's Baby* Education Campaign emphasized child passenger safety by delivering safety messages to increase awareness of the issue of hot cars and to provided tips for parents and caregivers. A summer safety press event was held to kick-off this event. Safety tips included how not to forget children or leave children in a motor vehicle unattended. The campaign utilized radio, billboards, shopping carts, bus tails, streaming audio, online media and social media, to deliver the safety messages. Posters were also put at area rest stops throughout the State. The campaign ran from May 1 to September 30, 2022.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-OP	0202-0702-AG	Connecticut Children's Medical Center	<i>Look Before You Lock</i> Education Campaign	\$218,175.52



Total Amount of Funds Expended in this Program Area (Occupant Protection and Child Passenger Safety) during FFY2022

Funding Source	Total Amount Expended
405b	\$425,824.48
402-OP	\$504,406.67
402-CR	\$265,264.91

Planned CPS Activities Not Implemented

None

POLICE TRAFFIC SERVICES (PTS)

Performance Measures

Number of Speeding-Related Fatalities (C-6)

Traffic Stop Data Collection

Performance Target

To maintain the five-year moving average of 83 (2015–2019) speeding-related fatalities during the HSP 2022 planning period

To have 100 percent of the 107 police agencies that collect and submit traffic stop records electronically in 2022.

Refer to the Performance Measures Section of this Annual Report for the supporting data and data analysis.

Activities

Planned Activities Implemented

Planned Activity: Police Traffic Services Program Administration

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Robert Klin

This task included coordination of activities and projects outlined in the Police Traffic Services program area, statewide coordination of program activities, support to other program areas in the HSO including oversight of enforcement components of both local and/or national mobilizations and crackdown periods, law enforcement training, development and facilitation of

public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 office. Funding was provided for personnel, support the maintenance and function of the Law Enforcement Liaison (LEL) position within the HSO, employee-related expenses and overtime, professional and outside services, travel, materials, supplies, and other related operating expenses. Much of this project was used to fund salary while a small portion was used for travel and operating expenses.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PT	0202-0707-AA	CTDOT/HSO	Police Traffic Administration	\$561.17

Planned Activity: Speed and Aggressive Driving Enforcement

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Nicholas Just

This task provided funding for HVE speed specific grants. Speed enforcement focused on the four (4) predominant contributing factors listed in the PTS problem ID. The HSO considered grant submissions from police agencies identifying specific speeding-related crash data within their jurisdictions, substantiated by enforcement and crash data. This task addressed speeding-related crashes, injuries and fatalities in the urban areas. Law enforcements have identified these respective areas as having higher incidences of speeding-related crashes. Grant participants were chosen based on the major contributing factors, types of crashes, are typically indicative of speed as cause of crash. Additionally, areas with high population, high traffic volumes and roadways with low posted speed limits led to the selection of urban areas and larger cities as the most likely areas where speed enforcement can impact the greatest number of speeding-related crashes.

The State and Municipal law enforcement agencies who participated in this initiative issued 5,524 infractions for speeding and reckless driving; 17 infractions for mobile phone violations; 45 suspended licenses and uninsured; four (4) seat belt violations; zero (0) DUI and 349 other violations. The HVE ran July 1 to September 6, 2022.

Participating Funded Agencies

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-SE	0202-00706-AC	Bridgeport	Speed and Aggressive Driving Enforcement	\$ 47,652.32
402-SE	0202-0706-AD	Bristol	Speed and Aggressive Driving Enforcement	\$ 26,762.41
402-SE	0202-0706-AF	Danbury	Speed and Aggressive Driving Enforcement	\$40,137.12
402-SE	0202-0706-AK	Hartford	Speed and Aggressive Driving Enforcement	\$ 40,695.52
402-SE	0202-0706-AM	Meriden	Speed and Aggressive Driving Enforcement	\$ 9,511.18
402-SE	0202-0706-AO	New Britain	Speed and Aggressive Driving Enforcement	\$ 38,232.84
402-SE	0202-0706-AP	New Haven	Speed and Aggressive Driving Enforcement	\$ 15,707.36
402-SE	0202-0706-AV	Waterbury	Speed and Aggressive Driving Enforcement	\$ 9,203.13
402-SE	0202-0706-AW	West Hartford	Speed and Aggressive Driving Enforcement	\$ 12,756.54
405e-4 (M8*SE)	0202-0745-4-EQ	DESPP	Speed and Aggressive Driving Enforcement & Equipment	\$199,858.53

Planned Activity: Speed and Aggressive Driving High Visibility Enforcement Media Buy

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Nicholas Just

The goal of this project was a Speed Enforcement program media campaign for the HSO. This campaign increased awareness of the dangers of speeding on Connecticut roads. Running this media campaign in concurrence with the HVE activity of the HSO’s law enforcement partners is the most effective way of obtaining results.

The objectives of this media campaign included developing and implementing a realistic and effective “speeding” marketing/communications strategy for the HSO. The consultant was responsible for conducting market research on demographics, developing communication materials, evaluating the awareness campaigns and provided continued assistance to the HSO during their public information campaigns. Incorporate market research into the development of the HSO’s public information and education campaigns in order to more effectively reach the target populations.

The media campaign included cable television, radio, outdoor billboards, social media and digital banners. Media ran June 27 through September 11, 2022 and included both English and Spanish language media buy.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-6 (M8*PM)	0202-0745-6-AB	CTDOT/HSO	HVE Speed Campaign Media Buy	\$249,979



Planned Activity: Connecticut Police Chiefs Association – Public Information and Education

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Robert Klin/Phyllis DiFiore

The goal of this project was for two (2) driver safety media campaigns during busy holiday seasons. These campaign increased awareness of the dangers of speeding, driving distracted, pedestrian safety, importance of using seat belts and the dangers of driving impaired on Connecticut roads. Running these media campaigns in concurrence with the HSO’s law enforcement partners is the most effective way of obtaining results.



The objectives of this media campaign included creating, developing, and implementing a realistic and effective safety marketing/communications strategy for the HSO. The Connecticut Police Chiefs Association (CPCA) worked with a local media consultant firm who was responsible for developing and evaluating the awareness campaigns and provided continued assistance during their public information campaigns. The media campaign included cable television, outdoor digital billboards, internet, internet radio, social media and digital banners during the Halloween season and the winter holiday season. The media message was Connecticut

specific and emphasized the importance of driving responsibly.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PM	0202-0711-AC	CT Police Chiefs Association	Holiday and Back to School Safety Media Buy	\$200,000

Planned Activity: 1906 Racial Profiling

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Robert Klin/Kathryn Nohelty

Connecticut Statute requires that nearly all law enforcement agencies with the power to make a traffic stop, report race, and ethnicity data to the OPM. The Racial Profiling Prohibition Project funded through Connecticut's Federal 1906 funds has established a system for all statutorily required police agencies to report their data electronically through the Criminal Justice Information System (CJIS). The goal is that 100 percent of agencies required to report these data do so electronically. Currently, there are 107 police agencies that are required to collect and submit traffic stop records. These include 94 Municipal Police agencies, six (6) University Police agencies, two (2) Tribal Police agencies, Connecticut State Police and four (4) Special Police agencies. 106 (99%) of the 107 police departments required to collect and submit traffic stop records do so electronically through the department's records management system (RMS).

Since May 2012, the Institute for Municipal and Regional Policy (IMRP) at UConn has been developing and implementing the Connecticut Racial Profiling Prohibition Project (CTRP3). Over the last decade, the IMRP project team with guidance from several national experts on racial profiling developed a standardized method to more efficiently and effectively collect racial profiling data from traffic stops. IMRP team also worked to develop a system that will inform government officials, the public at large, and police agencies of the information that is availed through the data collection process. Lastly, IMRP published numerous advanced analytical reports on traffic stops in the country.

Connecticut's anti-racial profiling law, entitled The Alvin W. Penn Racial Profiling Prohibition Act (*Connecticut General Statutes Sections 54-1l and 54-1m*), was changed significantly during the 2012 and 2013 legislative sessions. The intent of revising this legislation was to ensure a more rigorous application of the initial law while allowing for methods and guidelines to be put in place that would effectively infuse current and future best practices into all facets of its key provisions (e.g., the data collection/analysis, training, and complaint processes).

The work to date on this project has been significant. In FFY2022 the project team completed the following objectives outlined in the grant application:

1. Maintained the statewide data collection portal and continued to work with law enforcement vendors to troubleshoot any connection issues throughout the year.
2. Maintained a partnership with the Connecticut Data Collaborative to update the online portal for public consumption of raw data collected as well as information in summary format. The Connecticut Data Collaborative has direct access to the data server, which helps with more regular uploads of data. The collaborative also integrated data stories to the website, which helps the public better understand the analytical methodologies applied to the data.
3. Continued to meet with the advisory board compiled of end users, agencies, community members and interested groups to discuss IMRP's findings.

4. Worked with technical consultants Dr. Matthew Ross and Dr. Jesse Kalinowski to analyze Connecticut's traffic stop data at the Municipal department and Connecticut State Police troop level. The scope of work consisted of four (4) distinct components:
 - Synthetic Control for Departments
 - Veil of Darkness Methodology data and robustness checks for departments identified using this method
 - Post-Stop Search and Stop Disposition analysis
 - Support with general descriptive statistics
5. Completed the seventh annual analysis (*2020 Traffic Stop Data Analysis and Findings Report*) of traffic stop data and published IMRP's findings, in accordance with C.G.S. 54-1m. The report was released through a presentation to the Connecticut Racial Profiling Prohibition Advisory Board. The report analyzed approximately 245,000 traffic stops conducted by 107 law enforcement agencies in Connecticut.
6. Made modifications to the analytical methods used based on the most readily available academic literature.
7. Worked with the Criminal Justice Information System (CJIS) to update the data portal to allow additional police departments to submit more detailed location information, including latitude and longitude information when available. Also worked with CJIS to onboard two (2) additional police departments' ability to send "real-time" data to the state system.
8. Worked with New York University's Marron Institute to begin the development of a data dashboard for law enforcement administrators to easily track traffic stop trends, officer-level trends, and other relevant information. The dashboard is intended to act as an early warning system for police administrators to identify departmental or officer disparities.
9. Conducted an in-depth follow-up analysis of traffic stop data for the Middletown Police Department, which has been identified with statistical disparities in the 2020 traffic stop analysis.
10. Developed a project that would create an estimated driving population using mobility data. The IMRP received access to mobility data through a non-profit data-sharing company and submitted a proposal through the UConn Internal Review Board for approval.

11. Worked with the Centralized Infractions Bureau (CIB) to access statewide citation data and connect that information to the traffic stop portal. This information provides more detail when an infraction is issued, which enhanced statewide analysis.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
1906 (F1906ER)	0202-0725-AA	University of Connecticut	Racial Profiling Prohibition	\$333,245.31

Total Amount of Funds Expended in this Program Area during FFY2022

Funding Source	Total Amount Expended
402-PT	\$561.17
402-PM	\$200,000
402-SE	\$240,658.42
405e	\$449,837.53
1906	\$333,245.31

Planned PTS Activities Not Implemented

Planned Activity: Emerging Initiatives

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Robert Klin/Kathryn Nohelty

This is a placeholder project for funds that are not allotted to a specific planned activity in the HSP, but which can be programmed for the Racial Profiling Program, as needed, during the course of the year. The funding was not utilized in FFY2022. The NHTSA Region 2 approval is required prior to spending any funds.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
1906-F1906ER	0202-0725-ZZ	CTDOT/ HSO	Emerging Initiatives	\$0

DISTRACTED DRIVING (DD)

Performance Measures

Number of agencies participating in Distracted Driving High Visibility Enforcement (HVE)

Performance Target

To maintain the five-year (2015-2019) moving average of ten (10) distracted driver fatalities during the HSP 2022 planning period.

Refer to the Performance Measures Section of this Annual Report for the supporting data and data analysis.

Activities

Planned Activities Implemented

Planned Activity: HVE Distracted Driving – Enforcement

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

This task provided funding for HVE distracted driving enforcement by municipal law enforcement agencies. This evidence-based enforcement program used data sourced from table DD-1 (see FFY2022 HSP) to prioritize funding levels based on various types of crash data from crash type, severity, population and roadway data. The primary goal of this task was to support the national *U Drive. U Text. U Pay.*



mobilization in April. The Distracted Driving campaign was planned for two (2) weeks in October 2021 and the entire month of April 2022. Participating agencies were able to choose dates throughout the six-week period to carry out HVE, targeting drivers who use mobile phones behind the wheel. Fifty police agencies (Connecticut State Police plus 49 Municipal law enforcement agencies) were approved grants to participate in the DDHVE campaign.



The six-week mobilization saw a combined 6,902 citations written by municipal law enforcement agencies for mobile phone, texting and distracted driving violations. Additional 1,619 citations were written for speeding, seatbelts, suspended license and other motor vehicle citations. Due to the COVID-19 pandemic and hostility towards law enforcement, more warnings were issued compared to the 2019 HVE.

Participating Law Enforcement also contributed to earned media campaign. News media outlets in the State covered the increased law enforcement presence targeting drivers who chose to talk or text while driving. Additionally, the HSO conducted observation surveys before and after the August 2022 enforcement period to measure its effect. The data analysis has not been completed at the time of submission of this Annual Report. The HSO will submit the results to

NHTSA as soon as the data are available.

The 42 Municipal Law Enforcement Agencies that participated in the October 2021 and April 2022 DDHVE campaigns are listed below.

Participating Funded Agencies

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-2 (M8DDLE)	0202-0745-2-AC	New Haven	Distracted Driving Enforcement	\$57,818.52
405e-2 (M8DDLE)	0202-0745-2-AD	Danbury	Distracted Driving Enforcement	\$40,256.88
405e-2 (M8DDLE)	0202-0745-2-AE	Waterbury	Distracted Driving Enforcement	\$33,597.06

405e-2 (M8DDLE)	0202-0745-2-AF	Hartford	Distracted Driving Enforcement	\$58,897.67
405e-2 (M8DDLE)	0202-0745-2-AG	Manchester	Distracted Driving Enforcement	\$44,125.18
405e-2 (M8DDLE)	0202-0745-2-AH	Norwalk	Distracted Driving Enforcement	\$42,657.69
405e-2 (M8DDLE)	0202-0745-2-AJ	Westport	Distracted Driving Enforcement	\$7,886.24
405e-2 (M8DDLE)	0202-0745-2-AK	Hamden	Distracted Driving Enforcement	\$47,273.04
405e-2 (M8DDLE)	0202-0745-2-AL	Farmington	Distracted Driving Enforcement	\$5,790.36
405e-2 (M8DDLE)	0202-0745-2-AM	Orange	Distracted Driving Enforcement	\$19,207.29
405e-2 (M8DDLE)	0202-0745-2-AN	Bristol	Distracted Driving Enforcement	\$3,767.10
405e-2 (M8DDLE)	0202-0745-2-AQ	Bridgeport	Distracted Driving Enforcement	\$36,529.67
405e-2 (M8DDLE)	0202-0745-2-AR	Stamford	Distracted Driving Enforcement	\$18,041.59
405e-2 (M8DDLE)	0202-0745-2-AT	Stratford	Distracted Driving Enforcement	\$19,099.79
405e-2 (M8DDLE)	0202-0745-2-AU	Plainville	Distracted Driving Enforcement	\$14,619.06

405e-2 (M8DDLE)	0202-0745-2-AY	North Haven	Distracted Driving Enforcement	\$10,514.85
405e-2 (M8DDLE)	0202-0745-2-AZ	Bloomfield	Distracted Driving Enforcement	\$1,533.85
405e-2 (M8DDLE)	0202-0745-2-BB	West Hartford	Distracted Driving Enforcement	\$36,052.10
405e-2 (M8DDLE)	0202-0745-2-BC	Southington	Distracted Driving Enforcement	\$5,937.36
405e-2 (M8DDLE)	0202-0745-2-BE	Wallingford	Distracted Driving Enforcement	\$15,894.76
405e-2 (M8DDLE)	0202-0745-2-BF	East Hartford	Distracted Driving Enforcement	\$24,689.98
405e-2 (M8DDLE)	0202-0745-2-BG	Waterford	Distracted Driving Enforcement	\$5,353.53
405e-2 (M8DDLE)	0202-0745-2-BH	Brookfield	Distracted Driving Enforcement	\$672.28
405e-2 (M8DDLE)	0202-0745-2-BI	Willimantic/ Windham	Distracted Driving Enforcement	\$10,993.21
405e-2 (M8DDLE)	0202-0745-2-BK	Berlin	Distracted Driving Enforcement	\$10,167.96
405e-2 (M8DDLE)	0202-0745-2-BL	Meriden	Distracted Driving Enforcement	\$18,268.14
405e-2 (M8DDLE)	0202-0745-2-BN	Wilton	Distracted Driving Enforcement	\$16,702.20

405e-2 (M8DDLE)	0202-0745-2-BO	Monroe	Distracted Driving Enforcement	\$9,360.67
405e-2 (M8DDLE)	0202-0745-2-BS	Canton	Distracted Driving Enforcement	\$18,826.09
405e-2 (M8DDLE)	0202-0745-2-BV	New Milford	Distracted Driving Enforcement	\$12,067.27
405e-2 (M8DDLE)	0202-0745-2-BW	Greenwich	Distracted Driving Enforcement	\$27,387.60
405e-2 (M8DDLE)	0202-0745-2-BY	New Britain	Distracted Driving Enforcement	\$30,399.92
405e-2 (M8DDLE)	0202-0745-2-CA	Naugatuck	Distracted Driving Enforcement	\$20,000.01
405e-2 (M8DDLE)	0202-0745-2-CH	Plymouth	Distracted Driving Enforcement	\$13,680.84
405e-2 (M8DDLE)	0202-0745-2-CI	Bethel	Distracted Driving Enforcement	\$28,680.48
405e-2 (M8DDLE)	0202-0745-2-CK	Watertown	Distracted Driving Enforcement	\$10,396.19
405e-2 (M8DDLE)	0202-0745-2-CL	New Canaan	Distracted Driving Enforcement	\$17,472.79
405e-2 (M8DDLE)	0202-0745-2-CN	Glastonbury	Distracted Driving Enforcement	\$21,724.68
405e-2 (M8DDLE)	0202-0745-2-CP	Torrington	Distracted Driving Enforcement	\$16,229.69

405e-2 (M8DDLE)	0202-0745-2-CT	Fairfield	Distracted Driving Enforcement	\$25,781.14
405e-2 (M8DDLE)	0202-0745-2-CV	Middletown	Distracted Driving Enforcement	\$23,438.81
405e-2 (M8DDLE)	0202-0745-2-EU	Woodbridge	Distracted Driving Enforcement	\$15,417.17

Note: Newtown Police Department had approved grant but did not participate in the Distracted Driving enforcement due to staffing issues. No funds were expended.

Planned Activity: HVE Distracted Driving – Enforcement (DDHVE) – CSP/DESPP

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

This task provided funding for HVE distracted driving enforcement by the Connecticut State Police. This evidence-based enforcement program used data sourced from table DD-1 (See FFY2022 HSP) to prioritize funding levels based on various types of crash data from crash type, severity, population and roadway data. The primary goal of this task was to support the state’s *U Drive. U Text. U Pay.* mobilization.

The DDHVE ran from October 15-31, 2021, and April 1-30, 2022. The Connecticut State Police were able to choose dates throughout the six-week period to carry out HVE enforcement targeting drivers who use mobile phones behind the wheel. The mobilization saw a combined 907 citations written by the Connecticut State Police for mobile phone, texting and distracted driving violations. Additional citations written were 191, which included citations for speeding, seat belts, DUI and other motor vehicle citations. The Connecticut State Police also contributed to a very highly publicized earned media campaign. Paid and earned media supported the HVE mobilization. Nearly every major news media outlet in the state as well as many local and hyper-local outlets in participating communities covered the increased law enforcement presence targeting drivers who chose to talk or text while driving. Additionally, the HSO conducted observation surveys before and after the October 2021 enforcement period to measure its effect. The data from this survey (Pre/Post Distracted Driving Observations) are included in the Attitudes and Awareness Surveys Section of this Annual Report.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-2 (M8DDLE)	0202-0745-2-DW	DESPP	Distracted Driving Enforcement	\$117,068.09

Planned Activity: Data Analysis and Surveys

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Flavia Pereira

This project provided funding to the consultant for the provision of data support to the Highway Safety Office for the different program areas including impaired driving; police traffic services and speed and aggressive driving; occupant protection and child passenger safety; motorcycle safety; distracted driving; and community traffic safety. This project provided funding to plan and conduct the statewide annual seat belt use observations, bellwether observations, distracted driving observations, as well as data evaluation. This project also funds the data evaluation and support for annual planning documents including but not limited to the highway safety plan and the annual report. In addition, this project supports the NHTSA core performance measure mandated attitude and awareness surveys and analysis.

The following surveys were conducted during FFY2022, and the findings of the surveys are included in the Attitudes and Awareness Surveys Section of this Annual Report:

- Connecticut Highway Safety Office 2022 Attitude and Awareness Survey
- Connecticut Child Restraint Use Observation October 2021
- Connecticut Distracted Driving Observations 2015-2022
- Connecticut Distracted Driving Observations April/October 2021
- Connecticut Statewide Seat Belt Use Observations 2022

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-3 (M8*PTS)	0202-0745-3-EP	CT-DOT/HSO	Data Analysis and Surveys	\$400,000

Planned Activity: Distracted Driving Public Messaging Campaign

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

The goal of this task was to reduce injuries and fatalities related to distracted driving crashes through paid media campaigns.

This effort was comprised of three (3) major components:

1. The first component of this task was to directly support NHTSA's national *U Drive. U Text. U Pay.* Mobilization during the month of April 2022. Paid media was purchased in support to supplement the media buy using the same demographic information contained in NHTSA's 2022 media plan. Media buys included television, radio, internet, gas station radio, social, and outdoor advertising. Media effectiveness was tracked and measured through required evaluation reports from media agencies and attitude and awareness surveys conducted at local DMV's. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for the entire campaign as well as the target audience.
2. The second component of this task funded year-round placement of a social norming media campaign warning drivers about the dangers of distracted driving – especially related to mobile phone use, year-round. Media buys included television, radio, internet, social, and outdoor advertising. Media effectiveness was tracked and measured through required evaluation reports from media agencies and attitude and awareness surveys conducted at local DMV's. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for the entire campaign as well as the target audience. Further information regarding this media campaign can be found in the Paid Media Reports section of this report.
3. Another component of this task funded a new partnership with Channel FOX61 for the Drive Safe CT Public Awareness Campaign. This partnership with a local news station was launched to bring public awareness messaging to all highway safety program areas. Program areas were selected based on either coinciding with a national high visibility enforcement campaign or to address emerging safe driving issues. This included the dangers of driving distracted, driving under the influence of alcohol, pedestrian safety, occupant protection and the dangers of speeding. The project included but was not limited to public service announcements during multiple varieties of news broadcasts, the sponsorship of traffic updates and live and recorded interviews with HSO staff and other partners.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-1 (M8PE)	0202-0745-1-DY	CT-DOT/HSO	Distracted Driving Public Messaging Campaign	\$524,995.59

Total Amount of Funds Expended in this Program Area during FFY2022

Funding Source	Total Amount Expended
405e	\$1,939,274.09

Planned DD Activities Not Implemented

Planned Activity: Emerging Initiatives

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

This is a placeholder project for funds that are not allotted to a specific planned activity in the HSP, but which can be programmed for projects in the Distracted Driving program area, as needed, during the course of the year. The funding was not utilized in FFY2022. The NHTSA Region 2 approval is required prior to spending any funds.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-8 (M8X)	0202-0745-8-YY	CT-DOT/HSO	Emerging Initiatives	\$0

Planned Activity: Public Outreach and Education Campaign

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

The funding for this project was not used because there were enough citation holders to use for the DDHVE FFY2022 campaigns.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-1 (M8PE)	0202-0745-1-DZ	CT-DOT/HSO	Distracted Driving Citation Holders	\$0

MOTORCYCLE SAFETY (MS)

Performance Measures

Number of Motorcyclist Fatalities (C-7)

Number of Unhelmeted Motorcyclist Fatalities (C-8)

Performance Target

To maintain the five-year moving average of 52 (2015-2019) motorcyclist fatalities during the HSP 2022 planning period.

Reduce the unhelmeted motorcyclist fatalities to 30 (2018-2022 moving average) by 2022.

Refer to the Performance Measures Section of this Annual Report for the supporting data and data analysis.

Activities

Planned Activities Implemented

Planned Activity: Motorcycle Safety Program Administration

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Nicholas Just

The task included coordination of activities and projects outlined in the Motorcycle Safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. The Program Coordinator served as a direct line of communication between the HSO and the Connecticut Community College system that administers the Connecticut Rider Education Program (CONREP), including assisting in annual activity proposals and voucher reimbursement. This task and associated project are specifically meant for in-house management of the Motorcycle Safety program. Funding was provided for personnel, employee-related expenses, overtime, professional and outside services including facilities and support services for the required annual instructor update. Travel to in-state training facilities for project monitoring, requests for support and out-of-state travel including the annual State Motorcycle Safety Administrators Summit and annual dues, travel related to training opportunities, providing educational materials for distribution to students and other related operating expenses.

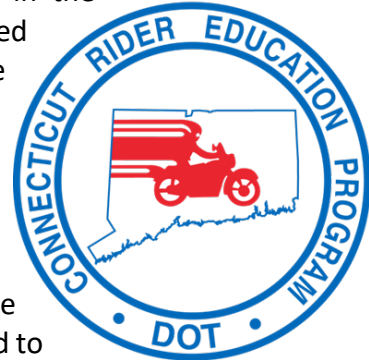


Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-MC	0202-0701-AA	CTDOT/HSO	Motorcycle Safety Program Administration	\$2,795.27

Planned Activity: Connecticut Rider Education Program (Training) Administration

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Nicholas Just

Rider training is the primary countermeasure applied to reaching the performance goal of decreasing the total number of motorcycle fatalities and decreasing the number of unhelmeted fatalities. This task provided for the oversight of the CONREP in the following ways; the training and monitoring of 85 certified motorcycle safety instructors, providing support services to the Connecticut Rider Education Program (CONREP) training sites by providing funding for quality assurance monitoring, technical assistance and support services, Motorcycle Safety Foundation (MSF) curriculum materials, updating and maintaining the program’s website (<https://www.ride4ever.org>), which is the programs direct point of contact for course students and license waiver information. A Motorcycle Training Coordinator was utilized to accomplish this task. Preparing and maintaining project documentation and evaluating task accomplishments. Funding was provided for professional and outside services, materials, supplies, and other related operating expenses.



Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-MC	0202-0701-AB	CT-DOT/HSO	CONREP Technical Assistance	\$31,527.22

Total Amount of Funds Expended in this Program Area during FFY2022

Funding Source	Total Amount Expended
402-MC	\$34,322.49

Planned MS Activities Not Implemented

Planned Activity: Public Information and Education/Community Outreach about Motorcycle Riders

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Nicholas Just

The project 0202-0744-1-AB was not implemented due to the funds not being distributed by the USDOT until the campaign was already slated to run. State funds dedicated to motorcyclist safety were used in lieu of federal assistance. Data found below is from the Connecticut-run “Share the Road media campaign.” Share the Road media on radio was run starting May 23 and ran through September 11, 2022, and billboards were run from June 27 to September 11, 2022, with a total of 10,726,516 impressions. State 8110-2022 funds were used to purchase media only and did not include any messaging about helmet use.

The project 0202-0744-2-AC was not implemented due to the COVID-19 pandemic. Local restrictions on gatherings, limited in person dealer open-houses and safety fairs where the CONREP would normally attend. The CONREP plans on continuing efforts to reach the public to remind everyone to Share the Road with Motorcyclists in FFY2023.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405f-2 (M11MA)	0202-0744-2-AC	CT-DOT/HSO	PI&E	\$0
405f-1 (M11MT)	0202-0744-1-AB	CT-DOT/HSO	PI&E	\$0

TRAFFIC RECORDS (TR)

Performance Measures

Percentage of Citations Adjudicated through On-Line Disposition System and Posted to Driver History File

Percentage of Law Enforcement Agencies Participating in the Use of eCitation

Performance Target

To decrease the time it takes to adjudicate and post the outcome to the Driver History File to 80 percent in 2022.

To increase the number of law enforcement agencies using the eCitation system to 80 percent in 2022.

Refer to the Performance Measures Section of this Annual Report for the supporting data and data analysis.

Activities

Planned Activities Implemented

Planned Activity: Traffic Records Administration

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Flavia Pereira

The task provided for the coordination of activities and projects outlined in the Traffic Records program area, statewide coordination of program activities, and the development and facilitation of public information and education projects. It also included providing status reports and

updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2. Funding was used for personnel, employee-related expenses, professional and outside services including consulting services that provide TRCC coordination, travel, materials, supplies, assessments and other related operating expenses.

No funding was utilized from project 0202-0705-AA for any of the above-mentioned activities.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405c (M3DA)	0202-0742-AA	CT-DOT/HSO	Traffic Records Administration	\$89,775
402-TR	0202-0705-AA	CT-DOT/HSO	Traffic Records Administration	\$0

Planned Activity: Traffic Records Strategic Plan Implementation

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Flavia Pereira

This task provided funding to assess and develop the Connecticut Traffic Records program by implementing the following projects outlined in the Section 405(c).

eCitation – Technology/Software Support for Municipal/Local Law Enforcement

The project assisted local/municipal police departments in acquiring public safety equipment. Some departments don't have computers or mobile data terminals (MDTs) in their vehicles, hindering their abilities for selective enforcement. Better tools/resources, including technology as well as software support where warranted, enable local police departments to participate in the E-Citation initiative.

Equipment as well as software support were provided to support local/municipal law enforcement agencies in implementing E-Citation. Equipment/software support was awarded to those agencies requesting assistance for the purchase and installation of computers, printers or other mobile technology, as well as software applications.

The need for planning and coordination among law enforcement agencies is critical to the success of this effort. This E-Citation support initiative aids in improving police officer

efficiency by reducing the amount of time that officers spend collecting citation data and decrease the time it takes this data to be received by the appropriate State agency. This project funded two agencies, Easton and Manchester Police Departments, in FFY2022. Two other police agencies Windsor Locks and Derby Police Departments approached the HSO for funding in FFY2022 but did not submit the grant and were not funded.

Participating Funded Agencies

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-TR	0202-0705-AJ	Manchester PD	eCitation Local Law Enforcement	\$5,655
405c (M3DA)	0202-0742-AJ	Easton PD	eCitation Local Law Enforcement	\$35,954.25
405c (M3DA)	0202-0742-AK	Windsor Locks PD	eCitation Local Law Enforcement	\$0
405c (M3DA)	0202-0742-AL	Derby PD	eCitation Local Law Enforcement	\$0

eCitation Processing System – Version 2 Integration with Online Disposition

During the FFY2022 period, five (5) more Municipal law enforcement agencies (Plainfield, Old Saybrook, Rocky Hill, Avon and East Hampton Police Departments) were added to eCitation through validation of the new vendor schema and both technical and business process support through implementation; comprehensive monthly statistical reports were created to monitor the use of eCitation by recording the monthly percentage of eCitations versus manual citations by law enforcement agencies; several police departments that are not currently using eCitation were contacted and meetings held to discuss the process about implementing eCitations. Legal opinion was sought on making the use of E-Citations mandatory and a memo was provided by the legal services to Centralized Infractions Bureau. The memo suggested that no statutory change will be necessary. The feasibility analysis was conducted to incorporate Motor Vehicle Misdemeanor Summons in eCitations and it was determined that this effort would require significant changes to the existing system.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405c (M3DA)	0202-0742-AE	CT Judicial (CIB)	eCitation Processing System	\$96,371.46

Total Amount of Funds Expended in this Program Area during FFY2022

Funding Source	Total Amount Expended
402-TR	\$5,655
405c	\$222,100.71

Planned TR Activities Not Implemented

Planned Activity: Online Disposition System

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Flavia Pereira

The goal of this project was the continued development of the online disposition system in Connecticut. This project was not implemented in FFY2022 due to staffing issue with the subgrantee, Centralized Infractions Bureau (CIB).

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405c (M3DA)	0202-0742-AD	CT Judicial (CIB)	Online Disposition System	\$0

COMMUNITY TRAFFIC SAFETY (CTS)

Performance Measures

Number of drivers aged 20 or younger involved in fatal crashes (C-9)

Number of Pedestrian Fatalities (C-10)

Number of Bicyclist Fatalities (C-11)

Performance Target

To maintain the five-year moving average of 32 (2015-2019) fatalities involving drivers aged 20 or younger during the HSP 2022 planning period.

To maintain the five-year moving average of 53 (2015-2019) pedestrian fatalities during the HSP 2022 planning period.

To maintain the five-year (2015-2019) moving average of three (3) bicyclist fatalities during the HSP 2022 planning period.

Refer to the Performance Measures Section of this Annual Report for the supporting data and data analysis.

Activities

Planned Activities Implemented

Planned Activity: Mothers Against Drunk Driving (MADD) Initiatives

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Nicholas Just

Planned Activity Description: *Power of Parents, It's Your Influence*

The Mothers Against Drunk Driving (MADD) educational outreach program, *Power of Parents, It's Your Influence*, received federal funding under this task. The program was a 30-minute workshop given to parents. It was based on a parent handbook, which motivated parents to talk with their teens about alcohol. Handbooks were presented in a virtual environment to every parent in attendance at each workshop. The workshops were presented by trained facilitators who attended a facilitator training led by the MADD Connecticut Youth Department (8 additional facilitators were trained during the grant period). A Program Specialist had administrative oversight regarding the implementation of this program. A total of 68 virtual and in-person distribution events were held over the course of the grant year, reaching 3,276 parents, caregivers, and community members. A total of 4,997 other educational materials were distributed to parents, caregivers, and community members.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-AL	0202-0722-EE	Mothers Against Drunk Driving (MADD)	<i>Power of Parents</i>	\$35,464.28

Planned Activity: Drive Safe Connecticut Media Partnership

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

In FFY2022, the HSO continued its partnership with Channel FOX61 to deliver a robust educational media campaign. This campaign included production of PSAs, multiple interview opportunities, traffic report sponsorships, social media advertisements and community outreach efforts. Because funding was flexible for this campaign, various program areas were featured throughout the year. This also provided the HSO the opportunity to address current safe driving concerns occurring in Connecticut. This partnership allowed the HSO to have its campaigns routinely featured on one of the most prominent news stations in Connecticut to raise awareness about safe driving practices.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-6 (M8*PM)	0202-0745-6-DX	CT-DOT/HSO	Drive Safe CT Media Partnership	\$198,000

Planned Activity: *Choices Matter* Impaired Driving Program Featuring Chris Sandy

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

The HSO was able to bring the *Choices Matter* impaired driving program back to Connecticut in FFY2022 after it was unable to be held in FFY2021 due to the COVID-19 pandemic. The program visited 23 schools during the school year, as in-person assemblies and presentations were still limited at times due to the pandemic. When Chris Sandy was 22 years old, he was charged and convicted on two (2) counts of vehicular homicide by DUI and spent eight and a half years in prison for his crime. In prison, Chris Sandy committed himself to preventing anyone else from repeating his mistakes, and his story has since been the inspiration for a book and EMMY winning documentary. Chris is now serving the remainder of his sentence on Parole/Probation until 2031. This former inmate continues sharing his dynamic live presentation at schools, colleges, conferences, military bases and business organizations nationwide. Chris Sandy is considered one of the most talented speakers in the youth industry. An impaired driving simulator was included for students as a hands-on portion of this program to allow participants the experience to see the potentially devastating consequences of driving impaired in a safe setting. Surveys were also given to the students during this portion of the program to gauge their attitudes and awareness related to impaired driving. This presentation is emotional and inspirational to people of all ages, but especially teens becoming experienced drivers and responsible passengers.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-AL	0202-0722-AY	CTDOT/HSO	<i>Choices Matter</i>	\$115,000

Planned Activity: Distracted Driving Education Programming and Younger Driver Education

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

The HSO again brought the *Save a Life Tour* to Connecticut to build on the success of the high school distracted driving program developed over the past several years prior to not being able to come to Connecticut in FFY2021 due to the COVID-19 pandemic. The program has continued to be one of if not the most popular educational high school program in the state. The *Save a Life Tour* was able to visit 80 high schools, returning to the level it was at prior to the pandemic. Administrators continue to request it for their future students at each location. New materials combined with the distracted driving simulators continues to yield positive feedback from students that are more and more technologically focused each year, and therefore at an increasingly heightened risk to drive while distracted. Students could take a behavioral survey related to distracted driving during the simulator portion of the program. These results are compiled and delivered back in a condensed PDF file to monitor the impact of the program and the opinions and beliefs of the students regarding distracted driving.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-1 (M8PE)	0202-0745-1-AA	CTDOT/HSO	<i>Safe a Life Tour</i>	\$240,000

Planned Activity: Pedestrian and Bicyclist Safety Media and Community Awareness Project

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

The HSO continued its partnership with the Connecticut Children’s Medical Center (CCMC) on the *Watch for Me CT* pedestrian and bicycle community awareness project in year six (6) of the program. The HSO’s message continues to be widely recognized due to the outreach, education, and media efforts combined with the work of the Pedestrian/Bicyclist Safety Outreach Coordinator and the HSO. In FFY2022, *Watch for Me CT* maintained a year-round media campaign, which included holidays and other key times of the year when a rise in pedestrian deaths is typically seen. The HSO utilized cable television, radio, and out-of-home advertisements to disseminate safety messages to audiences across the state. A multi-channel digital and social

media strategy was used to provide additional targeted reach and message frequency while driving website traffic and encouraging social media discussion. Display banners ran across a range of websites based upon the HSO target audience's online behaviors and searches, as well as the *Watch for Me CT* social media channels on Facebook and Instagram. Bus tail posters were placed in the state's largest urban and suburban markets to provide broad audience coverage on secondary roads near dining, shopping, and recreational areas where crashes historically occur. Digital billboards were placed on main highways and at main intersections for reach and frequency in Meriden, New Britain, Waterbury, and Norwich. Overall, the campaign had nearly 20 million impressions.

In addition to the media campaign, the HSO continued to update graphics and safety messaging, keep www.WatchforMeCT.org current, and create monthly social media plans. The HSO designed and printed a new helmet fitting guide and a rack card for law enforcement to distribute. The HSO launched a month long targeted social media messaging campaign for Pedestrian Safety Month in October and created additional messaging around school bus and back to school safety. The HSO authored a bi-monthly e-newsletter which was distributed to more than 250 subscribers. The *Watch for Me CT* program manager performed several media interviews throughout the year, including with WHSU Radio, Channel FOX61, the New London Day, and for the syndicated public affairs program 'For the People.' The HSO also received media coverage for the HSO bicycle skills day, including Channel FOX61, Channel 8, and the Hartford Courant. The HSO spoke about pedestrian safety at Connecticut Children's Summer Safety Conference, which was covered by many local media outlets.

One of the strengths of the *Watch for Me CT* program is the strong partnerships with a myriad of organizations across the state. The HSO worked closely with the Bicycle and Pedestrian Advisory Board, AARP, Hartford Complete Streets Committee, the T2 Center, AAA, Connecticut State Health Improvement Plan (SHIP) Injury and Prevention Action Team, and the Capitol Region Council of Governments (CRCOG). The program manager serves on CRCOG's Bicycle and Pedestrian Committee, Complete Streets Committee, Active Living Active Transportation Advisory Committee, and Micromobility Team. The program manager also serves on the board of the Farmington Valley Trails Council on their safety subcommittee.

A highlight of this year was *Watch for Me CT's* contribution to the newly established Vision Zero Council. The program manager was invited to be a co-chair of the education subcommittee, facilitating six (6) committee meetings, attending numerous committee chair meetings, and creating PowerPoint presentations to share HSO findings with the Council. In addition, the program manager served as a member of the equity subcommittee. Finally, the HSO continued to support related campaigns such as *Words to Live By* and *The Pedestrian Rules*.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PS	0202-0710-AC	Connecticut Children's Medical Center	Pedestrian Safety Awareness Project <i>Watch for Me CT</i>	\$356,396.11

Planned Activity: AARP Non-Motorized Media and Education Program

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

To address increasing traffic fatalities and serious injuries for drivers and pedestrians over the age of 65, in FFY2022 the HSO again collaborated with Watch for Me CT and AARP members to deliver the educational campaign titled *Words to Live By*. This included advertisements on broadcast and cable television, transit, and digital and social media to raise awareness of this critical safety issue impacting the older population.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-ii-4 (M7*PS)	0202-0740-4-AT	CTDOT/HSO	Bike/Ped Media Buy (AARP)	\$150,000

Planned Activity: Non-Motorized Safety Community Education and Outreach Program

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

Traffic safety advocates in Connecticut worked to pass numerous new laws and revisions to past laws related to pedestrians and bicyclists. Laws centered on “granting the right-of-way to pedestrians who affirmatively indicate their intention to cross the road in a crosswalk” and to “establish a fine for opening the door of a motor vehicle in a way that impedes the travel of a pedestrian or a person riding a bicycle” were passed via HB-5429 becoming Public Act 21-28 in 2021. This project was to again develop and deliver an education and awareness campaign specifically about the new state laws that went into effect on October 1, 2021. *The Pedestrian Rules* campaign was the method to promote this awareness and the safety of non-motorized

road users in accordance with the new laws. This included public service announcements on a variety of platforms, public relations, and social media messaging. This effort has been led by many units within CTDOT, and the HSO has been designated as the unit to handle the educational/media component of these law changes.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405h-2 (FHPE)	0202-0746-2-AC	CTDOT/HSO	Non-Motorized Education and Outreach	\$450,000

Planned Activity: Highway Safety Office Staff Community Outreach

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

Public outreach and education are critical in disseminating HSO messages to the public. To directly impact large crowds and audiences with safe driving messages, the HSO has many community partners in Connecticut including sports teams, concert and entertainment venues, racing facilities, state colleges, high school sports championships and festivals. These teams and venues are in diverse city communities, and many make efforts to focus on underserved members of their populations by including Spanish speaking elements and promotions. The HSO program manager works directly with each of these partners to create a custom advertising plan. When HSO staff attends events at these venues to conduct public outreach, those in attendance routinely ask staff members questions related to the diverse safe driving campaigns. This funding allowed staff to conduct overtime public outreach outside of normal business hours on behalf of all HSO campaigns to best serve community members staff engages with while educating these community members and providing resources on a variety of safe driving topics.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CP	0202-0703-AA	CTDOT/HSO	HSO Staff Community Outreach	\$5,404.05

Total Amount of Funds Expended in this Program Area during FFY2022

Funding Source	Total Amount Expended
402-CP	\$5,404.05
402-PS	\$356,396.11
405d	\$150,000
405e	\$438,000
405h	\$450,000
154-AL	\$150,464.28

Planned CTS Activities Not Implemented

Planned Activity: GDL/Teen Driving Education and Outreach Initiatives

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

Due to previous challenges resulting from the COVID-19 pandemic, the HSO's teen driving programs were unable to be held in Connecticut during FFY2021. With health and safety protocols returning to more normal conditions in FFY2022, the HSO focused on bringing the high school programs back to the state as opposed to beginning a new program, as DMV was unable to undertake a new initiative.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-TSP	0202-0708-AA	CTDOT/HSO	GDL/Teen Driving Education	\$0

Planned Activity: Underage Alcohol Enforcement Grant Program

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Kathryn Nohelty

The Underage Alcohol Enforcement projects were not approved by the NHTSA Region 2 Office.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-AL	0202-0722-YY	Municipal Police Agencies	Underage Alcohol Enforcement Grant	\$0

Planned Activity: Public Information and Education/Community Outreach to Pedestrians and Bicyclists

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

The HSO worked with the Watch for Me CT program coordinator to develop public information and education materials as a piece of their grant, so expenditures were not made to this project.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PS	0202-0710-AE	CTDOT/HSO	PI&E	\$0

Planned Activity: Pedestrian Training for Law Enforcement

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley

The HSO chose to focus non-motorized safety efforts on continuing educational campaigns for the new legislation related to non-motorized safety as well as a campaign done in partnership with AARP focusing on the safety of older pedestrians.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405h-2 (FHPE)	0202-0746-2-AD	CTDOT/HSO	Law Enforcement Training	\$0

PLANNING AND ADMINISTRATION (P&A)

Activities

Planned Activity: Planning and Administration Program Administration

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Flavia Pereira

The Connecticut Office of Highway Safety served as the primary agency responsible for ensuring the highway safety concerns for Connecticut are identified and addressed through the development and implementation of appropriate countermeasures. The Planning and Administration Area included the necessary costs related to the overall management of the programs and projects in FFY2022. The HSO worked with traffic safety stakeholders, including state and municipal law enforcement agencies and all grant recipients to administer the statewide traffic safety program and coordinate activities and projects outlined in the 2022 HSP including statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Funding was provided for personnel, employee-related expenses and staff member's travel, materials, supplies and other related operating expenses.

Other activities accomplished include but not limited to:

- Provided data for Federal and state reports, provided program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs.
- Provided data and information to policy and decision-makers on the benefits of various traffic safety laws.
- Identified and prioritized highway safety problems for future HSO attention, programming, and activities.
- Conducted program management and oversight for all activities within this priority area.
- Participated on various traffic safety committees.
- Promoted safe driving activities.
- Covered equipment costs related to completion of highway safety plans, reports and grant management.
- Prepared and submitted the 2021 Annual Report by December 31, 2021.
- Prepared and submitted the 2023 Highway Safety Plan and 405 applications by July 1, 2022.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PA	0202-0733-AA	CT-DOT/HSO	Planning and Administration	\$322,137.05

Planned Activity: Conduct Management Review Preparation by GHSA

Administrative Oversight: Connecticut Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

The HSO requested the assistance of the Governors Highway Safety Association’s (GHSA) Consulting Services Initiative (CSI) to conduct onsite Management Review preparation in advance of its formal MR in FFY 2022. Using the *GHSA MR Self-Assessment Checklist* which outlines SHSO best practices and the state’s last MR report, the CSI consultant team spent 2.5 days onsite reviewing select grant files, fiscal and programmatic policies and procedures, match requirements, Grants Tracking System reporting, Planning and Administration indirect costs, equipment purchases, on-site monitoring, single-audit procedures, and other areas as warranted. At the conclusion of their onsite review, the consultant team provided the HSO leadership with a report of their findings noting any deficiencies and/or irregularities.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PA	0202-0733-AB	CT-DOT/HSO	Planning and Administration: Conduct Management Review Preparation by GHSA	\$27,200.91

Total Amount of Funds Expended in this Program Area during FFY2022

Funding Source	Total Amount Expended
402-PA	\$349,337.96

NOTEWORTHY PRACTICE

PROJECT: Raise awareness of best practices in the use of infant, child and special needs car seats and devices.

The Program Manager coordinated with the medical community and car seat technicians to bring awareness to the issue, and everyone involved contributed their time and efforts on a pro bono basis. Any special car seats or equipment used during the study was donated by the Griffin Hospital in Connecticut.

PROGRAM AREA: Child Passenger Safety

PROBLEM STATEMENT: There are many physical challenges that can affect some children, and many of those challenges can cause stress for parents in transporting their children. An example includes Hip Spica Cast. Children with special healthcare needs have a team of doctors and specialists in close contact with the family, but it was also found that people tend to work in silos. Surgeons perform their jobs while occupational and physical therapists perform their jobs. These doctors and specialists aren't necessarily working together when it comes to how the child will be transported once the child is discharged. The cost of car seats for physical challenges is very expensive. There is no guarantee that all families will qualify for a grant for assistance. Not all families will be able to afford that out-of-pocket cost for the special seats.

OBJECTIVES: The main objectives of this project were to hold awareness meetings where surgeons, occupational and physical therapists, and car seat technicians are all together. This team could then discuss safe ways of transporting children with special healthcare needs. Each professional is instrumental in achieving this goal.

STRATEGY: Meetings were held where it was explained to surgeons that depending on how a child is cast, the child will then be able to use a conventional car seat. This showed the importance of how everyone working together before the surgery can make transporting a child less of a financial burden for parents. Surgeons play a key role when it comes to casting the child. Car seat technicians have an invaluable role in working with the surgeons to demonstrate on dolls with the various car seats what would work best. Knowing how long a child will need to be in a cast helps in determining the most appropriate type of conventional seat to be used. A child with special healthcare needs should be transported in the safest way possible with the help of the entire health team.

RESULTS: Given the schedule of those in the medical field, meetings and discussions were held after hours. Ensuring the safety of all children is a priority in the child passenger safety community. Doing all that can be done to assist families, especially those who have a child with special healthcare needs in finding affordable ways of safely transporting their children, is one of

the most rewarding aspects of working in highway safety. Informing those in the medical field that working together from the beginning means many children will be able to fit into a conventional car seat, saving families hundreds of dollars. The implications of looking at how a child is positioned to use a conventional seat hadn't been thought about, so it was a discussion to at least have in order to see how it would be received. Surgeons would not be told how to do their job, just offered suggestions on how the surgeons cast. The discussions were welcomed, and depending on the condition of the child, the child can be transported in a conventional seat.

ATTITUDES AND AWARENESS SURVEYS

List of Surveys

1. Connecticut Highway Safety Office 2022 Attitude and Awareness Survey
2. Connecticut Child Restraint Use Observation October 2021
3. Connecticut Distracted Driving Observations 2015-2022
4. Connecticut Distracted Driving Observations April/October 2021
5. Connecticut Statewide Seat Belt Use Observations 2022

Connecticut Highway Safety Office

2022 Awareness Survey Results

(TELEPHONE & WEB COMBINED)

Connecticut Highway Safety Office

2022 Awareness Survey Results

(TELEPHONE & WEB COMBINED)

The purpose of this summary report is to share with the Connecticut Department of Transportation's Highway Safety Office (HSO) early results of the 2022 telephone and web awareness survey. Since 2020, this survey has been conducted in lieu of in-person DMV surveys (not possible during the ongoing COVID-19 pandemic). The survey questions covered four key highway safety program areas: occupant protection, distracted driving, speed, and impaired driving and assessed the likelihood of getting a ticket for each type of infraction.

DATA COLLECTION

A 65-question combination phone/web survey was conducted in July 2022, beginning soon after the July 4th holiday and continued for 5-6 weeks until the required sample size was obtained. The survey was designed to assess respondents' knowledge and awareness of the heightened enforcement activity and paid media campaign that is funded by the HSO. All Connecticut DMV offices shut down in mid-March 2020 due to the ongoing COVID-19 pandemic. While DMVs have resumed business operations, it is on a "by appointment" basis only. We are uncertain when (or if) operations will ever return to pre-COVID conditions where we had a captive audience for data collection (i.e., a room full of people waiting for the processing of their driver license or vehicle registration transactions).

BASIC INFORMATION AND DEMOGRAPHICS

Data were collected from 503 telephone respondents. The data presented here were weighted by sex and age to reduce possible sampling error. Table 1 summarizes the demographic characteristics of survey respondents. Half of respondents were female (50.2%), close to half (49.2%) were male, and less than 1 percent (0.6%) were non-binary. The two most common reported age categories for respondents were *55-64 years old* (18.7%) and *45-54 years old* (16.8%). Most respondents were *White* (78.9%), followed by African American (10.0%). More than one in ten respondents (12.1%) reported being of Hispanic/Latino/Spanish origin.

Additional information regarding respondent characteristics like income and education level are reported in Appendix A. Respondents' media habits and preferences are reported in Appendix B.

TABLE 1.

DEMOGRAPHIC CHARACTERISTICS OF SURVEY RESPONDENTS

	<i>Characteristic</i>	<i>Percent</i>
Q59. Gender	Male	49.2
	Female	50.2
	Non-binary	0.6
	Self-describe	0.0
	Total N	503
Q60. Age	18-20	4.0
	21-24	6.1
	25-34	16.6
	35-44	15.8
	45-54	16.8
	55-64	18.7
	65-74	13.0
	75+	8.9
	Total N	503
Q61. Race	White	78.9
	African-Am	10.0
	Native	0.0
	Asian-Am	2.4
	Hawaiian/Pac Isl	1.2
	Other/Mixed Race	6.2
	No response	1.3
	Total N	503
Q62. Hispanic	Yes	12.1
	No	87.9
	Total N	503

TRANSPORTATION HABITS

Table 2 provides a snapshot of respondents' transportation driving habits. Driving is by far the most common mode of transportation, followed by walking. The majority (69.4%) of participants report driving every single day; close to one-third (30.6%) of respondents report walking every single day. More than one third (36.2%) do not currently commute to work. Of those who do, most (94.6%) drive themselves to work, and 74 percent commute at least 5 days a week (Table 3).

TABLE 2. MODES OF TRANSPORTATION

<i>Question</i>		<i>Percent</i>
<i>Q11. How often do you currently use the following modes of transportation?</i>		
<i>Driving</i>	Never	3.0
	Once a month or less	2.3
	A few times a month	3.7
	A few times a week	21.7
	Every day	69.4
	<i>Total N</i>	<i>503</i>
<i>Bus</i>	Never	77.1
	Once a month or less	12.4
	A few times a month	7.2
	A few times a week	1.8
	Every day	1.5
	<i>Total N</i>	<i>503</i>
<i>Train</i>	Never	69.9
	Once a month or less	23.5
	A few times a month	5.3
	A few times a week	0.8
	Every day	0.5
	<i>Total N</i>	<i>503</i>
<i>Bike</i>	Never	70.4
	Once a month or less	9.9
	A few times a month	11.5
	A few times a week	7.3
	Every day	0.9
	<i>Total N</i>	<i>503</i>
<i>Walking</i>	Never	15.4
	Once a month or less	12.3
	A few times a month	16.4
	A few times a week	25.3
	Every day	30.6
	<i>Total N</i>	<i>503</i>

TABLE 3. COMMUTING HABITS

<i>Question</i>	<i>Percent</i>	
Q12. Do you currently commute to work?	Yes	63.8
	No	36.2
	Total N	503
Q12-1. If so, how?		
<i>Car driven by me</i>	Yes	94.6
	No	5.4
	Total N	321
<i>Car driven by other</i>	Yes	7.3
	No	92.7
	Total N	321
<i>Public transportation</i>	Yes	4.7
	No	95.3
	Total N	321
<i>Foot or Bike</i>	Yes	4.1
	No	95.9
	Total N	321
<i>Other</i>	Yes	0.0
	No	100.0
	Total N	321
Q12-2. If yes, how many days a week do you currently commute?	One or two	7.9
	3 or 4	17.9
	5 or more	74.2
	Total N	321
Q13. Did you commute to work 6 months ago?	Yes	36.0
	No	64.0
	Total N	503
Q13-1. If so, how?		
<i>Car driven by me</i>	Yes	91.3
	No	8.7
	Total N	322
<i>Car driven by other</i>	Yes	9.1
	No	90.9
	Total N	322
<i>Public transportation</i>	Yes	6.7
	No	93.3
	Total N	322
<i>Foot or Bike</i>	Yes	4.3
	No	95.7
	Total N	322
<i>Other</i>	Yes	0.0
	No	100.0
	Total N	322
Q13a. If yes, how many days a week did you commute?	One or two	9.5
	3 or 4	15.6
	5 or more	74.9
	Total N	322

Respondents' attitudes toward various groups and agencies related to traffic and automotive safety information were also assessed. Among the most trusted agencies are AAA, State and Local Police. Results are shown in Table 4.

TABLE 4. ATTITUDES TOWARD TRAFFIC SAFETY AGENCIES/GROUPS

<i>Question</i>	<i>Percent</i>
<i>Q14. How much do you trust the following groups to provide traffic and auto safety info?</i>	
<i>CT Dept of Transportation</i>	Greatly trust 34.4
	Slightly trust 30.3
	Neither trust nor distrust 29.9
	Slightly distrust 3.3
	Greatly distrust 2.1
	Total N 503
<i>US DOT/NHTSA</i>	Greatly trust 31.4
	Slightly trust 32.9
	Neither trust nor distrust 30.3
	Slightly distrust 3.4
	Greatly distrust 2.0
	Total N 503
<i>CT State Police</i>	Greatly trust 43.2
	Slightly trust 26.7
	Neither trust nor distrust 20.0
	Slightly distrust 5.5
	Greatly distrust 4.5
	Total N 503
<i>Local Police</i>	Greatly trust 38.1
	Slightly trust 27.8
	Neither trust nor distrust 21.1
	Slightly distrust 7.5
	Greatly distrust 5.5
	Total N 503
<i>Governor's Office</i>	Greatly trust 20.4
	Slightly trust 25.0
	Neither trust nor distrust 36.8
	Slightly distrust 9.4
	Greatly distrust 8.4
	Total N 503
<i>Universities</i>	Greatly trust 21.7
	Slightly trust 28.8
	Neither trust nor distrust 40.2
	Slightly distrust 5.2
	Greatly distrust 4.2
	Total N 503

TABLE 4 (continued)

<i>Question</i>	<i>Percent</i>
<i>AAA</i>	Greatly trust 42.9
	Slightly trust 28.3
	Neither trust nor distrust 25.5
	Slightly distrust 1.8
	Greatly distrust 1.6
	<i>Total N</i> 503
<i>MADD</i>	Greatly trust 34.2
	Slightly trust 27.2
	Neither trust nor distrust 31.6
	Slightly distrust 4.7
	Greatly distrust 2.4
	<i>Total N</i> 503
<i>CT Dept of Motor Vehicles</i>	Greatly trust 23.6
	Slightly trust 32.3
	Neither trust nor distrust 34.2
	Slightly distrust 6.9
	Greatly distrust 3.0
	<i>Total N</i> 503
<i>CT Dept of Public Health</i>	Greatly trust 26.1
	Slightly trust 28.3
	Neither trust nor distrust 37.0
	Slightly distrust 5.1
	Greatly distrust 3.5
	<i>Total N</i> 503
<i>Q15. How do you feel about each of the following groups and agencies?</i>	
<i>CT Dept of Transportation</i>	Greatly like 19.6
	Slightly like 29.6
	Neither like nor dislike 45.3
	Slightly dislike 3.2
	Greatly dislike 2.3
	<i>Total N</i> 503
<i>US DOT/NHTSA</i>	Greatly like 19.4
	Slightly like 28.9
	Neither like nor dislike 45.9
	Slightly dislike 3.1
	Greatly dislike 2.7
	<i>Total N</i> 503
<i>CT State Police</i>	Greatly like 36.8
	Slightly like 24.6
	Neither like nor dislike 29.4
	Slightly dislike 4.7
	Greatly dislike 4.5
	<i>Total N</i> 503

TABLE 4 (continued)

<i>Question</i>	<i>Percent</i>
<i>Local Police</i>	Greatly like 35.1
	Slightly like 25.5
	Neither like nor dislike 26.7
	Slightly dislike 6.4
	Greatly dislike 6.3
	<i>Total N 503</i>
<i>Governor's Office</i>	Greatly like 18.6
	Slightly like 20.7
	Neither like nor dislike 39.6
	Slightly dislike 11.9
	Greatly dislike 9.1
	<i>Total N 503</i>
<i>Universities</i>	Greatly like 24.1
	Slightly like 28.6
	Neither like nor dislike 39.4
	Slightly dislike 4.5
	Greatly dislike 3.3
	<i>Total N 503</i>
<i>AAA</i>	Greatly like 36.7
	Slightly like 32.3
	Neither like nor dislike 28.3
	Slightly dislike 1.2
	Greatly dislike 1.4
	<i>Total N 503</i>
<i>MADD</i>	Greatly like 31.5
	Slightly like 23.8
	Neither like nor dislike 38.1
	Slightly dislike 3.7
	Greatly dislike 2.8
	<i>Total N 503</i>
<i>CT Dept of Motor Vehicles</i>	Greatly like 18.7
	Slightly like 23.5
	Neither like nor dislike 41.2
	Slightly dislike 9.8
	Greatly dislike 6.8
	<i>Total N 503</i>
<i>CT Dept of Public Health</i>	Greatly like 23.5
	Slightly like 23.8
	Neither like nor dislike 43.4
	Slightly dislike 5.8
	Greatly dislike 3.5
	<i>Total N 503</i>

SAFETY HABITS AND AWARENESS QUESTIONS

OCCUPANT PROTECTION/SEAT BELTS

Respondents were asked about their seat belt wearing habits and whether they had heard of any enforcement program focused on seat belt use. More than 90 percent (92.4%) of those surveyed indicated *always* wearing their seatbelt when riding in a motor vehicle. The rate of belt use in the rear seat was much lower. Ten percent (10.6%) reported never riding in the back. Of those who do ride in the rear seat, half (55.1%) reported *always* wearing their seat belt in the rear seat (see Table 5 for details).

TABLE 5. SEAT BELT HABITS

<i>Question</i>		<i>Percent</i>
Q20. How often do you wear a seat belt when your drive or ride in a motor vehicle?	Always	92.4
	Nearly always	5.1
	Sometimes	0.8
	Rarely	1.0
	Never	0.6
	Total N	503
Q21. When was the last time you did not wear your seat belt while driving?	Today	5.1
	Past week	4.0
	Past month	5.6
	Past year	2.5
	Don't know/more than a year	82.8
	Total N	503
Q22. How often do you wear a seat belt when you are in the rear seat of a motor vehicle? (if YES)	Always	55.1
	Nearly always	16.2
	Sometimes	14.0
	Rarely	8.9
	Never	5.8
	Total N	450

More than one third (36.6%) of respondents reported having *read, seen, or heard* about police being focused on seat belt enforcement. *TV, Radio, and Billboard* were the more common source of awareness among those who had heard of such enforcement (Table 6). Six percent (6.4%) of respondents did not know the name of any belt enforcement program in CT; the program slogan *Click It or Ticket* recognized by more than 80 percent (82.9%) of respondents (Table 7).

TABLE 6. MEDIA AWARENESS – SEAT BELT

<i>Question</i>	<i>Percent</i>	
<i>Q23. In the past 3 month, have you read, seen, or heard about police being focused on seat belt enforcement?</i>	Yes	36.6
	No	63.4
	Total N	503
<i>Q23A. If yes, where did you see or hear about it?</i>		
<i>Newspaper</i>	Yes	14.0
	No	86.0
	Total N	184
<i>Radio</i>	Yes	27.0
	No	73.0
	Total N	184
<i>Internet/Online Ad/Website</i>	Yes	13.8
	No	86.2
	Total N	184
<i>TV</i>	Yes	46.2
	No	53.8
	Total N	184
<i>Poster</i>	Yes	6.2
	No	93.8
	Total N	184
<i>Billboard</i>	Yes	32.7
	No	67.3
	Total N	184
<i>Police Patrol</i>	Yes	6.0
	No	94.0
	Total N	184
<i>Electronic message sign</i>	Yes	19.6
	No	80.4
	Total N	184
<i>Bus Ad</i>	Yes	2.3
	No	97.7
	Total N	184
<i>Other</i>	Yes	2.1
	No	97.9
	Total N	184
<i>Don't know/remember</i>	Yes	3.0
	No	97.0
	N	184

TABLE 7. SLOGAN RECOGNITION – SEAT BELT

<i>Question</i>	<i>Percent</i>	
Q24. Do you know the name or any seat belt enforcement programs in CT?		
<i>Click It or Ticket</i>	Yes	82.9
	No	17.1
	Total N	503
<i>Buckle Up, No Excuses! It's the Law, It's Enforced</i>	Yes	18.6
	No	81.4
	Total N	503
<i>Seat belts save lives. Buckle Up Every Time</i>	Yes	19.5
	No	80.5
	Total N	503
<i>Clickity Clack, in the front and the back</i>	Yes	3.8
	No	96.2
	Total N	503
<i>Survive your drive and stay alive</i>	Yes	3.5
	No	96.5
	Total N	503
<i>Buckle Up Connecticut</i>	Yes	24.2
	No	75.8
	Total N	503
<i>Seat belts rule! Wear yours (it's cool)</i>	Yes	1.9
	No	98.1
	Total N	503
<i>Other</i>	Yes	0.0
	No	100.0
	Total N	503

DISTRACTED DRIVING

Respondents were asked about their cell phone use while driving and whether they had heard of any enforcement program focused on distracted driving. More than half (57.1%) of respondents indicated *never talking on a cell phone* while driving (Table 8); more than 60 percent (67.2%) reported *never sending text messages, DMs, or emails* while driving (Table 9).

TABLE 8. TALKING ON A CELL PHONE USE WHILE DRIVING

<i>Question</i>	<i>Percent</i>	
Q25. How often do you talk on a phone while driving?	Multiple times/trip	3.5
	Once a trip	3.1
	On occasional trips	10.3
	Rarely	25.9
	Never	57.1
	Total N	503
Q26. How do you talk on you cell while driving?		
Hold phone in hand and up to ear	Yes	2.1
	No	97.9
	Total N	503
Hold phone in hand and use speaker function	Yes	10.5
	No	89.5
	Total N	503
Use hands free in-vehicle or phone voice activated technology	Yes	39.9
	No	60.1
	Total N	503
Use Bluetooth (handsfree) headset	Yes	30.5
	No	69.5
	Total N	503
I do not talk on cell while driving	Yes	33.4
	No	66.6
	Total N	503
Q27. When was the last time you talked on a cell phone while driving?	Today	9.9
	Past week	23.5
	Past month	14.2
	Past year	6.2
	Don't know/more than a year	15.7
	Never	30.4
	Total N	503

TABLE 9. USING TEXT FUNCTIONS WHILE DRIVING

<i>Question</i>	<i>Percent</i>	
<i>Q28. How often do you send text messages, DMs, or emails on a cell phone while driving?</i>	Multiple times/trip	4.2
	Once a trip	3.5
	On occasional trips	10.0
	Rarely	15.1
	Never	67.2
	<i>Total N</i>	503
<i>Q29. How do you send texts, DMs, or emails on your cell while driving?</i>		
<i>Hold phone in hand and look down/up briefly (multitask)</i>	Yes	7.0
	No	93.0
	<i>Total N</i>	503
<i>Wait until you are at a red light or stop sign and quickly type/send message</i>	Yes	15.1
	No	84.9
	<i>Total N</i>	503
<i>Use handsfree in-vehicle or phone voice activated technology</i>	Yes	17.4
	No	82.6
	<i>Total N</i>	503
<i>Use Bluetooth (handsfree) headset</i>	Yes	10.0
	No	90.0
	<i>Total N</i>	503
<i>Pull over in safe area or exit roadway, put car in park, then write/send text, DM, or email</i>	Yes	14.4
	No	85.6
	<i>Total N</i>	503
<i>I do not write/send texts, DMs or email when I drive</i>	Yes	56.0
	No	44.0
	<i>Total N</i>	503
<i>Q30. When was the last time you texted etc. while driving?</i>	Today	4.7
	Past week	11.1
	Past month	9.3
	Past year	4.6
	Don't know/more than a year	14.4
	Never	55.9
	<i>Total N</i>	503

The majority (78.8%) of respondents *never use their cell phone for entertainment or social media* while driving. Details on frequency and manner of use are available in Table 10.

TABLE 10. USE OF CELL PHONE FOR ENTERTAINMENT

<i>Question</i>	<i>Percent</i>	
Q31. How often do you use your cell for entertainment or social media while driving?	Multiple times/trip	3.0
	Once a trip	3.4
	On occasional trips	7.5
	Rarely	7.3
	Never	78.8
	Total N	503
Q32. How do you use your cell for entertainment or social media while driving?		
Hold phone in one hand and look down/up briefly (multitask)	Yes	6.0
	No	94.0
	Total N	503
Phone is mounted in holder, hands are on the wheel, eyes on the road	Yes	8.7
	No	91.3
	Total N	503
Phone is mounted and connected to in-vehicle technology (manually use touch screen or buttons)	Yes	10.2
	No	89.8
	Total N	503
Phone is mounted and connected to in-vehicle technology, handsfree	Yes	8.4
	No	91.6
	Total N	503
Keep phone on lap so you can quickly look down at red lights and stop signs	Yes	4.6
	No	95.4
	Total N	503
I do not use my phone for entertainment or social media while driving	Yes	75.0
	No	25.0
	Total N	503
Q33. When was the last time you used your phone for entertainment or social media while driving?	Today	2.2
	Past week	6.3
	Past month	4.2
	Past year	2.3
	Don't know/more than a year	10.9
	Never	74.1
	Total N	503

More than one third (37.4%) of respondents reported having *read, seen, or heard* about police being focused on enforcing distracted driving related to cell phone use. Close to 20 percent (18.3%) did not know the name of any distracted driving program in CT; the slogan *U Drive, U Text, U Pay* was the most widely recognized (by 41.5% of respondents) (Table 11).

TABLE 11. SLOGAN RECOGNITION – DISTRACTED DRIVING

<i>Question</i>		<i>Percent</i>
<i>Q34. In the past 3 months, have you read, seen, or heard anything about police being focused on enforcing distracted driving?</i>	Yes	37.4
	No	62.6
	Total N	503
<i>Q35. Do you know the name or any distracted driving enforcement programs in CT?</i>		
<i>Phone in one hand, ticket in the other</i>	Yes	14.4
	No	85.6
	Total N	503
<i>U Drive, U Text, U Pay</i>	Yes	41.5
	No	58.5
	Total N	503
<i>It can wait</i>	Yes	21.8
	No	78.2
	Total N	503
<i>Want to survive? Don't text and drive</i>	Yes	6.3
	No	93.7
	Total N	503
<i>Drivers in the front (seat), cell phones in the back</i>	Yes	2.8
	No	97.2
	Total N	503
<i>SubstraCT the distraction</i>	Yes	2.0
	No	98.0
	Total N	503
<i>Put the phone away or you will pay</i>	Yes	6.2
	No	93.8
	Total N	503
<i>Don't be a clown, put your phone down</i>	Yes	3.7
	No	96.3
	Total N	503
<i>Eyes on the road, not on your phone</i>	Yes	5.4
	No	94.6
	Total N	503

SPEED

Respondents were asked about their speeding habits and whether they had heard of any enforcement program focused on speeding. Close to a quarter (22.9%) of respondents indicated *never* driving more than 35mph on local roads with a 20mph speed limit and 17 percent (16.9%) reported never driving faster than 70mph on local roads with a speed limit of 65mph (Table 12).

TABLE 12. SPEEDING HABITS

Question		Percent
Q36. On local roads with a speed limit of 20 mph, how often do you drive faster than 35mph?	Always	3.9
	Nearly always	6.7
	Sometimes	28.3
	Rarely	38.2
	Never	22.9
	Total N	503
Q37. On local roads with a speed limit of 65 mph, how often do you drive faster than 70mph?	Always	6.2
	Nearly always	19.4
	Sometimes	32.4
	Rarely	25.1
	Never	16.9
	Total N	503

Close to 30 percent (28.2%) of respondents reported having heard, seen, or heard of police being focused on speed enforcement. Close to 50 percent (47.3%) did not know the name of any speed enforcement programs in CT and slogans recognition rates were fairly low. The most recognized slogan was *When speed kills, it's never an accident*, identified by 15.1 percent of respondents (Table 13).

TABLE 13. SPEED MEDIA AND SLOGAN RECOGNITION

<i>Question</i>		<i>Percent</i>
<i>Q38. In the past 3 months, haven you read, seen, or heard anything about police being focused on speed enforcement?</i>	Yes	28.2
	No	71.8
	Total N	503
<i>Q39. Do you know the name of any speeding related enforcement programs in CT?</i>		
<i>Slow Down or Pay Up</i>	Yes	13.5
	No	86.5
	Total N	503
<i>Go too fast & you will crash</i>	Yes	6.7
	No	93.3
	Total N	503
<i>Driving & Speeding = Crashing & Bleeding</i>	Yes	3.6
	No	96.4
	Total N	503
<i>When speed kills, it's never an accident</i>	Yes	15.1
	No	84.9
	Total N	503
<i>Other</i>	Yes	0.5
	No	99.5
	Total N	503

IMPAIRED DRIVING

Respondents were asked about their habits with regards to impaired driving and whether they had heard of any enforcement program focused on enforcing drunk driving laws. More than 90 percent of respondents indicated *never* having driven within two hours of consuming an impairing substance in the past 3 months (Table 14).

TABLE 14. IMPAIRED DRIVING HABITS

<i>Question</i>		<i>Percent</i>
<i>Q40. In the past 3 months, how many times have you driven a motor vehicle within 2 hours of drinking alcohol?</i>	Zero	90.2
	Once or twice	6.4
	3 or more	3.3
	Total N	503
<i>Q41. In the past 3 months, how many times have you driven a motor vehicle within 2 hours of using cannabis/marijuana?</i>	Zero	93.3
	Once or twice	2.0
	3 or more	4.7
	Total N	503
<i>Q42. In the past 3 months, how often have you driven within 2 hours of using drug other than cannabis/marijuana?</i>	Zero	97.6
	Once or twice	1.0
	3 or more	1.4
	Total N	503

Close to a third (31.5%) of respondents reported having *read, seen, or heard* about police being focused on enforcing drunk driving laws. *TV, Radio, and Billboard* were the more common source of awareness among those who had heard of such enforcement (Table 15). Fourteen percent (14.0%) of respondents did not know the name of any belt enforcement program in CT; the slogan *Drive Sober or Get Pulled Over* was recognized by almost half (47.5%) of respondents (Table 16).

Close to two-thirds (64.2%) of respondents said “yes” when asked “*Can someone be arrested in Connecticut for driving under the influence of cannabis/marijuana*”. Few (3.8%) said “no”, and almost one-third (31.9%) responded “I don’t know”.

TABLE 15. MEDIA AWARENESS - IMPAIRED DRIVING

<i>Question</i>	<i>Percent</i>	
<i>Q43. In the past 30 days, have you seen a mobile alcohol breath testing unit where police process drunk drivers?</i>	Yes	6.9
	No	93.1
	Total N	503
<i>Q44. In the past 30 days, have you read, seen, or heard anything about police being focused on enforcing drunk driving laws?</i>	Yes	31.5
	No	68.5
	Total N	503
<i>Q45a. If yes, where did you read, see or hear about it?</i>		
<i>Newspaper</i>	Yes	16.1
	No	83.9
	Total N	159
<i>Radio</i>	Yes	36.8
	No	63.2
	Total N	159
<i>Internet/Online Ad/Website</i>	Yes	21.5
	No	78.5
	Total N	159
<i>TV</i>	Yes	45.0
	No	55.0
	Total N	159
<i>Poster</i>	Yes	3.8
	No	96.2
	Total N	159
<i>Billboard</i>	Yes	26.4
	No	73.6
	Total N	159
<i>Police Patrol</i>	Yes	11.9
	No	88.1
	Total N	159
<i>Electronic message sign</i>	Yes	20.3
	No	79.7
	Total N	159
<i>Bus Ad</i>	Yes	3.4
	No	96.6
	Total N	159
<i>Other</i>	Yes	2.7
	No	97.3
	Total N	159

TABLE 16. SLOGAN RECOGNITION – IMPAIRED DRIVING

<i>Question</i>	<i>Percent</i>	
<i>Q46. Do you know the name or any alcohol impaired enforcement programs in CT?</i>		
<i>Drive Sober or Get Pulled Over</i>	Yes	47.5
	No	52.5
	Total N	503
<i>The Ripple Effect</i>	Yes	3.1
	No	96.9
	Total N	503
<i>You Drink and Drive. You Lose.</i>	Yes	20.4
	No	79.6
	Total N	503
<i>Team DUI</i>	Yes	2.8
	No	97.2
	Total N	503
<i>Friends don't let friends drive drunk</i>	Yes	39.4
	No	60.6
	Total N	503
<i>Please step away from your vehicles</i>	Yes	2.9
	No	97.1
	Total N	503
<i>Enough!</i>	Yes	3.0
	No	97.0
	Total N	503
<i>MADD's red ribbon</i>	Yes	8.7
	No	91.3
	Total N	503
<i>Buzzed Driving is Drunk Driving</i>	Yes	27.1
	No	72.9
	Total N	503
<i>Other</i>	Yes	0.2
	No	99.8
	Total N	503

PERCEPTIONS OF SAFE DRIVING

Respondents were asked about the impact that certain behaviors may have on *a person's* ability to drive. They were then asked how these same behaviors might impact *their own* ability to drive safely. Overall, respondents believed their own driving to be safer than others, even in riskier circumstances. Results are shown in Table 17.

TABLE 17. PERCEPTIONS OF SAFE DRIVING

<i>Question</i>	<i>Percent</i>	
Q50. Would texting while driving negatively affect a <u>person's</u> ability to drive safely?	A great deal	85.8
	Somewhat	11.7
	Not at all	2.5
	<i>N</i>	503
Q51. Would using cannabis/marijuana negatively affect a <u>person's</u> ability to drive safely?	A great deal	76.8
	Somewhat	16.5
	Not at all	6.6
	<i>N</i>	503
Q52. Would drinking alcohol negatively affect a <u>person's</u> ability to drive safely?	A great deal	91.6
	Somewhat	5.8
	Not at all	2.6
	<i>N</i>	503
Q53. Would texting while driving negatively affect <u>your</u> ability to drive?	A great deal	78.8
	Somewhat	14.1
	Not at all	7.1
	<i>N</i>	503
Q54. Would using cannabis/marijuana negatively affect <u>your</u> ability to drive?	A great deal	74.5
	Somewhat	14.0
	Not at all	11.5
	<i>N</i>	503
Q55. Would drinking alcohol negatively affect <u>your</u> ability to drive?	A great deal	83.7
	Somewhat	9.6
	Not at all	6.7
	<i>N</i>	503

CHANCE OF TICKETING DAYTIME/NIGHTTIME

Respondents were asked about their likelihood of receiving a citation for a variety of safety violations. Table 20 shows the results for daytime ticketing, Table 21 shows nighttime ticketing. There were surprisingly few large differences between daytime and nighttime perceptions of enforcement.

TABLE 20. CHANCES OF TICKETING IN THE DAYTIME

Question	Percent	
<i>Q57. What do you think the chances are of someone getting a ticket or being arrested during daylight hours for:</i>		
<i>57a. Driving while talking on a handheld phone?</i>	Always	25.1
	Nearly always	18.4
	Sometimes	33.7
	Rarely	16.5
	Never	6.3
	<i>Total N</i>	503
<i>57b. Driving while texting/messaging (etc.) on a handheld phone?</i>	Always	25.6
	Nearly always	18.3
	Sometimes	33.5
	Rarely	16.0
	Never	6.7
	<i>Total N</i>	503
<i>57c. Driving while not wearing a seatbelt?</i>	Always	23.8
	Nearly always	13.7
	Sometimes	35.6
	Rarely	19.6
	Never	7.4
	<i>Total N</i>	503
<i>57d. Driving with a young child not properly restrained?</i>	Always	27.1
	Nearly always	16.1
	Sometimes	30.1
	Rarely	18.1
	Never	8.5
	<i>Total N</i>	503
<i>57e. Driving over the speed limit?</i>	Always	23.4
	Nearly always	22.0
	Sometimes	38.3
	Rarely	12.2
	Never	4.2
	<i>Total N</i>	503
<i>57f. Driving under the influence of alcohol (DUI)?</i>	Always	37.9
	Nearly always	18.9
	Sometimes	29.9
	Rarely	8.3
	Never	5.0
	<i>Total N</i>	503
<i>57g. Driving under the influence of drugs (DUID)?</i>	Always	36.1
	Nearly always	16.0
	Sometimes	29.7
	Rarely	11.7
	Never	6.6
	<i>Total N</i>	503

TABLE 21. CHANCES OF TICKETING IN THE NIGHTTIME

Question	Percent												
<i>Q58. What do you think the chances are of someone getting a ticket or being arrested during nighttime/after dark hours for:</i>													
<i>58a. Driving while talking on a handheld phone?</i>	<table border="0"> <tr><td>Always</td><td>23.3</td></tr> <tr><td>Nearly always</td><td>15.3</td></tr> <tr><td>Sometimes</td><td>30.4</td></tr> <tr><td>Rarely</td><td>22.7</td></tr> <tr><td>Never</td><td>8.4</td></tr> <tr><td>Total N</td><td>503</td></tr> </table>	Always	23.3	Nearly always	15.3	Sometimes	30.4	Rarely	22.7	Never	8.4	Total N	503
Always	23.3												
Nearly always	15.3												
Sometimes	30.4												
Rarely	22.7												
Never	8.4												
Total N	503												
<i>58b. Driving while texting/messaging (etc.) on a handheld phone?</i>	<table border="0"> <tr><td>Always</td><td>23.8</td></tr> <tr><td>Nearly always</td><td>13.6</td></tr> <tr><td>Sometimes</td><td>32.7</td></tr> <tr><td>Rarely</td><td>22.3</td></tr> <tr><td>Never</td><td>7.7</td></tr> <tr><td>Total N</td><td>503</td></tr> </table>	Always	23.8	Nearly always	13.6	Sometimes	32.7	Rarely	22.3	Never	7.7	Total N	503
Always	23.8												
Nearly always	13.6												
Sometimes	32.7												
Rarely	22.3												
Never	7.7												
Total N	503												
<i>58c. Driving while not wearing a seatbelt?</i>	<table border="0"> <tr><td>Always</td><td>24.3</td></tr> <tr><td>Nearly always</td><td>9.4</td></tr> <tr><td>Sometimes</td><td>31.2</td></tr> <tr><td>Rarely</td><td>27.5</td></tr> <tr><td>Never</td><td>7.6</td></tr> <tr><td>Total N</td><td>503</td></tr> </table>	Always	24.3	Nearly always	9.4	Sometimes	31.2	Rarely	27.5	Never	7.6	Total N	503
Always	24.3												
Nearly always	9.4												
Sometimes	31.2												
Rarely	27.5												
Never	7.6												
Total N	503												
<i>58d. Driving with a young child not properly restrained?</i>	<table border="0"> <tr><td>Always</td><td>25.9</td></tr> <tr><td>Nearly always</td><td>12.7</td></tr> <tr><td>Sometimes</td><td>28.9</td></tr> <tr><td>Rarely</td><td>24.1</td></tr> <tr><td>Never</td><td>8.4</td></tr> <tr><td>Total N</td><td>503</td></tr> </table>	Always	25.9	Nearly always	12.7	Sometimes	28.9	Rarely	24.1	Never	8.4	Total N	503
Always	25.9												
Nearly always	12.7												
Sometimes	28.9												
Rarely	24.1												
Never	8.4												
Total N	503												
<i>58e. Driving over the speed limit?</i>	<table border="0"> <tr><td>Always</td><td>27.6</td></tr> <tr><td>Nearly always</td><td>19.9</td></tr> <tr><td>Sometimes</td><td>38.7</td></tr> <tr><td>Rarely</td><td>8.4</td></tr> <tr><td>Never</td><td>5.5</td></tr> <tr><td>Total N</td><td>503</td></tr> </table>	Always	27.6	Nearly always	19.9	Sometimes	38.7	Rarely	8.4	Never	5.5	Total N	503
Always	27.6												
Nearly always	19.9												
Sometimes	38.7												
Rarely	8.4												
Never	5.5												
Total N	503												
<i>58f. Driving under the influence of alcohol (DUI)?</i>	<table border="0"> <tr><td>Always</td><td>36.3</td></tr> <tr><td>Nearly always</td><td>20.1</td></tr> <tr><td>Sometimes</td><td>31.2</td></tr> <tr><td>Rarely</td><td>7</td></tr> <tr><td>Never</td><td>5.4</td></tr> <tr><td>Total N</td><td>503</td></tr> </table>	Always	36.3	Nearly always	20.1	Sometimes	31.2	Rarely	7	Never	5.4	Total N	503
Always	36.3												
Nearly always	20.1												
Sometimes	31.2												
Rarely	7												
Never	5.4												
Total N	503												
<i>58g. Driving under the influence of drugs (DUID)?</i>	<table border="0"> <tr><td>Always</td><td>34.2</td></tr> <tr><td>Nearly always</td><td>19.2</td></tr> <tr><td>Sometimes</td><td>31.6</td></tr> <tr><td>Rarely</td><td>8.6</td></tr> <tr><td>Never</td><td>6.3</td></tr> <tr><td>Total N</td><td>503</td></tr> </table>	Always	34.2	Nearly always	19.2	Sometimes	31.6	Rarely	8.6	Never	6.3	Total N	503
Always	34.2												
Nearly always	19.2												
Sometimes	31.6												
Rarely	8.6												
Never	6.3												
Total N	503												

Appendices

Appendix A. Additional Respondent Characteristics

Question	Percent	
63. What was your total household income last year?	Less than \$25,000	10.0
	\$25,00 to \$34,999	8.8
	\$35,000 to \$49,999	14.6
	\$50,000 to 74,999	23.8
	\$75,000 to \$99,999	14.5
	\$100,000 to \$149,999	11.5
	\$150,000 to \$199,999	6.4
	More than \$200,000	4.5
	No response	6.0
		Total N 503
64. What is the highest degree or level of education you completed?	Some high school	3.9
	High school or equivalent	33.9
	Bachelor's degree	30.4
	Master's degree	11.6
	Ph.D. or higher	2.5
	Trade school	6.9
	Other	8.6
	No response	2.1
		Total N 503
16. Do you currently own, lease, or regularly drive a car?	Yes	95.1
	No	4.9
		Total N 503
17. What type of motor vehicle do you drive or ride in most often?	Car	59.8
	Pickup Truck	5.6
	SUV	29.2
	Minivan	3.2
	Full Van	0.4
	Other	1.8
		Total N 503
		Total N 503
18. Have you been involved in a crash in the last 3 months?	Yes	4.2
	No	95.8
		Total N 503
19. Have you received a ticket in the last 3 months?	Yes	4.3
	No	95.7
		Total N 503
19a. If yes, what was it for? (multiple answers possible)	Speeding	44.3
	Distracted (cell)	3.2
	Distracted (not cell)	10.1
	Seat belt	3.2
	Child safety seat	0.0
	DUI – alcohol	9.7
	DUI – drug	0.0
	Work Safety Zone	0.0
	Non traffic related	29.5
		Total N 503

Appendix B. Media-Related Questions

Question	Percent
5. Which of the following apps, services, and types of media do you use? (multiple responses possible) (% Yes)	FM/AM Radio 64.3
	Satellite Radio 22.5
	Network Television 30.6
	Cable Television 48.6
	Podcasts 21.5
	Hulu 44.8
	Netflix 66.5
	Spotify 28.5
	Pandora 24.7
	iTunes 18.9
	YouTube 68.0
	TikTok 28.7
	Twitter 30.9
	Facebook 67.9
	Instagram 44.1
	Snapchat 27.6
	Twitch 8.1
	Tumblr 3.6
	Gas Station TV/Radio 3.1
	Other 2.1
None of these 1.5	
	Total N 503
6. Do you have a favorite radio station?	Yes 55.9
	No 44.1
	Total N 503
6a. If yes, is it affiliated with:	Connecticut 87.1
	New York 12.9
	Total N 281
7. Do you have a favorite TV station?	Yes 51.0
	No 49.0
	Total N 503
7a, If yes, is it affiliated with:	Connecticut 78.8
	New York 21.2
	Total N 257

Question						
<i>8. How often do you use each of the following apps, services, or types of media?</i>						
	Every Day	A few days a week	Once a week	A few days a month	Once a month or less	Total N
Media	Percent					
FM/AM Radio	46.9	35.6	5.6	5.7	6.2	323
Satellite Radio	44.7	39.0	4.3	4.0	8.0	113
Network Television	67.9	20.6	5.3	3.9	2.3	154
Cable Television	81.0	13.9	1.9	0.7	2.5	244
Podcasts	29.5	31.7	19.6	12.4	6.8	108
Hulu	29.1	36.4	14.8	12.9	6.8	225
Netflix	40.4	33.4	15.0	7.8	3.4	334
Spotify	47.3	33.7	7.1	7.5	4.4	143
Pandora	33.3	31.3	11.2	13.3	10.9	124
iTunes	28.5	33.8	11.6	16.7	9.3	95
YouTube	56.4	22.7	10.4	6.6	3.9	342
TikTok	63.8	20.8	9.0	3.5	2.9	144
Twitter	55.9	21.6	12.0	5.7	4.8	155
Facebook	71.6	14.4	6.4	5.4	2.3	342
Instagram	66.1	16.7	7.4	5.4	4.4	222
Snapchat	58.8	24.4	5.4	4.3	7.4	139
Twitch	40.5	15.1	16.0	12.4	15.9	41
Tumblr	37.2	26.6	15.5	6.4	14.3	18
Gas Station TV/Radio	16.4	3.0	38.9	0.0	41.7	15
Other	86.3	6.0	7.7	0.0	0.0	11

Question	Percent	
<i>10. Which of the following topics interest you? (multiple responses possible) (% Yes)</i>	Sports	43.4
	Celebrities	21.8
	Food/Cooking	56.3
	Beauty	19.1
	Video Games	28.3
	Cars	32.1
	Movies	64.8
	Religion/Spirituality	19.3
	Wellness	27.4
	Health & Exercise	39.5
	News/Current Events	49.9
	History	46.1
	Tech	27.6
	Music	55.5
Crafts	23.7	
Other	5.2	
None of these	2.0	

Connecticut Child Restraint Use Observation: October 2021

Table OP-1 shows observed restraint use for children ages zero (0) to three (3) years from the State’s child restraint observations. A resample of sites was performed in 2017 in lieu of a child restraint survey. These new sites better reflect child restraint use across the State and may not be comparable to previous years. As such it is recommended that results of the 2018 and subsequent surveys not be compared to previous years. Despite the COVID-19 pandemic, a survey was conducted in 2020 but the results may not be representative given the unusual circumstances of that year (not a compliant survey). The table indicates that in 2021, 99 percent of children under age four were being restrained and 98 percent were in the rear seat of their vehicles. Ninety-nine percent (99%) or more of young children were restrained regardless of their driver’s belt status (98.7% when the driver was belted versus 100.0% when the driver was not belted). Child restraint use has increased by 28 percentage points since the first child restraint survey was performed in 1997. More than 98 percent of young children are now riding in the rear seat of their vehicles.

Table OP-1. Child Restraint Use (Age 0 to 3 Years), 1997 and 2014-2021

	Baseline 1997 (N=247)	2014 (N=362)	2015 (N=165)	2016 (N=163)	2018 (N=392)	2019 (N=165)	2020 (N=212)	2021 (N=164)
Child Restraint Use	70.4%	91.1%	93.9%	90.8%	92.4%	93.3%	88.2%	98.8%
Driver Belt Use	63.6%	91.7%	90.3%	95.7%	93.6%	90.7%	90.1%	96.3%
When Driver Belted	80.3%	92.0%	94.0%	91.0%	94.6%	94.6%	89.2%	98.7%
When Driver Not Belted	56.3%	82.1%	93.3%	83.3%	60.0%	78.6%	75.0%	100.0%
Children in: Front Seat	23.9%	17.4%	1.2%	0.6%	0.6%	0.0%	0.0%	1.8%
Children in: Rear Seat	76.1%	82.6%	98.8%	99.4%	99.4%	100.0%	100.0%	98.2%

Source: Connecticut Bellwether Seat Belt and Child Restraint Observations. Observations were first conducted in 1997 and as such 1997 is considered the baseline year for these data. In 2017, a resampling of the sites was performed instead of the survey.

A key challenge in problem identification in child passenger safety is the availability of research

and analysis of data to identify specific groups of motorists who do not comply with the law. Currently, there are deficiencies in obtaining the necessary information to identify children that are not properly restrained.

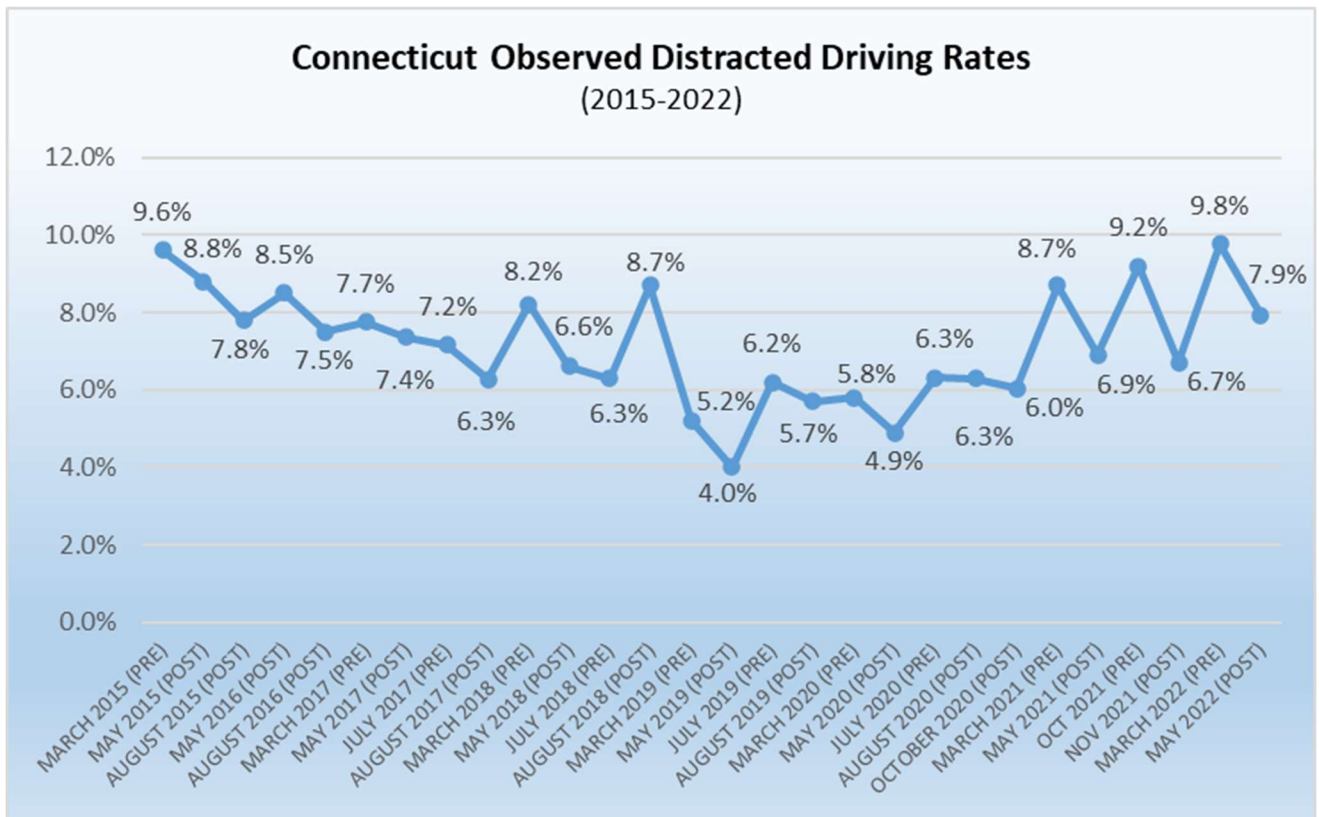
Connecticut Distracted Driving Observation Data

OVERVIEW OF RESULTS

APRIL 2015 – APRIL 2022

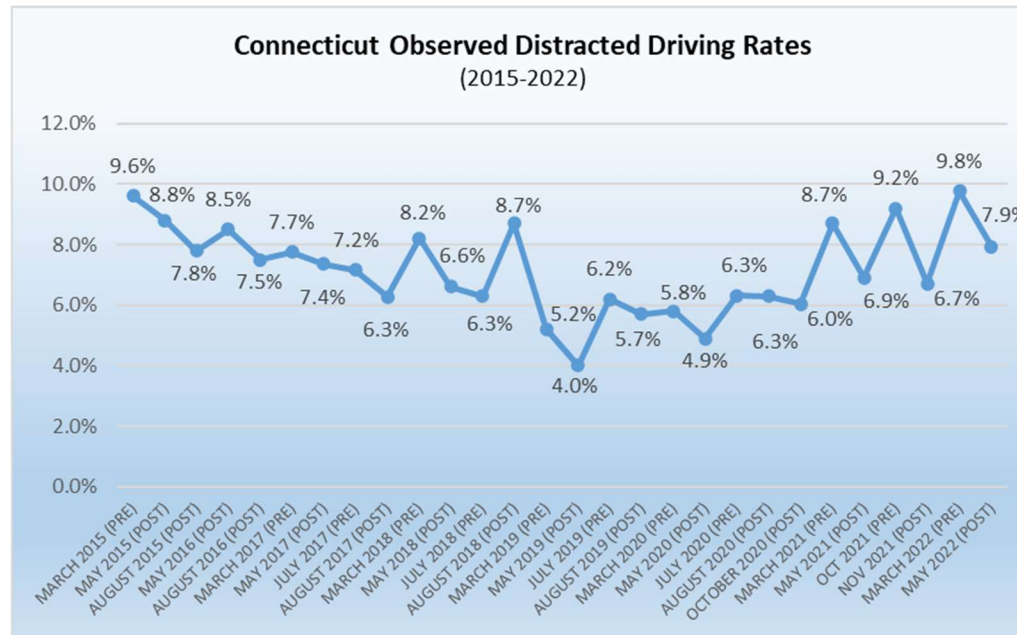
Since 2015, Preusser Research Group, Inc. has collected roadside observations measuring driver cell phone use (handheld or texting/manipulating) surrounding law enforcement efforts. Each year, police departments apply for grant funds to conduct six (6) total weeks of distracted driving enforcement throughout the year. There has been some shift of when enforcement efforts take place over the years. Four weeks in April, national Distracted Driving month, and two weeks in August were the norm until recently. Due to summer staffing issues, the August wave was moved to the last two weeks in October.

The results that follow include all available distracted driving observation rates from 2015 through May 2022. A more detailed writeup of 2022 data will take place after the October/November observations have been entered and data has been analyzed.



2015			2016		2017				2018			
April		August	April	August	April		August		April		August	
Pre	Post	Post	Post	Post	Pre	Post	Pre	Post	Pre	Post	Pre	Post
9.6%	8.8%	7.8%	8.5%	7.5%	7.7%	7.4%	7.2%	6.3%	8.2%	6.6%	6.3%	8.7%

2019				2020					2021				2022			
April		August		April	August		October	April		October		April		October		
Pre	Post	Pre	Post	Pre	Post	Pre	Post	Post	Pre	Post	Pre	Post	Pre	Post	Pre	Post
5.2%	4.0%	6.2%	5.7%	5.8%	4.9%	6.3%	6.3%	6.0%	8.7%	6.9%	9.2%	6.7%	9.8%	7.9%	TBD	TBD



*Note: the 2022 rates shown are for the first half of the year only. Is entered and analyzed.

PREUSSER RESEARCH GROUP, INC.

Pre/Post Distracted Driving Observations

April & October 2021 – FINAL RESULTS

PRG conducted four (4) total rounds of roadside distracted driving observations in 2021. Site locations, which have been modified over the years, were originally selected from towns that received HSO grant funding to conduct distracted driving enforcement. We chose one control town that received no additional funding (Torrington). The remaining cities/towns included Berlin, Danbury, Fairfield, Hamden, Hartford, Monroe, New Haven, Stamford and Trumbull. It is not currently known the extent to which these towns are still productively enforcing the distracted driving laws during the most recent HVE waves.

As in prior years, there were two HVE periods in 2021 consisting of an annual total of 6 week of enforcement. After modifications were made in 2020 due to the pandemic, the 2021 observations followed the “usual” 4 weeks of enforcement in April and 2 weeks of enforcement in October. Round 1 (Wave 22) of the observations occurred in March 2021 prior to the April HVE. Round 2 (Wave 23) took place in May (after the April campaign). The 3rd round (Wave 24) occurred in late August/early September (prior to the October campaign) and the 4th and final round (Wave 25) occurred in November following the second 2021 high visibility enforcement period.

Trained and experienced PRG observers coded vehicle type, sex of driver, estimated age of driver, and whether the driver was engaged in either a hand-held (phone to the ear) conversation or manipulating a cell phone (e.g., texting or typing of any kind).

Tables 1 through 3 below show the number of observations for each variable broken down by Wave. There were approximately 11,000 observations per Wave, for a total of 45,262 observations in 2021. Most of the observed drivers (73%) were judged to be in the 25-59 age group. Slightly more than half (56%) of the drivers observed were male.

Table 1. Frequency of Vehicle Types by Wave

<i>Vehicle Type</i>	April HVE		October HVE		<i>Total</i>
	<i>Pre (W22)</i>	<i>Post (W23)</i>	<i>Pre (W24)</i>	<i>Post (W25)</i>	
Car	4,681	4,812	4,530	4,279	18,302
Pickup	1,170	1,145	1,129	1,056	4,500
SUV	4,621	4,778	4,828	4,624	18,851
Van	929	885	859	842	3,515
<i>Total</i>	<i>11,401</i>	<i>11,620</i>	<i>11,346</i>	<i>10,801</i>	<i>45,168</i>

Table 2. Frequency of Age by Wave

<i>Age</i>	April HVE		October HVE		<i>Total</i>
	<i>Pre (W22)</i>	<i>Post (W23)</i>	<i>Pre (W24)</i>	<i>Post (W25)</i>	
Under 25	1,309	1,418	1,689	1,397	5,813
25-59	8,752	8,785	7,864	7,451	32,852
60+	1,335	1,411	1,789	1,936	6,471
Unknown	5	6	4	17	32
Total	11,401	11,620	11,346	10,801	45,168

Table 3 Frequency of Sex by Wave

<i>Sex</i>	April HVE		October HVE		<i>Total</i>
	<i>Pre (W22)</i>	<i>Post (W23)</i>	<i>Pre (W24)</i>	<i>Post (W25)</i>	
Male	6,453	6,486	6,239	5,916	25,094
Female	4,937	5,121	5,045	4,831	19,934
Unknown	11	13	62	54	140
Total	11,401	11,620	11,346	10,801	45,168

For both waves of enforcement, observed cell phone use (phone to ear or manipulating) decreased from pre- to post-enforcement (-2 percentage points from W22 to W23 and -3 points from W24 to W25). Both decreases were statistically significant. (See Table 4).

Table 4. “Any” Use by Wave

<i>“Any”</i>	April HVE			October HVE			<i>Total</i>
	<i>Pre (W22)</i>	<i>Post (W23)</i>	<i>p value</i>	<i>Pre (W24)</i>	<i>Post (W25)</i>	<i>p value</i>	
N Use	998	799	<.0001	1,047	726	<.0001	3,570
Pct Use	8.7%	6.9%		9.2%	6.7%		7.9%
Total N Observed	11,433	11,634		11,346	10,849		45,262

Results also indicated significant decreases when looking at handheld use alone (i.e., talking while holding the phone to the ear). Handheld use decreased slightly, but significantly, from Wave 22 to Wave 23 and from Wave 24 to Wave 35 (Table 5A). Manipulating a phone (e.g., texting) also declined significantly after both HVE campaigns (Table 5B). The April and October HVE campaigns were each associated with a 2-percentage point drop in phone manipulation.

Table 5A. Handheld (Phone to Ear) by Wave

<i>Handheld</i>	April HVE			October HVE			<i>Total</i>
	<i>Pre (W22)</i>	<i>Post (W23)</i>	<i>p value</i>	<i>Pre (W24)</i>	<i>Post (W25)</i>	<i>p value</i>	
N Use	268	209	<.01	257	179	<.01	913
Pct Use	2.3%	1.8%		2.3%	1.6%		2.0%
Total N Observed	11,433	11,634		11,346	10,849		45,262

Table 5B. Manipulating by Wave

<i>Manipulating</i>	April HVE			October HVE			<i>Total</i>
	<i>Pre (W22)</i>	<i>Post (W23)</i>	<i>p value</i>	<i>Pre (W24)</i>	<i>Post (W25)</i>	<i>p value</i>	
N Use	867	694	<.0001	908	630	<.0001	3,099
Pct Use	7.6%	6.0%		8.0%	5.8%		6.8%
Total N Observed	11,433	11,634		11,346	10,849		45,262

Table 6 shows rates for “any” cell phone use by vehicle type, sex of driver, and age of driver. The lowest observed use was seen among SUV drivers (6.8% overall) and highest among van drivers (10.7% overall). It is possible that the higher position of the SUV driver relative to the observers causes the observers to miss some use (i.e., this may not be an accurate absolute use rate). Use rates decreased significantly from pre- to post-enforcement for drivers of cars and SUV for both the April and October HVE. Drivers of pickup trucks and vans also showed a significant decrease from pre to post in the October enforcement campaign (but not for the April campaign).

Table 6. “Any” Use by Vehicle Type, Sex and Age by Wave

	<i>Any Use</i>	April HVE			October HVE			<i>Total</i>
		<i>Pre (W22)</i>	<i>Post (W23)</i>	<i>p</i>	<i>Pre (W24)</i>	<i>Post (W25)</i>	<i>p</i>	
<i>Car</i>	N Use	413	354	<.01	437	314	<.0001	1,518
	Pct Use	8.8%	7.4%		9.6%	7.3%		8.3%
	Total N	4,681	4,812		4,530	4,279		18,302
<i>SUV</i>	N Use	366	258	<.0001	384	272	<.0001	1,280
	Pct Use	7.9%	5.4%		8.0%	5.9%		6.8%
	Total N	4,621	4,778		4,828	4,624		18,851
<i>Pickup</i>	N Use	115	92	NS	122	66	<.0001	395
	Pct Use	9.8%	8.0%		10.8%	6.2%		8.8%
	Total N	1,170	1,145		1,129	1,056		4,500
<i>Van</i>	N Use	104	95	NS	104	74	<.05	377
	Pct Use	11.2%	10.7%		12.1%	8.8%		10.7%
	Total N	929	885		859	842		3,515
<i>Male Drivers</i>	N Use	605	478	<.0001	613	423	<.0001	2,119
	Pct Use	9.4%	7.4%		9.8%	7.2%		8.4%
	Total N	6,453	6,486		6,239	5,916		25,094
<i>Female Drivers</i>	N Use	393	320	<.01	427	295	<.0001	1,435
	Pct Use	8.0%	6.2%		8.5%	6.1%		7.2%
	Total N	4,937	5,121		5,045	4,831		19,934
<i>< 25 years</i>	N Use	114	91	<.05	224	142	<.01	571
	Pct Use	8.7%	6.4%		13.3%	10.2%		9.8%
	Total N	1,309	1,418		1,689	1,397		5,813
<i>25-59 years</i>	N Use	861	692	<.0001	770	529	<.0001	2,852
	Pct Use	9.8%	7.9%		9.8%	7.1%		8.7%
	Total N	8,752	8,785		7,864	7,451		32,852
<i>60+ years</i>	N Use	23	16	NS	52	54	NS	145
	Pct Use	1.7%	1.1%		2.9%	2.8%		2.2%
	Total N	1,335	1,411		1,789	1,936		6,471

Table 6 also shows that male drivers had overall higher use than female drivers (but this finding is not consistent in other works – sometimes men have higher use, sometime women have higher use). Use rates decreased significantly from pre- to post-enforcement for male and female drivers for each of the April and October HVE campaigns. Drivers under the age of 60 had higher use than older drivers, with drivers under 25 showing the highest observed use. This pattern is typical in these types of observational surveys. The oldest drivers were observed only rarely using their cell phone (also consistent across these types of observations). Every age group showed a decrease from pre to post enforcement. That decrease was statistically significant for under 25- and the 25–59-year-old groups for both the April and October HVE periods.

Table 7 shows handheld use only among the subgroups. Here too, drivers of vans had the highest overall handheld use (3.2%), whereas SUV drivers had the lowest rate of handheld use (1.8%). Although each category showed a drop in handheld phone use from pre to post, only two vehicle subgroups showed a statistically significant decrease: SUV drivers following the April HVE and car drivers following the October HVE campaign. Men and women had similar overall handheld phone use (2.1% and 1.9%, respectively). All sex subgroups showed a decline in use following the HVE campaign, but the drop was only statistically significant for men during the April campaign and for women during to October campaign. The 25-59 age group had the highest rate of handheld use (2.3%) and had a statistically significant decrease around each of the April and October HVE campaigns. The other age groups did not show a significant drop.

Table 7. Handheld Use by Vehicle Type, Sex and Age by Wave

	Any Use	April HVE			October HVE			Total
		Pre (W22)	Post (W23)	p	Pre (W24)	Post (W25)	P	
<i>Car</i>	N Use	106	88	NS	100	65	<.05	359
	Pct Use	2.3%	1.8%		2.2%	1.5%		2.0%
	Total N	4,681	4,812		4,530	4,279		18,302
<i>SUV</i>	N Use	95	71	<.05	93	71	NS	330
	Pct Use	2.1%	1.5%		1.9%	1.5%		1.8%
	Total N	4,621	4,778		4,828	4,624		18,851
<i>Pickup</i>	N Use	31	28	NS	35	19	=.05	113
	Pct Use	2.6%	2.4%		3.1%	1.8%		2.5%
	Total N	1,170	1,145		1,129	1,056		4,500
<i>Van</i>	N Use	36	22	NS	29	24	NS	111
	Pct Use	3.9%	2.5%		3.4%	2.9%		3.2%
	Total N	929	885		859	842		3,515
<i>Male Drivers</i>	N Use	159	120	<.05	142	110	NS	531
	Pct Use	2.5%	1.9%		2.3%	1.9%		2.1%
	Total N	6,453	6,486		6,239	5,916		25,094
<i>Female Drivers</i>	N Use	109	89	NS	114	69	<.01	381
	Pct Use	2.2%	1.7%		2.3%	1.4%		1.9%
	Total N	4,937	5,121		5,045	4,831		19,934
<i>< 25 years</i>	N Use	20	13	NS	42	22	NS	97
	Pct Use	1.5%	0.9%		2.5%	1.6%		1.7%
	Total N	1,309	1,418		1,689	1,397		5,813
<i>25-59 years</i>	N Use	243	188	<.01	202	139	<.01	772
	Pct Use	2.8%	2.1%		2.6%	1.9%		2.3%
	Total N	8,752	8,785		7,864	7,451		32,852
<i>60+ years</i>	N Use	5	8	NS	13	17	NS	43
	Pct Use	0.4%	0.6%		0.7%	0.9%		0.7%
	Total N	1,335	1,411		1,789	1,936		6,471

Table 8 shows incidence of manipulating a phone (e.g., texting, dialing) by vehicle type, sex, and age of driver. Phone manipulation exceeded the rates of handheld use. Drivers of vans had the highest use (8.8%), and SUV drivers had the lowest (6.0%). Rates of phone manipulation showed a statistically significant decrease for cars and SUV drivers in each of the April and October HVE campaigns. The October HVE campaign was also associated with a significant drop in manipulation rates for drivers of vans and pickup trucks.

Table 8. Phone Manipulation by Vehicle Type, Sex and Age by Wave

	<i>Any Use</i>	April HVE			October HVE			<i>Total</i>
		<i>Pre (W22)</i>	<i>Post (W23)</i>	<i>p</i>	<i>Pre (W24)</i>	<i>Post (W25)</i>	<i>p</i>	
<i>Car</i>	N Use	356	312	<.05	386	279	<.0001	1,333
	Pct Use	7.6%	6.5%		8.5%	6.5%		7.3%
	<i>Total N</i>	4,681	4,812		4,530	4,279		18,302
<i>SUV</i>	N Use	328	226	<.0001	343	240	<.0001	1,137
	Pct Use	7.1%	4.7%		7.1%	5.2%		6.0%
	<i>Total N</i>	4,621	4,778		4,828	4,624		18,851
<i>Pickup</i>	N Use	94	78	NS	94	53	<.01	319
	Pct Use	8.0%	6.8%		8.3%	5.0%		7.1%
	<i>Total N</i>	1,170	1,145		1,129	1,056		4,500
<i>Van</i>	N Use	89	78	NS	85	58	<.05	310
	Pct Use	9.6%	8.8%		9.9%	6.9%		8.8%
	<i>Total N</i>	929	885		859	842		3,515
<i>Male Drivers</i>	N Use	517	409	<.0001	520	357	<.0001	1,803
	Pct Use	8.0%	6.3%		8.3%	6.0%		7.2%
	<i>Total N</i>	6,453	6,486		6,239	5,916		25,094
<i>Female Drivers</i>	N Use	350	284	<.01	382	265	<.0001	1,281
	Pct Use	7.1%	5.5%		7.6%	5.5%		6.4%
	<i>Total N</i>	4,937	5,121		5,045	4,831		19,934
<i>< 25 years</i>	N Use	103	87	NS	202	133	<.05	525
	Pct Use	7.9%	6.1%		12.0%	9.5%		9.0%
	<i>Total N</i>	1,309	1,418		1,689	1,397		5,813
<i>25-59 years</i>	N Use	745	597	<.0001	662	455	<.0001	2,459
	Pct Use	8.5%	6.8%		8.4%	6.1%		7.5%
	<i>Total N</i>	8,752	8,785		7,864	7,451		32,852
<i>60+ years</i>	N Use	19	10	NS	43	42	NS	114
	Pct Use	1.4%	0.7%		2.4%	2.2%		1.8%
	<i>Total N</i>	1,335	1,411		1,789	1,936		6,471

Male drivers had overall higher rates of phone manipulation (7.2%) than female drivers (6.4%). Rates of manipulation decreased significantly for both men and women following each of the April and October HVE campaigns. Rates of phone manipulation were highest among the youngest drivers (9.0%) and lowest among the 60+ age group (1.8%). The April HVE campaign was associated with a statistically significant decrease in phone manipulation for the 25-59 age group whereas the October HVE campaign was associated with a significant drop for the under 25 group as well as the 25-59 age group.

Summary

The April and October 2021 HVE campaigns were successful in reducing observed cell phone use rates across many categories. The overall rate of observed phone use (“any” use) dropped by 1.8 percentage points after the April campaign and dropped by 2.5 percentage points after the October campaign. The rates of handheld phone use remain low (less than 2 percent post enforcement) and are much lower than the observed phone manipulation rates. Phone manipulation is observed in approximately 6 percent post-enforcement. Despite technological advances helping minimize talking on handheld cell phone, phone manipulation remains a road safety issue. Still, the two high-visibility enforcement periods conducted in Connecticut in 2021 were successful and were associated with a decrease in distracted driving behaviors.

Connecticut Statewide Seat Belt Use

2022 Post “*Click It or Ticket*” Daytime Roadside Observation Results



Final Report

**Connecticut Department of Transportation
Highway Safety Office**

2022 Seat Belt Use in Connecticut



DECEMBER 2022

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I. INTRODUCTION

Background

This report documents Connecticut’s 2022 statewide seat belt use survey. The survey was conducted under the direction of the Connecticut Department of Transportation’s Highway Safety Office (HSO).

The HSO is responsible for the administration of the State of Connecticut’s Highway Safety Program. Occupant protection is among several significant program areas for which HSO is responsible. A portion of HSO occupant protection program funding comes from the Federal Government which requires administration of a statewide survey of seat belt use that must adhere to Federal Register Guidelines. Connecticut’s first statewide survey using Federal Register Guidelines was completed in 1995. This is the 25th follow-up to the original survey in 1995.

The current survey was conducted in June 2022, directly after the national (and State) “*Click It or Ticket*” campaign. The campaign combines heightened law enforcement efforts with supporting media messages. The daytime survey provides a statewide estimate of seat belt use in Connecticut that is comparable to the 1995 estimate accredited by NHTSA in September 1998, and the statewide surveys conducted thereafter.

Survey Scope

The 2022 survey was the first year new (resampled) sites were used. This resample was approved by NHTSA for five-year period (2022 – 2026). New sites will be selected for 2027 data collection. The purpose of the annual roadside survey is to determine statewide safety belt usage for drivers and outboard front seat passengers in passenger vehicles during daytime hours. Additional use rates were calculated for specific locations, type of vehicle, as well as other factors that may have had an effect on seat belt use.

The 2022 survey was probability based and estimates are representative of seat belt use for the entire State of Connecticut. Statewide belt use (the official belt use rate reported to NHTSA) is derived solely from *daytime* observations; the 2022 survey results provide an up-to-date estimate comparable to the twenty-five (25) previous statewide surveys of belt use.

Overview of Results

Across the 120 observation sites, a total of 19,415 drivers and front-seat outboard passengers were observed during daytime hours. The weighted use rate for these drivers and passengers combined was **92.1** percent. Statewide safety belt use has increased 32.9 percentage points since the first statewide survey in 1995.

Table 1. Driver/Passenger Daytime and Nighttime Statewide Percent Seat Belt Use by Year

YEAR	DAYTIME SEAT BELT USE	NIGHTTIME SEAT BELT USE
1995	59.2%	-----
1998	70.1%	-----
1999	72.9%	-----
2000	76.3%	-----
2001	78.0%	-----
2002	78.0%	-----
2003	78.0%	-----
2004	82.9%	76.7%
2005	81.6%	-----
2006	83.5%	76.2%
2007	85.8%	81.3%
2008	88.0%	85.2%
2009	85.9%	-----
2010	88.2%	81.0%
2011	88.4%	-----
2012	86.8%	-----
2013	86.6%	-----
2014	85.1%	-----
2015	85.4%	-----
2016	89.4%	-----
2017	90.3%	
2018	92.1%	
2019	93.7%*	
2020	93.7%**	
2021	91.5%	
2022	92.1%	

*Observations took place in December (not June per usual)

**NHTSA waived seat belt use reporting during the 1st year of the pandemic; this rate is from the prior year (2021).

II. PROCEDURES

Seat Belt Usage Rate and Variability Calculations

The sample sites used in the 2022 daytime observational surveys provide a statewide representation.

Calculation of Overall Seat Belt Usage Rate

Seat belt use rates will be calculated using formulas based on the proportion of the state’s total DVMT¹ “represented” by each site. Seat belt use rate calculations will follow a three-step process.

First, estimated rates will be calculated for each of the five road type strata within each county. Observed use rates for all of the sites within each road stratum-county combination will be combined by simple averaging, as shown in Formula 1. Since the sites’ original probability of inclusion in the sample was proportional to their DVMT (as adjusted, where appropriate, to ensure that every segment in the database in the county-road stratum was proportionally representative of all comparable road segments), averaging their use rates makes use of that sampling probability to reflect their different DVMTs.

$$P_{ij} = \sum_{k=1}^{n_{ij}} p_{ijk} / n_{ij} \quad (1)$$

where i = road stratum, j = county, k = site within road stratum-county, n_{ij} = number of sites within the road stratum-county, and p_{ijk} = the observed seat belt use rate at site ijk = B_{ijk}/O_{ijk} , where B_{ijk} = total number of belted occupants (drivers and outboard front-seat passengers) observed at the site and O_{ijk} = total number of occupants whose belt use was observed at the site, excluding Unknown use, according to the selection and observation procedures described in the Observations section of this proposal.

¹ Again, “adjusted DVMT” (this was done by dividing the actual DVMT values of the municipally owned roads by their sampling proportion).

Next, road stratum-county seat belt use rates will be combined across road strata within counties, weighted by the road stratum's relative contribution to total county DVMT², to yield a county-by-county seat belt use rate p_j :

$$p_j = \frac{\sum_i DVMT_{ij} p_{ij}}{\sum_i DVMT_{ij}} \quad (2)$$

where i = road stratum, j = county, $DVMT_{ij}$ = DVMT of all roads in road stratum i in county j , and p_{ij} = seat belt use rate for road stratum i in county j .

Finally, rates from the 6 counties will be combined by weighting them by their total DVMT values $DVMT_j$:

$$p = \frac{\sum_j DVMT_j p_j}{\sum_j DVMT_j} \quad (3)$$

where $DVMT_j$ = total DVMT for county j .

The result will be a weighted combination of the individual site seat belt use rates.

Estimates of subgroups of occupants, such as male drivers, female passengers, male drivers of pickup trucks, etc., may be calculated in the same way.

Calculation of the Standard Error of the Overall Seat Belt Use Rate

Standard error of estimate values will be estimated through a jackknife approach, based on the general formula:

$$\hat{\sigma}_{\hat{p}} = \left[\frac{n-1}{n} \sum_{i=1}^n (\hat{p}_i - \hat{p})^2 \right]^{1/2} \quad (4)$$

² As determined from the State's HPMS reporting to FHWA; weights are based on a separate run of (town within) county × roadway functional class DVMT on 4/10/2012. DVMT values are available upon request.

where $\hat{\sigma}_{\hat{p}}$ = standard deviation (standard error) of the estimated statewide seat belt use proportion \hat{p} (equivalent to p in the notation of Formulas 1-3), n = the number of sites, i.e., 120, and \hat{p}_i = the estimated statewide belt use proportion with site i excluded from the calculation. The 95% confidence interval, i.e., $\hat{p} \pm 1.96\hat{\sigma}_{\hat{p}}$, will also be calculated. These values will be reported for the overall statewide seatbelt use rate.

Seat Belt Observations

Site Selection

The following steps were taken when selecting new sites during the 2022 resample. Prior to the actual data collection, specific locations for data observations were carefully selected, based on observer visits to the locations, maps, and/or available online satellite images and street-level aerial photos.

The direction of travel to be observed (for 2-way roadways) was selected randomly, with each direction having equal probability of selection. Sites were chosen for both observer and general traffic safety so that the observer has a clear view of the vehicles to be coded. When possible, sites were selected where traffic naturally slows (intersections, etc.). More details are provided in the following section.

Day of week was assigned across counties. For each county, one or two observation days were on a weekend, the rest were chosen from the weekdays. Specific days were randomly assigned within these selection constraints. A detailed site list is attached as *Appendix A*.

Site Observation Details

After initial site selection took place, all sites were described by location, possible observation points, and direction of travel to be observed (selected randomly in advance). The complete road segment was also described by map details such as road name or number and segment begin and end points. This was done so that each observer would know the range of alternate sites to consider in the off chance that a replacement site needed to be selected.

Due to the extent of data that needs to be collected for each vehicle, (vehicle type, gender, race, driver/passenger belt use, etc.), we gave preference to observation points where

traffic naturally slows or stops. Preferable locations were near intersections which may cause vehicles to slow, increasing the time for observation and improving data completeness and accuracy. For limited access highway segments, we capture traffic at or near an exit ramp where traffic should be slow enough to allow reliable and accurate observations to be made. Finding a location with slowing traffic is not a strict requirement; in the past our observers have accurately made such observations during free-flowing traffic with a minimum number of “unknowns.”

Observers

All observers are hired and trained by PRG. Four (4) PRG staff members participated in the 2022 daytime observations, all having had extensive seat belt observation experience in addition to field instruction and multiple training sessions. These observers, working alone, performed all field data collection for this evaluation. Prior to any data collection, all observers went through a “refresher course” where the procedures were reviewed with all observers in a training session which included classroom and roadside practice sessions. Training included additional procedures to follow should a site be temporarily unusable (e.g., due to bad weather or temporary traffic disruption), unusable during this survey period (e.g., due to construction), or permanently unusable. Training was conducted in the weeks leading up to the start of observations.

Scheduling

Daytime observations were conducted Friday-Thursday during daylight hours between 7:00 a.m. and 6:00 p.m. Each county’s observations were scheduled, in advance, to be conducted in four clusters, with roughly five sites scheduled for each day. The first site to be observed was randomly selected; the subsequent sites were assigned in an order which provided balance by type of site and time of day while minimizing travel distance and time. For each site, the schedule specified time of day, day of week, roadway to observe, and direction of traffic to observe. Time of day was specified as one of five time periods, 7:00 – 9:00 a.m., 9:00 – 11:00 a.m., 11:00 a.m. – 2:00 p.m., 2:00 – 4:00 p.m., and 4:00 – 6:00 p.m., with a 45-minute observation period to take place for each individual site (within the timeframes noted above).

Observation sites were mapped in advance by the survey manager. Mapping helped to identify geographic location of sites as well as the target day for observation. Advanced mapping preparation enabled observers to plan trips well ahead of time, thereby increasing

efficiency in travel and labor. Each scheduled observer used GPS to reach all site locations, then referred to individual maps for instructions on where to park, stand, etc.

Data Collection

Data collection procedures were set forth before any observations took place. These procedures were guided by the Federal Register's Uniform Criteria for State Observational Surveys of Seat Belt Use.

All data collection was conducted according to the observer instructions/procedures provided in *Appendix B*. Observers were told to review these instructions on a regular basis during the observation process. In general, the procedures indicated:

- Length of observation period is exactly 45 minutes;
- Qualifying vehicles include cars, pickup trucks, sport utility vehicles and vans;
- Qualifying occupants include the driver and the outboard, front seat passenger (children in a front seat child restraint are excluded from the survey; children that are not restrained and in the front seat qualify);
- Each lane of traffic in one direction is to be observed for equal amounts of time;
- If traffic is moving too quickly on heavy traffic roadways, a reference point some distance away on the road is chosen, by which the next qualifying vehicle must pass before being recorded on the data sheet;
- If rain, heavy fog or other inclement weather occurs, the observer will halt the survey for 15 minutes; if bad weather persists, the site is to be rescheduled; and
- If construction compromises a site, the observer is to move to a nearby location (on the same street) and observe the same stream of traffic. If this is not feasible, an alternate site will be selected.

All passenger vehicles less than 10,000 lbs Gross Vehicle Weight Rating (GVWR) were eligible to be observed. Survey information was recorded on an observation data collection form (*Appendix C*) for each 45-minute seat belt observation session. The form was designed so that all pertinent site information can be documented, including county name, city/town/area identifier, exact roadway location, date, day of week, time, weather condition, direction of traffic flow and lane(s) observed. All through lanes will be observed; if traffic is too heavy to observe all at one time, then time should be split among the lanes to give each through lane equal observation time. Each one-page form includes space to record information on 70 vehicles, the driver of that vehicle, and the outboard, front seat passenger, if any. If more than 70 observations are made,

additional sheets will be used and all sheets for the observation site will be stapled together. Observations will include vehicle type (Car, Pick-up truck, SUV or Van) and person gender and race (white, non-white) in addition to belt use.

Building a Data Set

One staff member was assigned the responsibility of keypunching all of the observation data. After the data entry was completed, 10 percent of all data records were checked and confirmed in order to verify the quality and accuracy of data entry. No substantial keypunch problems were found with any of the data entry staff. The data set was then analyzed using both Excel and the Statistical Package for the Social Sciences (SPSS).

Quality Control

Quality control monitors conducted random, unannounced visits to a minimum of 10 observation sites for the purpose of quality control. The monitor ensured that the observer was in place and making observations during the observation period. When and where possible, the monitor remained undetected by the observer.

Comparisons were made between data collected by individual observers. Differences were not beyond what would be expected and accepted as normal.

III. Results

Statewide Daytime Seat Belt Use

Across the 120 sample sites, 15,631 drivers and 3,684 outboard front seat passengers were observed during daytime statewide observations. Roadside data was collected in 66 cities and towns across the State of Connecticut. The number of drivers and passengers observed for each municipality are displayed in Table 2 below. An overview of all 120 observation site locations showing driver, passenger and combined belt use rates across all sites is provided at the end of this report in *Appendix D*.

Table 2. Drivers and Passengers Observed by Municipality, 2022

City/ Town	Drivers <i>N Observed</i>	Passengers <i>N Observed</i>	Combined <i>Total N</i>
ANDOVER	134	35	169
BEACON FALLS	136	47	183
BOLTON	189	20	209
BOZRAH	32	5	37
BRANFORD	303	64	367
BRIDGEPORT	382	85	467
CANTON	138	37	175
CHESTER	29	4	33
CLINTON	159	41	200
COLCHESTER	331	58	389
COLUMBIA	318	99	417
COVENTRY	265	53	318
CROMWELL	157	25	182
DANBURY	1145	335	1480
DURHAM	266	72	338
EAST HADDAM	9	0	9
EAST HAMPTON	88	34	122
EAST LYME	363	151	514
EAST WINDSOR	191	24	215
ELLINGTON	88	20	108
ENFIELD	170	13	183
ESSEX	256	42	298
GLASTONBURY	278	131	409
GRISWOLD	18	2	20
GROTON	312	105	417
GUILFORD	292	64	356
HADDAM	167	47	214

City/ Town	Drivers <i>N Observed</i>	Passengers <i>N Observed</i>	Combined <i>Total N</i>
HARTFORD	351	48	399
LEDYARD	466	113	579
LISBON	258	56	314
MANCHESTER	387	77	464
MANSFIELD	146	26	172
MERIDEN	180	54	234
MIDDLEFIELD	157	43	200
MIDDLETOWN	354	125	479
MILFORD	317	100	417
NEW BRITAIN	315	80	395
NEW CANAAN	249	23	272
NEW HAVEN	513	93	606
NEW LONDON	107	14	121
NEWTOWN	361	78	439
NORTH BRANFORD	235	35	270
NORTH HAVEN	360	65	425
NO. STONINGTON	471	55	526
NORWALK	236	36	272
NORWICH	67	7	74
OLD LYME	91	29	120
OLD SAYBROOK	79	25	104
ORANGE	101	23	124
PORTLAND	60	10	70
ROCKY HILL	283	63	346
SIMSBURY	339	104	443
SOMERS	38	5	43
SOUTH WINDSOR	24	7	31
SOUTHINGTON	273	80	353
STAMFORD	478	91	569
STONINGTON	30	3	33
STRATFORD	147	29	176
SUFFIELD	51	8	59
TOLLAND	187	30	217
VERNON	254	46	300
WATERBURY	422	144	566
WESTPORT	197	35	232
WILLINGTON	265	90	355
WINDSOR	317	38	355
WOODBIDGE	249	83	332
TOTALS	15,631	3,684	19,315

The 2022 seat belt use rate for Connecticut, based on the formulas previously described, was 92.1 percent for drivers and passengers combined (95 percent CI, \pm 2 percent). The Connecticut statewide belt use rates have increased steadily over time, from 59.2 percent in 1995 to a high of 93.7 percent in 2019 (see Table 3). The State of Connecticut remains above the national average for the sixth consecutive year.

Table 3. Connecticut vs. National Statewide Daytime Percent Seat Belt Use by Year

YEAR	CONNECTICUT DAYTIME SEAT BELT USE	NATIONAL DAYTIME SEAT BELT USE
2009	85.9%	84.0%
2010	88.2%	85.0%
2011	88.4%	84.0%
2012	86.8%	86.0%
2013	87.0%	87.0%
2014	85.1%	87.0%
2015	85.4%	87.0%
2016	89.4%	90.1%
2017	90.3%	89.7%
2018	92.1%	89.6%
2019	93.7%	90.7%
2020	93.7%	90.3%
2021	91.5%	90.4%
2022	92.1%	90.4%*

*2022 national rate is pending.

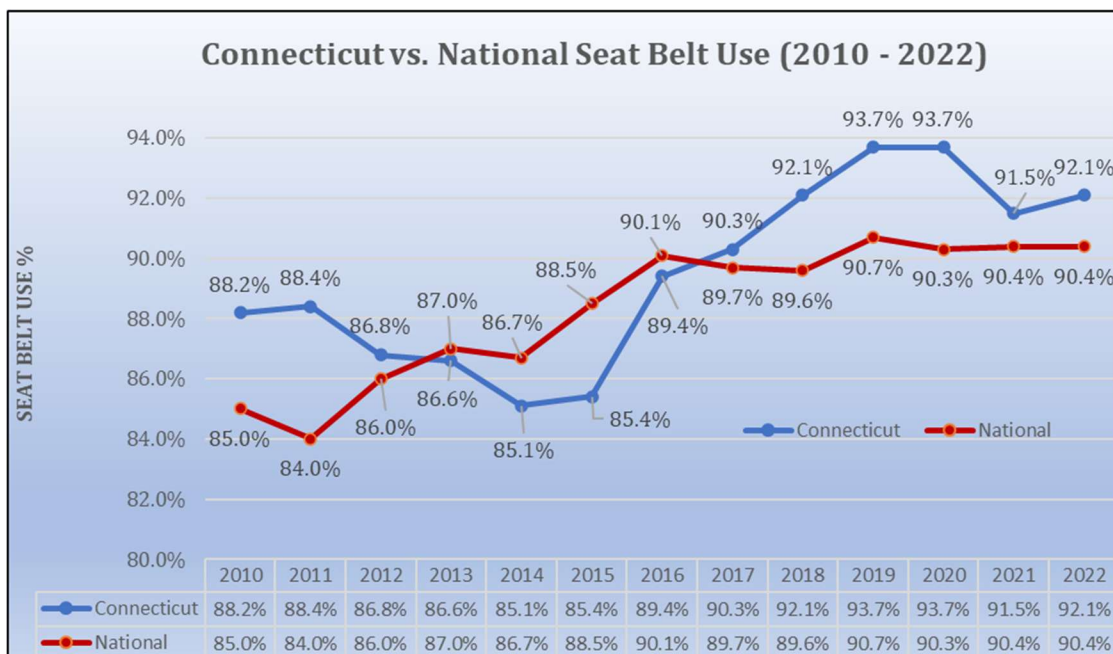


Figure 1. Connecticut vs. National Seat Belt Use (2010 – 2022)

Descriptive Statistics

The results provided in the tables and discussion that follow were calculated from raw data counts of drivers and outboard front seat passengers during daytime observations.

Table 4. Driver and Passenger Percent Belt Use by Municipality, 2022

Site #	City/Town	Drivers (%)	Passengers (%)	Combined (%)
1101	DANBURY	96%	96%	96%
1102	BRIDGEPORT	95%	88%	94%
1103	NEWTOWN	96%	94%	95%
1104	WESTPORT	93%	100%	94%
1201	NEWTOWN	84%	83%	84%
1202	STAMFORD	84%	86%	84%
1203	NORWALK	81%	91%	83%
1204	NEW CANAAN	90%	100%	91%
1301	DANBURY	84%	89%	85%
1302	BRIDGEPORT	80%	89%	81%
1303	DANBURY	86%	86%	86%
1304	STAMFORD	85%	86%	85%
1401	NORWALK	88%	100%	89%
1402	DANBURY	86%	81%	85%
1403	DANBURY	85%	89%	86%
1404	NEWTOWN	77%	71%	76%
1501	NEW CANAAN	94%	83%	91%
1502	STRATFORD	90%	71%	88%
1503	WESTPORT	96%	93%	96%
1504	STRATFORD	69%	77%	70%
3101	WINDSOR	95%	100%	95%
3102	GLASTONBURY	97%	100%	98%
3104	HARTFORD	98%	98%	98%
3107	ROCKY HILL	97%	97%	97%
3201	CANTON	98%	97%	98%
3202	MANCHESTER	92%	95%	93%
3203	ENFIELD	94%	85%	93%
3204	NEW BRITAIN	89%	100%	90%
3301	NEW BRITAIN	80%	79%	80%
3302	SIMSBURY	97%	98%	98%
3304	MANCHESTER	95%	100%	95%
3305	SIMSBURY	80%	84%	81%
3401	EAST WINDSOR	89%	75%	87%
3402	SOUTHINGTON	83%	80%	82%
3403	SOUTHINGTON	73%	100%	76%
3404	SOUTHINGTON	86%	94%	88%
3501	SOUTHINGTON	85%	89%	86%

Site #	City/Town	Drivers (%)	Passengers (%)	Combined (%)
3503	WINDSOR	96%	100%	97%
3504	SOUTH WINDSOR	96%	100%	97%
3510	SUFFIELD	92%	88%	92%
7101	CROMWELL	78%	100%	82%
7102	MIDDLETOWN	97%	90%	95%
7103	ESSEX	97%	100%	97%
7104	MIDDLETOWN	93%	100%	94%
7201	DURHAM	91%	95%	91%
7202	MIDDLETOWN	97%	97%	97%
7204	PORTLAND	95%	100%	96%
7205	EAST HAMPTON	86%	91%	88%
7301	HADDAM	84%	95%	86%
7302	DURHAM	97%	96%	97%
7303	CROMWELL	95%	90%	94%
7304	CLINTON	97%	100%	98%
7401	MIDDLEFIELD	97%	100%	98%
7402	HADDAM	96%	96%	96%
7403	EAST HADDAM	78%	none	78%
7404	CHESTER	83%	100%	85%
7501	MIDDLEFIELD	99%	100%	99%
7502	MIDDLEFIELD	100%	100%	100%
7503	OLD SAYBROOK	97%	100%	98%
7504	MIDDLETOWN	86%	100%	88%
9101	GUILFORD	96%	97%	96%
9102	WOODBIDGE	96%	96%	96%
9103	BRANFORD	96%	100%	97%
9104	WATERBURY	92%	92%	92%
9201	MILFORD	95%	96%	95%
9202	MILFORD	90%	86%	89%
9203	ORANGE	94%	100%	95%
9204	WOODBIDGE	90%	92%	90%
9301	NEW HAVEN	88%	89%	88%
9302	MILFORD	90%	91%	91%
9303	MERIDEN	78%	76%	78%
9304	NORTH BRANFORD	83%	89%	83%
9401	NORTH HAVEN	81%	74%	80%
9402	NEW HAVEN	84%	81%	83%
9403	NORTH HAVEN	86%	100%	88%
9404	NEW HAVEN	85%	93%	86%
9501	WATERBURY	71%	79%	73%
9502	MILFORD	100%	100%	100%
9503	NEW HAVEN	80%	71%	79%

Site #	City/Town	Drivers (%)	Passengers (%)	Combined (%)
9504	BEACON FALLS	86%	94%	88%
11101	COLCHESTER	95%	100%	96%
11103	NO. STONINGTON	91%	85%	90%
11104	LISBON	96%	98%	96%
11106	GROTON	98%	99%	98%
11201	LEDYARD	93%	98%	94%
11203	NO. STONINGTON	94%	93%	94%
11205	LEDYARD	95%	100%	95%
11208	NEW LONDON	93%	100%	94%
11301	COLCHESTER	94%	95%	94%
11302	EAST LYME	97%	99%	97%
11303	GROTON	93%	100%	94%
11304	EAST LYME	98%	96%	98%
11401	BOZRAH	84%	100%	86%
11402	OLD LYME	97%	96%	97%
11403	NORWICH	99%	71%	96%
11404	LEDYARD	91%	89%	91%
11501	STONINGTON	87%	100%	88%
11502	GRISWOLD	89%	100%	90%
11503	LEDYARD	93%	100%	95%
11504	OLD LYME	90%	100%	90%
13101	WILLINGTON	97%	98%	97%
13102	VERNON	95%	100%	96%
13103	WILLINGTON	96%	96%	96%
13104	BOLTON	96%	100%	97%
13201	ANDOVER	96%	97%	96%
13202	COVENTRY	93%	84%	92%
13203	COLUMBIA	98%	100%	99%
13204	COVENTRY	96%	93%	95%
13301	MANSFIELD	92%	100%	93%
13302	MANSFIELD	95%	100%	96%
13303	VERNON	88%	80%	87%
13304	TOLLAND	93%	87%	93%
13401	EAST WINDSOR	93%	100%	94%
13402	SOMERS	92%	100%	93%
13403	COLUMBIA	96%	100%	97%
13404	ELLINGTON	97%	100%	98%
13501	TOLLAND	96%	100%	96%
13502	VERNON	96%	83%	95%
13503	ELLINGTON	100%	100%	100%
13504	MANSFIELD	96%	100%	96%

There was a modest increase in statewide seat belt use from 2021 to 2022; specifically, 91.5 % to 92.1%. Historically, female motorists have been shown to wear their seat belts more frequently than male motorists. This was the case for all categories across the board in 2022 (vehicle type, roadway, day of week, county, etc.)

Results from the 2022 daytime statewide survey indicate that drivers of SUVs, passenger cars, and vans were far more likely to wear a seat belt than drivers of pickup trucks. Historically, pick-up truck drivers/passengers have had the lowest observed belt use. This continued to be the case for both pick-up truck categories in 2022. Driver and passenger belt use was similar across vehicle type. Sport utility vehicles had the highest seat belt use rates for both drivers and passengers (see Table 5 for details).

Table 5. Percent Seat Belt Use by Vehicle Type and Year

	DRIVERS			PASSENGERS			ALL OCCUPANTS		
	<i>Male</i>	<i>Female</i>	<i>Total</i>	<i>Male</i>	<i>Female</i>	<i>Total</i>	<i>Male</i>	<i>Female</i>	<i>Total</i>
	%	%	%	%	%	%	%	%	%
Car	91.0%	93.9%	92.1%	89.1%	93.9%	92.2%	91.0%	93.9%	92.3%
SUV	92.3%	95.2%	93.9%	94.0%	95.6%	95.2%	92.5%	95.3%	94.1%
Van	88.3%	97.2%	91.1%	97.0%	92.4%	93.7%	89.7%	95.2%	91.0%
<i>All-but-Pickup</i>	<i>91.2%</i>	<i>94.5%</i>	<i>92.8%</i>	<i>92.6%</i>	<i>94.7%</i>	<i>94.0%</i>	<i>91.4%</i>	<i>94.5%</i>	<i>92.9%</i>
Pickup	84.1%	96.9%	84.7%	84.2%	93.5%	87.1%	84.0%	93.5%	85.1%
TOTAL	89.9%	94.6%	91.8%	91.6%	94.6%	93.5%	90.1%	94.5%	92.1%

The highest driver belt use rates were found in Middlesex (94.9 %) and New London (94.1%) counties. The highest passenger belt use rates were found in Tolland and New London counties. The “lowest” driver belt use rates were found in Tolland (92.1%) and Hartford County (93.2%). The term “low” in this write-up is relative; all 2019 rates are the highest they have ever been in the twenty years PRG has been conducting these observations.

Table 6. Percent Seat Belt Use by County, 2022

	DRIVERS			PASSENGERS			ALL OCCUPANTS		
	<i>Male</i>	<i>Female</i>	<i>Total</i>	<i>Male</i>	<i>Female</i>	<i>Total</i>	<i>Male</i>	<i>Female</i>	<i>Total</i>
	%	%	%	%	%	%	%	%	%
Fairfield	86.9%	94.4%	90.1%	88.6%	91.7%	90.4%	87.1%	93.5%	90.0%
Hartford	92.0%	93.8%	92.8%	93.3%	95.9%	94.9%	92.2%	94.2%	93.2%
Middlesex	89.5%	94.7%	91.6%	95.2%	98.4%	97.4%	89.7%	95.0%	92.3%
New Haven	89.0%	94.0%	91.0%	89.7%	94.4%	92.6%	89.2%	94.0%	91.3%
New London	92.1%	97.3%	94.1%	94.4%	95.6%	95.4%	92.3%	97.4%	94.4%
Tolland	94.0%	97.4%	95.4%	96.7%	97.2%	97.0%	94.3%	97.2%	95.7%
TOTAL	89.9%	94.6%	91.8%	91.6%	94.6%	93.5%	90.1%	94.5%	92.1%

Statewide seat belt use in 2022 was also analyzed by roadway functional classification type (categorized as Interstate, Principal Arterial, Minor Arterial, Collector, or Local Road). Both driver and passenger belt use were highest on Interstates followed by Principal Arterials. Belt use was lowest on Collectors for all occupants in 2022 (see Table 7).

Table 7. Percent Seat Belt Use by Roadway Functional Classification, 2022

ROADWAY TYPE FUNCTIONAL CLASS	DRIVERS				PASSENGERS				ALL OCCUPANTS					
	Male		Female		Male		Female		Male		Female		Total	
	%	N	%	N	%	N	%	N	%	N	%	N	%	N
Interstate/Freeway	94.0%	3,005	97.2%	1,924	95.7%	523	97.4%	702	94.2%	3,528	97.0%	2,626	95.4%	6,174
Other Principal Arterial	89.7%	1,977	93.0%	1,512	88.2%	273	96.1%	480	89.8%	2,250	93.6%	1,992	91.6%	4,264
Minor Arterial	84.0%	2,151	90.6%	1,498	83.8%	337	92.6%	560	84.0%	2,488	91.1%	2,058	87.3%	4,555
Collector	83.0%	1,310	90.4%	910	88.5%	185	88.6%	331	83.5%	1,495	89.9%	1,241	86.3%	2,737
Local Roads	85.8%	745	94.2%	553	91.0%	100	88.4%	183	86.7%	845	92.9%	736	89.5%	1,585
TOTAL	89.9%	9,188	94.6%	6,397	91.6%	1,418	94.6%	2,256	90.1%	10,606	94.5%	8,653	92.1%	19,315

Historically, Connecticut's annual seat belt surveys have shown that white drivers and white passengers are more likely to wear a seat belt, compared to non-white drivers and passengers. The last few surveys have shown less fluctuation in belt use in both racial groups for both drivers and passengers. White drivers and passengers produced the highest belt use in 2022 (92.3 percent and 94.5 percent, respectively), while black drivers had the lowest observed belt use (85.1 and 89.4 percent). Drivers of “other” races (neither white nor black) had belt use rates in between those for Caucasian and African American drivers.

Table 8. Percent Seat Belt Use by Race (2022)

RACE	White	Black	Other
	<i>% Belt Use</i>	<i>% Belt Use</i>	<i>% Belt Use</i>
<i>Driver</i>	92.3%	85.1%	91.3%
<i>Passenger</i>	94.5%	89.4%	90.1%

In 2022, seat belt use was about the same for both drivers and passengers during weekdays and weekends (see Table 9).

Table 9. Percent Seat Belt Use by Day of Week (2022)

	Day of Week	Total Belted	Total Observed	% Seat Belt Use
<i>Weekday</i>	Monday	1,937	2,186	89%
	Tuesday	4,104	4,432	93%
	Wednesday	2,194	2,343	94%
	Thursday	1,237	1,346	92%
	Friday	1,973	2,188	90%
	Total	11,445	12,495	91% (Average)

	Day of Week	Total Belted	Total Observed	% Seat Belt Use
<i>Weekend</i>	Saturday	3,657	3,949	93%
	Sunday	2,628	2,871	92%
	Total	6,285	6,820	92% (Average)

Appendix A. Connecticut Daytime Seat Belt Observation Site List

Site	Day	Start Time	City/Town	Dir	Observed Roadway Description	Lat	Long
1101	Sat	8:00	DANBURY	E	I-84 E from Kenosia Ave Overpass.	41.3865588	-73.4970673
1103	Fri	7:00	NEWTOWN	E	I-84 E from Church Hill Rd (Rt 34 & Rt 6) Overpass. Park at Citgo	41.4175352	-73.291364
1104	Fri	15:15	WESTPORT	N	Rt 15 N (Merritt Pkwy) from Newtown Turnpike Overpass	41.1630108	-73.3836383
1110	Fri	10:15	Fairfield	N	I-95 N from Kings Hwy Cutoff Overpass (Park at Stop & Shop or closer Medical Building 1152 Kings Highway Cutoff, or Old Spring Rd off Meadowbrook Rd, and hike to overpass) (Replaces site 1102)	41.1545945	-73.2448312
1201	Fri	9:00	NEWTOWN	E	Rt 34 (Birshire Rd) Eastbound from Pole Bridge Rd to Nighthawk Ln	41.39351283	-73.22897881
1202	Tue	14:00	STAMFORD	N	Rt 106 (Courtland Ave) Northbound from Rt 1 (East Main St) to Hamilton Ave	41.05956188	-73.51388099
1203	Tue	11:00	NORWALK	N	Rt 1 (Connecticut Ave) Northbound from Scribner Ave to entrance to I-95 S	41.10258023	-73.43576252
1204	Tue	9:00	NEW CANAAN	N	Rt 123 (New Norwalk Rd) Northbound from Brushy Ridge Rd to Smith Ridge Rd	41.15331178	-73.49249859
1301	Sat	15:00	Danbury	W	WHITE ST Westbound from Federal Rd to Locust Ave	41.39950069	-73.435557
1302	Fri	14:00	Bridgeport	W	BROADBRIDGE RD Westbound from Blueberry Rd to East Main St (Rt 127)	41.2216432	-73.1720282
1303	Sat	10:00	DANBURY	E	Mill Plain Rd (Rt 6 & 202) Eastbound from Westwood Dr to University Blvd	41.3897357	-73.50099343
1304	Tue	16:00	Stamford	S	SUMMER ST Southbound from Hoyt St to North St	41.06061757	-73.54091617
1401	Tue	7:00	Norwalk	S	EAST ROCKS RD Southbound from Allen Rd to Cannon St	41.12610273	-73.40848268
1402	Sat	12:30	Danbury	N	BALMFORTH AVE Northbound from White St to North St	41.3980251	-73.4509596
1403	Sat	17:00	Danbury	S	TAMARACK AVE Southbound from Hayestown Ave to Hospital Ave	41.41162462	-73.45052575
1404	Fri	11:00	Newtown		HIGH BRIDGE RD between Botsford Hill Rd and Avalon Way	41.36759883	-73.25119679
1501	Fri	17:15	NEW CANAAN	N	LAUREL RD Northbound from Turner Hill Rd to N Wilton Rd	41.1730279	-73.48749005

Site	Day	Start Time	City/Town	Dir	Observed Roadway Description	Lat	Long
1501	Fri	17:15	NEW CANAAN	N	LAUREL RD Northbound from Turner Hill Rd to N Wilton Rd	41.1730279	-73.48749005
1502	Fri	8:15	STRATFORD	S	LONG BEACH BLVD Southbound from Lordship Blvd (Rt 113) to Amazon Delivery Station	41.1679828	-73.149834
1503	Fri	13:15	WESTPORT	N	MAPLE AV NORTH Northbound from Hyde Ln to Long Lots Rd	41.14340808	-73.31323852
1504	Fri	16:00	STRATFORD	SW	WOODEND RD Southwestbound From Main St to Lordship Blvd	41.1791986	-73.1305314
3101	Thu	9:00	WINDSOR	N	I-91 N from Bloomfield Ave Overpass	41.852075	-72.6630917
3102	Sat	17:15	GLASTONBURY	E	Rt 2 E from Wassuc Rd Overpass	41.6667655	-72.5332733
3103	Thu	7:30	FARMINGTON	E	I-84 E from South Rd Overpass	41.7227726	-72.7891405
3104	Thu	16:30	HARTFORD	E	I-84 E from Prospect Ave Overpass	41.7494792	-72.7151564
3201	Thu	9:35	CANTON	E	RT 44 (Albany Tpk) Eastbound from Breezy Hill Rd to Mohawk Dr	41.84973854	-72.94705011
3202	Sat	11:00	MANCHESTER	N	Rt 30 Northwestbound (Deming St)	41.81385736	-72.52687827
3203	Mon	7:30	ENFIELD	E	Rt 190 (Hazard Ave) Eastbound from Palomba Dr to S George Washington Rd	41.98891494	-72.56680855
3204	Tue	17:15	NEW BRITAIN	E	Rt 372 (W Main St) Eastbound from Journey Rd to Wooster St	41.66845064	-72.82048127
3301	Tue	15:15	New Britain	S	Main St Southbound from Columbus Blvd to Arch St	41.66854324	-72.7818053
3302	Thu	11:45	SIMSBURY	N	Rt 167 (Bushy Hill Rd) Northbound from Davey St to West St (Rt 309 and 167)	41.8697468	-72.8182513
3303	Thu	7:00	NEWINGTON	E	Rt 287 (East Robbins Ave) Eastbound from Main St to Berlin Tpk	41.68778228	-72.71061776
3304	Sat	14:00	MANCHESTER	E	CT 502 (West Center St) Eastbound	41.77214756	-72.53611897
3401	Thu	14:00	South Windsor		Rye St between Plantation Rd & Windsorville Rd	41.8687946	-72.57149023
3402	Sun	11:45	Southington	E	East St Eastbound from Meriden Ave to Under Mountain Crossing	41.58132985	-72.86911968
3404	Sun	14:35	SOUTHINGTON	N	Meriden Ave (Rt 120) Northbound from Savage St to East St	41.5762899	-72.86543191
3501	Sun	7:30	SOUTHINGTON	E	SPRING ST Eastbound from West St (Rt 229) to Graham Pl	41.6283182	-72.8996753

Site	Day	Start Time	City/Town	Dir	Observed Roadway Description	Lat	Long
3502	Thu	14:35	WEST HARTFORD	W	ASYLUM AVE Westbound from North Main St to Fox Chase Ln	41.77925522	-72.74615007
3503	Thu	11:00	WINDSOR	W	CAPEN ST Westbound from Rt 159 (Broad St) to Cook Hill Rd	41.84524465	-72.64752234
3504	Thu	16:00	SOUTH WINDSOR	N	WEST RD Northbound from Strong Rd to Sullivan Ave (Rt 194)	41.84089953	-72.57787196
7103	Mon	15:15	ESSEX	N	RT 9 N from Dennison Rd Overpass	41.3545764	-72.4082002
7105	Tue	12:30	Middletown	N	Rt 9 N from Saybrook Rd Overpass (Replaced 7104)	41.5425129	-72.6264589
7108	Tue	10:15	Clinton	N	I-95 N from Nob Rd Overpass (Replaces 7101)	41.28779	-72.54833
7109	Tue	8:15	MIDDLETOWN	N	I-91 N from Middleton Rest Area (Replaces 7102)	41.551801	-72.744137
7201	Mon	17:00	DURHAM	N	Rt 17 (New Haven Rd) Northbound from Canterbury Dr to Meeting House Hill Rd	41.44886021	-72.70066461
7202	Sat	14:00	MIDDLETOWN	N	Rt 17 (S Main St) Northbound from Royal Oak Dr to Round Hill Rd	41.49618843	-72.67793419
7203	Tue	17:00	PORTLAND	E	Rt 66 (Portland-Cobalt Rd) Eastbound from Payne Blvd to Gas Station 1633 Portland Cobalt Rd	41.56374319	-72.58831428
7204	Tue	15:00	PORTLAND	E	Rt 66 (Main St) Eastbound from St Johns Square to Marlborough St (RT 17)	41.5725471	-72.6410145
7301	Mon	10:15	HADDAM	E	Rt 82 Eastbound from Rt 9 to Rt 154 (Saybrook Rd Middlesex Ave)	41.4435921	-72.4713368
7302	Sat	16:00	DURHAM	NW	Rt 147 (Middlefield Rd) Northbound from Main St (Rt 17) to Cherry Hill Rd	41.48955525	-72.69028908
7303	Tue	13:15	CROMWELL	N	Rt 99 (Main St) Northbound from Travelers Championship Dr to Martin Dr	41.63477117	-72.64886864
7304	Sun	8:15	CLINTON	N	Rt 1 (W Main St) Northbound from Highland Dr to Grove St	41.27824686	-72.53686094
7401	Sat	11:00	MIDDLEFIELD	N	Main St (Rt 157) Northbound from Ross Rd to Carlie Ct	41.53072574	-72.69114901
7402	Tue	8:00	HADDAM	NW	Rt 154 (Saybrook Rd) Northwestbound from Walkley Hill Rd to Killingworth Rd (Rt 81)	41.49661434	-72.54091363
7403	Mon	8:15	East Haddam		SCHULMAN VESELAK RD between Newberry Rd & Mt Parnassus Rd (CT 434)	41.4883615	-72.39081483

Site	Day	Start Time	City/Town	Dir	Observed Roadway Description	Lat	Long
7404	Mon	13:15	CHESTER	N	Rt 145 (Winthrop Rd) Northbound from Swamp Ledge Rd to West Main St (Rt 148)	41.38704691	-72.50817723
7501	Sat	7:00	MIDDLEFIELD	S	POWDER HILL RD Southbound from Baileyville Rd (Rt 147) to South St	41.5122779	-72.7251992
7502	Sat	9:00	MIDDLEFIELD	E	WAY RD Eastbound from Baileyville Rd (Rt 147) to Chestnut Hill Rd	41.5171014	-72.7277393
7503	Sun	10:15	OLD SAYBROOK	N	AYERS POINT RD Northbound from Essex Rd to Otter Cove Dr	41.3224333	-72.3686579
7504	Tue	10:00	MIDDLETOWN	S	EASTERN DR Southbound from River Rd to Silver St	41.5593596	-72.6347802
9101	Wed	8:00	GUILFORD	N	I-95 N from Leets Island Rd Overpass	41.2952156	-72.7631072
9102	Sun	7:00	WOODBIDGE	N	Rt 15 N (Wilbur Cross Pkwy) from Racebrook Rd Overpass	41.3131071	-73.0213171
9103	Wed	10:00	BRANFORD	N	I-95 N from Featherbed Ln Overpass	41.2935489	-72.776048
9104	Sun	16:00	WATERBURY	E	I-84 East from Chase Pkwy Overpass	41.5477731	-73.0674678
9201	Thu	17:15	MILFORD	N	Rt 1 (Bridgeport Ave) Northbound from Lenox Ave to Fairview St	41.20216522	-73.10209592
9202	Thu	10:15	MILFORD	N	Rt 1 (Boston Post Rd) Northbound from Woodruff Rd to Peck Ln	41.2470005	-73.02592149
9203	Thu	8:15	ORANGE	E	Rt 34 (Derby Turnpike) Eastbound from Greenway Rd to Racebrook Rd	41.30147998	-73.0251577
9204	Sun	9:00	WOODBIDGE	N	Rt 69 (Litchfield Turnpike) Northbound	41.35210449	-72.98452119
9301	Wed	12:30	New Haven	S	PROSPECT ST Southbound from Edwards St to Grove St	41.31173879	-72.92561155
9302	Thu	15:15	Milford	NW	SCHOOL HOUSE RD Northwestbound from Rt 1 (Bridgeport Ave) to Entrance to I-95 N	41.21257348	-73.08749217
9303	Sun	16:30	Meriden		West Main St between Gwen Rd and Johnson Ave	41.54964162	-72.83771675
9304	Mon	15:00	NORTH BRANFORD	E	Rt 22 (Clintonville Rd) Eastbound from Woodhouse Ave to Middletown Ave	41.39487211	-72.79481085
9401	Mon	10:00	North Haven		SACKETT POINT RD between State St & Universal Dr N	41.36810427	-72.8813944
9402	Wed	15:00	New Haven	NE	ELM ST Northeastbound from Howe St to Dwight St	41.31195216	-72.93355739
9403	Mon	12:30	North Haven		BASSETT RD between Clintonville Rd (Rt 22) & Blakeslee Ave	41.39185133	-72.83824181

Site	Day	Start Time	City/Town	Dir	Observed Roadway Description	Lat	Long
9404	Wed	17:00	New Haven	S	BLAKE ST Southbound from Fitch St to Osborn Ave	41.32347735	-72.95151624
9501	Sun	14:00	WATERBURY	S	RAILROAD HILL ST Southbound from Washington Ave to Eagle St	41.54401196	-73.04091332
9502	Thu	13:15	MILFORD	NW	MAXWELL DR from Red Bush Ln to Westwood Rd	41.2461918	-73.0308828
9503	Mon	8:00	NEW HAVEN	E	POND LILY AVE Eastbound from Valley St to Private Driveway	41.33983882	-72.97417857
9504	Sun	11:00	BEACON FALLS	N	CT 852 (NORTH MAIN ST) Northbound from access to Rt 8 NB to Church St.	41.4447544	-73.06427928
11103	Tue	14:35	NORTH STONINGTON	N	I-95 N from Pendleton Hill Rd (Rt 49) On Ramp	41.4192478	-71.8440724
11105	Thu	8:00	East Lyme	N	I-95 N from Society Rd Overpass (11104 Replacement)	41.3445864	-72.2283884
11107	Tue	16:30	Waterford	N	I-95 N from Cross Rd Overpass (Replaces 11102)	41.3680659	-72.1652496
11110	Sat	15:15	Montville	N	I-395 N from Fitch Hill Rd Overpass (Replaced site 11101)	41.4934445	-72.1142744
11201	Thu	17:00	LEDYARD	E	RT 2 (Norwich-Westerly Rd) Eastbound from Watson Rd to Milltown Rd	41.47916529	-71.96163519
11202	Fri	8:00	FRANKLIN	N	Rt 32 (Windham Rd) Northbound from Pond Rd (Rt 207) to Pleasure Hill Rd	41.6456378	-72.16101039
11203	Tue	7:30	NORTH STONINGTON	E	Rt 2 (Norwich-Westerley Rd) Eastbound from Rocky Hollow Rd to Providence-New London Tpk (Rt 184)	41.43619115	-71.87206456
11204	Fri	10:00	FRANKLIN	N	Rt 32 (Franklin Tpk) Northbound from Manning Rd to Meeting House Hill Rd	41.61023964	-72.14422607
11301	Fri	17:00	COLCHESTER	E	Lake Hayward Rd (CT 637) Eastbound from Rt 11 Exit 6 off ramp to New London Rd (Rt 85)	41.55948273	-72.32119482
11302	Sun	15:15	EAST LYME	E	Rt 156 (Main St) Eastbound from Methodist St to Smith Ave	41.32357124	-72.19187142
11303	Tue	9:35	GROTON	N	Rt 27 (Old Mystic Center Rd) Northbound from Main St to Gold Star Hwy (Rt 184)	41.39116351	-71.96520054
11304	Sun	17:15	EAST LYME	N	Rt 1 (Boston Post Rd) Northbound from Church Ln to Flanders Rd (Rt 161)	41.36605778	-72.2119047

Site	Day	Start Time	City/Town	Dir	Observed Roadway Description	Lat	Long
11401	Fri	15:00	Bozrah	S	Stockhouse Rd Southbound from Norwich-Lebanon Rd to Fitchville Rd (Norwich Colchester Turnpike)	41.56371201	-72.15629585
11402	Sun	13:15	Old Lyme	S	LYME ST Southbound from Library Ln to McCurdy Rd	41.3134675	-72.3310421
11403	Fri	12:30	Norwich	S	Wawecus St (Browning Rd) Southbound from Otrobondo Ave to Entrance to Rt 2 E	41.54673568	-72.11464056
11404	Thu	15:00	LEDYARD	SE	Foxwoods Blvd (CT 680) Southeastbound from Grand Pequot Ave to Lantern Hill Rd (Rt 214)	41.47325065	-71.95483418
11501	Tue	11:45	STONINGTON	E	PALMER ST Eastbound form Prospect St to Mechanic St	41.37235462	-71.83498784
11502	Thu	10:00	GRISWOLD	SE	RIXTOWN RD Southbound from Sibicky Rd to Glasgo Rd (Rt 201)	41.53342205	-71.89349628
11503	Thu	12:30	LEDYARD	NW	SHEWVILLE RD NO 1 Northwestbound from Iron St (Rt 214) to Coachman Pike	41.44858923	-71.97765062
11504	Mon	17:15	OLD LYME		GRASSY HILL RD Northbound from Boston Post Rd (Rt1) to Lyme-Old Lyme TL	41.3500892	-72.2957701
13101	Wed	16:30	WILLINGTON	E	I-84 Eastbound from Ruby Rd Overpass	41.9224749	-72.2595017
13102	Sat	9:00	VERNON	E	I-84 East from Dobson Rd Overpass	41.8254847	-72.4885033
13104	Sat	16:00	BOLTON	E	I-384 East from Bolton Center Rd Overpass (from Bike Ln)	41.7781553	-72.4615948
13106	Wed	14:35	TOLLAND	E	I-84 Eastbound from Old Cathole Rd N (Replaces 13103)	41.8697733	-72.3472702
13201	Sat	8:15	ANDOVER	E	Rt 6 (Jonathan Trumbull Hwy) Eastbound from Hendee Rd to Burnap Brook Rd	41.75315957	-72.39804162
13202	Wed	14:35	COVENTRY	E	Rt 44 (Boston Turnpike) Eastbound from Silver St to Main St (Rt 31)	41.79834805	-72.38068301
13203	Sat	13:15	COLUMBIA	E	Rt 66 (Main St and Middletown Rd) Eastbound from Wellswood Rd to Hunt Rd	41.66927197	-72.34377062
13204	Wed	16:30	COVENTRY	W	Rt 44 (Boston Turnpike) Westbound from Mark Dr to Bread & Milk St (Rt 31)	41.79850551	-72.38660219

Site	Day	Start Time	City/Town	Dir	Observed Roadway Description	Lat	Long
13301	Wed	9:35	MANSFIELD	N	Rt 32 (Stafford Rd) Northbound from South Eagleville Rd (Rt 275) to North Eagleville Rd	41.79041318	-72.27933219
13302	Wed	11:45	MANSFIELD	E	Rt 44 (Middle Turnpike) from Storrs Rd (Rt 195) to Moulton Rd	41.83048612	-72.25767651
13303	Sat	7:00	VERNON	N	CT 533 Northbound (Tunnel Rd)	41.82534085	-72.4632403
13304	Wed	9:35	TOLLAND	N	Rt 30 (Tolland Stage Rd) Northbound from Hartford Turnpike to Crystal Lake Rd	41.87134608	-72.40661706
13401	Mon	16:30	Ellington	E	WINDSORVILLE RD (Rockville Rd) Eastbound from E Rd to Pinney Rd	41.8736629	-72.51710121
13402	Mon	9:35	Somers	N	PINNEY RD Northbound from 9th District Rd to Hutton Rd	41.95282833	-72.48250588
13403	Sat	10:15	COLUMBIA	E	Rt 66 (Willimantic Rd) Eastbound from Rt 6 to Cards Mill Rd	41.71983615	-72.2735125
13404	Mon	11:45	ELLINGTON	N	Rt 30 (Stafford Rd) Northbound from Burbank Rd to Sandy Beach Rd (Rt 140)	41.92059699	-72.38927597
13501	Wed	11:45	TOLLAND	E	RHODES RD Eastbound from Old Cathole Rd S to Anthony Rd	41.8608988	-72.34435359
13502	Wed	7:30	VERNON	N	VERNON AV Northbound from South St to West Main St	41.85524979	-72.44958586
13503	Mon	14:35	ELLINGTON	S	STEIN RD Southbound from Mountain Rd to Ellington Ave	41.89536381	-72.45256244
13504	Wed	7:30	MANSFIELD	SE	MANSFIELD CITY RD Southeast from Stafford Rd (Rt 32) to Browns Rd	41.7767681	-72.2731722

Appendix B. Seat Belt Observation Procedures

The total observation period will consist of a 45-minute session of driver and passenger seat belt use observations.

Driver and Passenger Seat Belt Use Observations - General Instructions

- Qualifying vehicles include passenger automobiles, pickup trucks, SUVs, minivans, and standard vans (private, public and commercial) of less than 10,000 lbs. GVWR. Pickup trucks should be coded as “trucks”. Jeeps, Broncos, Blazers and other vehicles of that type should be coded as sport utility vehicles. Eligible vehicles should be observed regardless of the state in which they are registered. All qualified vehicles should be coded.
- Belt use will be observed for front seat occupants only. Observe and record data for the driver and passenger in the right front seat. If there is more than one front seat passenger, observe only the “outside” passenger. Do not record data for passengers in the back seat or for a third passenger riding in the middle of the front seat.
- If a child is present in the outboard front seat in a child restraint seat, do not record anything. However, children riding in the outboard front seat, of any age, who are not in child restraint seats should be observed as any other outboard front seat passenger. Record belt use for children in booster seats.
- If a qualified passenger is in the outboard front seat, record belt use; leave the passenger section blank only if there is no qualified passenger in the outboard front seat.
- Each observation period will last exactly 45 minutes.

The following procedures will be used in conducting observations of seat belt use:

1. As you observe a qualifying vehicle, record the type of vehicle (car, truck, SUV, van), the occupants’ race (white, non-white, or (rarely) unsure), sex (male, female, or (rarely) unsure) and shoulder restraint use (yes, no, or (rarely) unsure) for the front seat occupants (driver and front seat “outside” passenger only).
2. Code restrained (yes) if you see a properly positioned shoulder belt. If you notice a lap belt in use without a shoulder belt, it should be recorded as not restrained. Only shoulder belts are to be counted.
3. If the person has the shoulder strap under his/her arm or behind the back, record this as not restrained.
4. If you cannot tell whether or not the person has a properly positioned shoulder belt, code unsure.
5. For multi-lane roads too busy to record all vehicles, you may observe traffic in each lane for an equal amount of time, and in the direction specified, throughout the 45-minute observation time period.
6. In many situations, it will be possible to observe every qualified vehicle. However, if traffic is moving too quickly to observe every vehicle, you should determine a reference point up the road. Observe the next vehicle to pass the reference point (in the appropriate lane) after the last vehicle has been coded.
7. Do not observe if it is raining or foggy or other inclement weather arises. If you arrive at a site and it begins to rain, do not collect data in the rain. Find a dry place and wait 15 minutes to see if the rain stops. If the rain does stop, begin observing again and extend the observation period to make up for the time missed. Otherwise, you will have to reschedule the site; consult your supervisor to do this. (Note: observer may continue observations in light fog, drizzle, or mist; use your judgment).
8. If more than one data sheet is used, staple the sheets together at the end of the observation period and note the number of sheets used at the top of the first data form.
9. It may happen that the site you are assigned is seriously compromised due to construction or some other condition. If this occurs, you may move one block in any direction on the same street such that you are observing the same stream of traffic that would have normally been observed had there been no obstruction. If moving one block will not solve the problem, then do not conduct the observation. An alternate site will be selected and observed at a future time.

Appendix C. Connecticut Seat Belt Observation Data Collection Form

SITE NUMBER: _____ SITE: _____

NOTES: _____

DATE: _____ - _____ - _____ DAY OF WEEK: _____

WEATHER CONDITIONS
 1 Clear / Sunny 4 Fog
 2 Light Rain 5 Clear But Wet
 3 Cloudy

DIRECTION OF TRAFFIC FLOW (Circle one): N S E W

START TIME: _____ (Observation period will last exactly 45 minutes)

DRIVER				PASSENGER				DRIVER				PASSENGER			
Veh. #	Vehicle C = car T = truck S = suv V = van	Race W = white B = black N/S = unsure	Sex M = male F = female N/S = unsure	Use Y = yes N = no N/S = unsure	Race W = white B = black N/S = unsure	Sex M = male F = female N/S = unsure	Use Y = yes N = no N/S = unsure	Veh. #	Vehicle C = car T = truck S = suv V = van	Race W = white B = black N/S = unsure	Sex M = male F = female N/S = unsure	Use Y = yes N = no N/S = unsure	Race W = white B = black N/S = unsure	Sex M = male F = female N/S = unsure	Use Y = yes N = no N/S = unsure
1								36							
2								37							
3								38							
4								39							
5								40							
6								41							
7								42							
8								43							
9								44							
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31								66							
32								67							
33								68							
34								69							
35								70							

Appendix D. 2022 Statewide Daytime Observation Totals by Site Number

Site Code	City/ Town	Drivers			Passengers			Combined		
		N Observed	N Belted	%	N Observed	N Belted	%	Total N	Total Belted	Total %
1101	DANBURY	206	198	96%	89	85	96%	295	283	96%
1102	BRIDGEPORT	250	238	95%	58	51	88%	308	289	94%
1103	NEWTOWN	120	115	96%	35	33	94%	155	148	95%
1104	WESTPORT	114	106	93%	20	20	100%	134	126	94%
1201	NEWTOWN	160	134	84%	29	24	83%	189	158	84%
1202	STAMFORD	269	225	84%	49	42	86%	318	267	84%
1203	NORWALK	169	137	81%	32	29	91%	201	166	83%
1204	NEW CANAAN	232	209	90%	17	17	100%	249	226	91%
1301	DANBURY	259	218	84%	66	59	89%	325	277	85%
1302	BRIDGEPORT	132	105	80%	27	24	89%	159	129	81%
1303	DANBURY	308	265	86%	69	59	86%	377	324	86%
1304	STAMFORD	209	177	85%	42	36	86%	251	213	85%
1401	NORWALK	67	59	88%	4	4	100%	71	63	89%
1402	DANBURY	166	143	86%	36	29	81%	202	172	85%
1403	DANBURY	206	175	85%	75	67	89%	281	242	86%
1404	NEWTOWN	81	62	77%	14	10	71%	95	72	76%
1501	NEW CANAAN	17	16	94%	6	5	83%	23	21	91%
1502	STRATFORD	51	46	90%	7	5	71%	58	51	88%
1503	WESTPORT	83	80	96%	15	14	93%	98	94	96%
1504	STRATFORD	96	66	69%	22	17	77%	118	83	70%
3101	WINDSOR	264	251	95%	22	22	100%	286	273	95%
3102	GLASTONBURY	278	269	97%	131	131	100%	409	400	98%
3104	HARTFORD	351	345	98%	48	47	98%	399	392	98%
3107	ROCKY HILL	283	275	97%	63	61	97%	346	336	97%
3201	CANTON	138	135	98%	37	36	97%	175	171	98%
3202	MANCHESTER	203	187	92%	65	62	95%	268	249	93%
3203	ENFIELD	170	160	94%	13	11	85%	183	171	93%
3204	NEW BRITAIN	194	172	89%	37	37	100%	231	209	90%
3301	NEW BRITAIN	121	97	80%	43	34	79%	164	131	80%
3302	SIMSBURY	190	185	97%	59	58	98%	249	243	98%

Site Code	City/ Town	Drivers			Passengers			Combined		
		N Observed	N Belted	%	N Observed	N Belted	%	Total N	Total Belted	Total %
3304	MANCHESTER	184	174	95%	12	12	100%	196	186	95%
3305	SIMSBURY	149	119	80%	45	38	84%	194	157	81%
3401	EAST WINDSOR	27	24	89%	4	3	75%	31	27	87%
3402	SOUTHINGTON	47	39	83%	10	8	80%	57	47	82%
3403	SOUTHINGTON	30	22	73%	3	3	100%	33	25	76%
3404	SOUTHINGTON	135	116	86%	49	46	94%	184	162	88%
3501	SOUTHINGTON	61	52	85%	18	16	89%	79	68	86%
3503	WINDSOR	53	51	96%	16	16	100%	69	67	97%
3504	SOUTH WINDSOR	24	23	96%	7	7	100%	31	30	97%
3510	SUFFIELD	51	47	92%	8	7	88%	59	54	92%
7101	CROMWELL	23	18	78%	5	5	100%	28	23	82%
7102	MIDDLETOWN	117	113	97%	49	44	90%	166	157	95%
7103	ESSEX	256	248	97%	42	42	100%	298	290	97%
7104	MIDDLETOWN	42	39	93%	7	7	100%	49	46	94%
7201	DURHAM	152	138	91%	22	21	95%	174	159	91%
7202	MIDDLETOWN	159	155	97%	63	61	97%	222	216	97%
7204	PORTLAND	60	57	95%	10	10	100%	70	67	96%
7205	EAST HAMPTON	88	76	86%	34	31	91%	122	107	88%
7301	HADDAM	100	84	84%	20	19	95%	120	103	86%
7302	DURHAM	114	111	97%	50	48	96%	164	159	97%
7303	CROMWELL	134	127	95%	20	18	90%	154	145	94%
7304	CLINTON	159	155	97%	41	41	100%	200	196	98%
7401	MIDDLEFIELD	63	61	97%	24	24	100%	87	85	98%
7402	HADDAM	67	64	96%	27	26	96%	94	90	96%
7403	EAST HADDAM	9	7	78%	0	0	0%	9	7	78%
7404	CHESTER	29	24	83%	4	4	100%	33	28	85%
7501	MIDDLEFIELD	69	68	99%	14	14	100%	83	82	99%
7502	MIDDLEFIELD	25	25	100%	5	5	100%	30	30	100%
7503	OLD SAYBROOK	79	77	97%	25	25	100%	104	102	98%
7504	MIDDLETOWN	36	31	86%	6	6	100%	42	37	88%
9101	GUILFORD	292	279	96%	64	62	97%	356	341	96%

Site Code	City/ Town	Drivers			Passengers			Combined		
		N Observed	N Belted	%	N Observed	N Belted	%	Total N	Total Belted	Total %
9102	WOODBIDGE	182	175	96%	70	67	96%	252	242	96%
9103	BRANFORD	303	292	96%	64	64	100%	367	356	97%
9104	WATERBURY	343	315	92%	116	107	92%	459	422	92%
9201	MILFORD	75	71	95%	28	27	96%	103	98	95%
9202	MILFORD	120	108	90%	36	31	86%	156	139	89%
9203	ORANGE	101	95	94%	23	23	100%	124	118	95%
9204	WOODBIDGE	67	60	90%	13	12	92%	80	72	90%
9301	NEW HAVEN	104	91	88%	19	17	89%	123	108	88%
9302	MILFORD	115	104	90%	35	32	91%	150	136	91%
9303	MERIDEN	180	141	78%	54	41	76%	234	182	78%
9304	NORTH BRANFORD	235	194	83%	35	31	89%	270	225	83%
9401	NORTH HAVEN	187	151	81%	35	26	74%	222	177	80%
9402	NEW HAVEN	98	82	84%	27	22	81%	125	104	83%
9403	NORTH HAVEN	173	148	86%	30	30	100%	203	178	88%
9404	NEW HAVEN	156	132	85%	30	28	93%	186	160	86%
9501	WATERBURY	79	56	71%	28	22	79%	107	78	73%
9502	MILFORD	7	7	100%	1	1	100%	8	8	100%
9503	NEW HAVEN	155	124	80%	17	12	71%	172	136	79%
9504	BEACON FALLS	136	117	86%	47	44	94%	183	161	88%
11101	COLCHESTER	110	105	95%	15	15	100%	125	120	96%
11103	NO. STONINGTON	327	296	91%	40	34	85%	367	330	90%
11104	LISBON	258	248	96%	56	55	98%	314	303	96%
11106	GROTON	242	236	98%	94	93	99%	336	329	98%
11201	LEDYARD	168	156	93%	58	57	98%	226	213	94%
11203	NO. STONINGTON	144	136	94%	15	14	93%	159	150	94%
11205	LEDYARD	150	142	95%	11	11	100%	161	153	95%
11208	NEW LONDON	107	100	93%	14	14	100%	121	114	94%
11301	COLCHESTER	221	208	94%	43	41	95%	264	249	94%
11302	EAST LYME	185	179	97%	82	81	99%	267	260	97%
11303	GROTON	70	65	93%	11	11	100%	81	76	94%
11304	EAST LYME	178	175	98%	69	66	96%	247	241	98%

Site Code	City/ Town	Drivers			Passengers			Combined		
		N Observed	N Belted	%	N Observed	N Belted	%	Total N	Total Belted	Total %
11401	BOZRAH	32	27	84%	5	5	100%	37	32	86%
11402	OLD LYME	62	60	97%	28	27	96%	90	87	97%
11403	NORWICH	67	66	99%	7	5	71%	74	71	96%
11404	LEDYARD	105	96	91%	27	24	89%	132	120	91%
11501	STONINGTON	30	26	87%	3	3	100%	33	29	88%
11502	GRISWOLD	18	16	89%	2	2	100%	20	18	90%
11503	LEDYARD	43	40	93%	17	17	100%	60	57	95%
11504	OLD LYME	29	26	90%	1	1	100%	30	27	90%
13101	WILLINGTON	147	142	97%	45	44	98%	192	186	97%
13102	VERNON	131	124	95%	30	30	100%	161	154	96%
13103	WILLINGTON	118	113	96%	45	43	96%	163	156	96%
13104	BOLTON	189	182	96%	20	20	100%	209	202	97%
13201	ANDOVER	134	129	96%	35	34	97%	169	163	96%
13202	COVENTRY	131	122	93%	25	21	84%	156	143	92%
13203	COLUMBIA	182	179	98%	63	63	100%	245	242	99%
13204	COVENTRY	134	128	96%	28	26	93%	162	154	95%
13301	MANSFIELD	64	59	92%	10	10	100%	74	69	93%
13302	MANSFIELD	58	55	95%	13	13	100%	71	68	96%
13303	VERNON	51	45	88%	10	8	80%	61	53	87%
13304	TOLLAND	137	128	93%	23	20	87%	160	148	93%
13401	EAST WINDSOR	164	153	93%	20	20	100%	184	173	94%
13402	SOMERS	38	35	92%	5	5	100%	43	40	93%
13403	COLUMBIA	136	131	96%	36	36	100%	172	167	97%
13404	ELLINGTON	75	73	97%	17	17	100%	92	90	98%
13501	TOLLAND	50	48	96%	7	7	100%	57	55	96%
13502	VERNON	72	69	96%	6	5	83%	78	74	95%
13503	ELLINGTON	13	13	100%	3	3	100%	16	16	100%
13504	MANSFIELD	24	23	96%	3	3	100%	27	26	96%

PAID MEDIA REPORTS

List of Reports

1. Motorcycle Awareness Campaign Report (5/23/2022-6/5/2022, 6/27/2022-7/10/2022, 7/25/2022-8/7/2022, and 8/29/2022-9/11/2022)
2. Anti-Speed and Aggressive Driving Campaign Report (6/27/2022-9/11/2022)
3. Distracted Driving – Spanish Campaign Report (10/11/2021-10/31/2021 and 3/28/2022-4/24/2022)
4. Impaired Driving – Spanish Campaign Report (11/22/2021-1/2/2022, 5/23/2022-6/5/2022,6/27/2022-7/10/2022 and 8/29/2022-9/11/2022)
5. Occupant Protection – Spanish Campaign Report (11/22/2021-12/5/2021 and 5/9/2022-6/5/2022)
6. Where’s Baby Post Buy Report (5/2022-8/2022)
7. Distracted Driving Post Buy Report (10/2021-9/2022)
8. Occupant Protection Post Buy Report (11/2021-9/2022)
9. Impaired Driving Post Buy Report (11/2021-9/2022)
10. Cannabis Impairment Awareness Media Campaign Post Buy Report (7/2022-9/2022)
11. Pedestrian Safety Post Buy Report (10/2021-6/2022)
12. AARP Pedestrian Safety Post Buy Report (2/2022-8/2022)



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CT Department of Transportation Highway Safety Office

Motorcycle Awareness Campaign

Final Campaign Report | 2022





Campaign Overview

Flight Dates

- May 23 – June 5, 2022
- June 27 – July 10, 2022
- July 25 – August 7, 2022
- August 29 – September 11, 2022

Targeting

- Adults 18+, male skew

Media

Broadcast Radio

- WTIC 96.5 FM (Hartford)
- WPLR 99.1 FM (New Haven)
- WEZN 99.9 FM (Bridgeport)

Media

Out-of-Home (OOH)

- Hartford 391BA: I-91 N/O Talcott St
- New Haven 1379A: I-91 N/O I-95
- Waterbury 912A: I-84 W/O Rt 8
- Norwich 1409: Rt 2 & 12 @ Viaduct Rd
- New Britain 1257A: I-84 E/O Rt 72
- Hartford 311A: I-84 W/O Olive St
- New Haven 1207A: I-95 N/O Kimberly Ave
- Stratford 71: I-95 near Exit 33
- Meriden 1253BA: I-691 W/O State St
- Hartford 328A: I-91 S/O Jennings Rd
- Waterbury 1263A: I-84 W/O Austin Rd



Delivery Overview

MEDIUM	PLANNED SPOTS/IMPRESSIONS	DELIVERED SPOTS/IMPRESSIONS	% DELIVERED
Billboard	8,319,240	9,822,516	118.1%
Radio	904,000	904,000	100.0%
Grand Total	9,223,240	10,726,516	116.3%



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Broadcast Stations





Radio



Today's Best Variety



Connecticut's #1 Rock Station





Outdoor

Sampling of Boards in Market





Hartford 391BA: I-91 N/O Talcott St

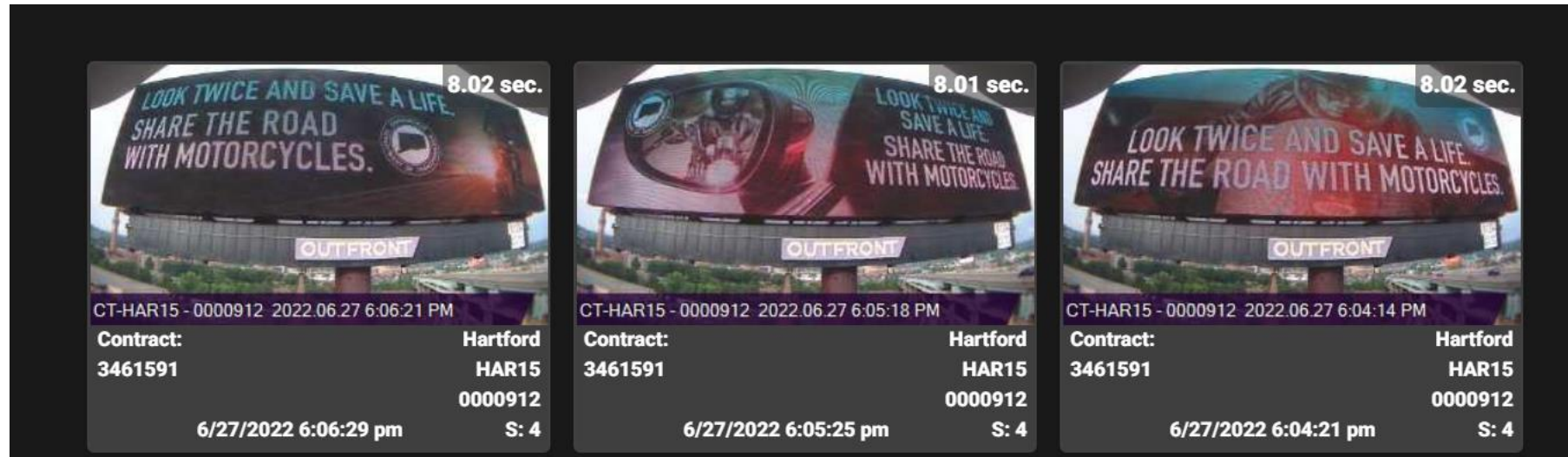
 <p>8.03 sec.</p>	 <p>8.03 sec.</p>	 <p>8.02 sec.</p>
CT-HAR29 - 000391B 2022.06.27 6:06:20 PM	CT-HAR29 - 000391B 2022.06.27 6:05:23 PM	CT-HAR29 - 000391B 2022.06.27 6:04:27 PM
Contract: Hartford 3461591 HAR29 000391B	Contract: Hartford 3461591 HAR29 000391B	Contract: Hartford 3461591 HAR29 000391B
6/27/2022 6:06:27 pm S: 6	6/27/2022 6:05:31 pm S: 6	6/27/2022 6:04:35 pm S: 6

New Haven 1379A: I-91 N/O I-95

 <p>8.02 sec.</p>	 <p>8.01 sec.</p>	 <p>8.00 sec.</p>
CT-HAR05 - 0001379 2022.06.27 6:05:54 PM	CT-HAR05 - 0001379 2022.06.27 6:04:57 PM	CT-HAR05 - 0001379 2022.06.27 6:04:09 PM
Contract: Hartford 3461591 HAR05 0001379	Contract: Hartford 3461591 HAR05 0001379	Contract: Hartford 3461591 HAR05 0001379
6/27/2022 6:06:02 pm S: 5	6/27/2022 6:05:05 pm S: 5	6/27/2022 6:04:16 pm S: 5






Waterbury 912A: I-84 W/O Rt 8



Waterbury 1263A: I-84 W/O Austin Rd



Norwich 1409: Rt 2 & 12 @ Viaduct Rd

		
<p>CT-HAR36 - 0001409 2022.07.25 4:59:35 PM</p>	<p>CT-HAR36 - 0001409 2022.07.25 4:58:39 PM</p>	<p>CT-HAR36 - 0001409 2022.07.25 4:57:43 PM</p>
<p>Contract: Hartford 3461591 HAR36 0001409</p>	<p>Contract: Hartford 3461591 HAR36 0001409</p>	<p>Contract: Hartford 3461591 HAR36 0001409</p>
<p>7/25/2022 4:59:43 pm S: 3</p>	<p>7/25/2022 4:58:47 pm S: 3</p>	<p>7/25/2022 4:57:51 pm S: 3</p>

Hartford 311A: I-84 W/O Olive St

		
<p>CT-HAR37 - 0000311 2022.07.25 4:52:24 PM</p>	<p>CT-HAR37 - 0000311 2022.07.25 4:51:13 PM</p>	<p>CT-HAR37 - 0000311 2022.07.25 4:50:00 PM</p>
<p>Contract: Hartford 3461591 HAR37 0000311</p>	<p>Contract: Hartford 3461591 HAR37 0000311</p>	<p>Contract: Hartford 3461591 HAR37 0000311</p>
<p>7/25/2022 4:52:32 pm S: 7</p>	<p>7/25/2022 4:51:20 pm S: 7</p>	<p>7/25/2022 4:50:07 pm S: 7</p>

New Haven 1207: I-95 N/O Kimberly Ave



Meriden 1253BA: I-691 W/O State St



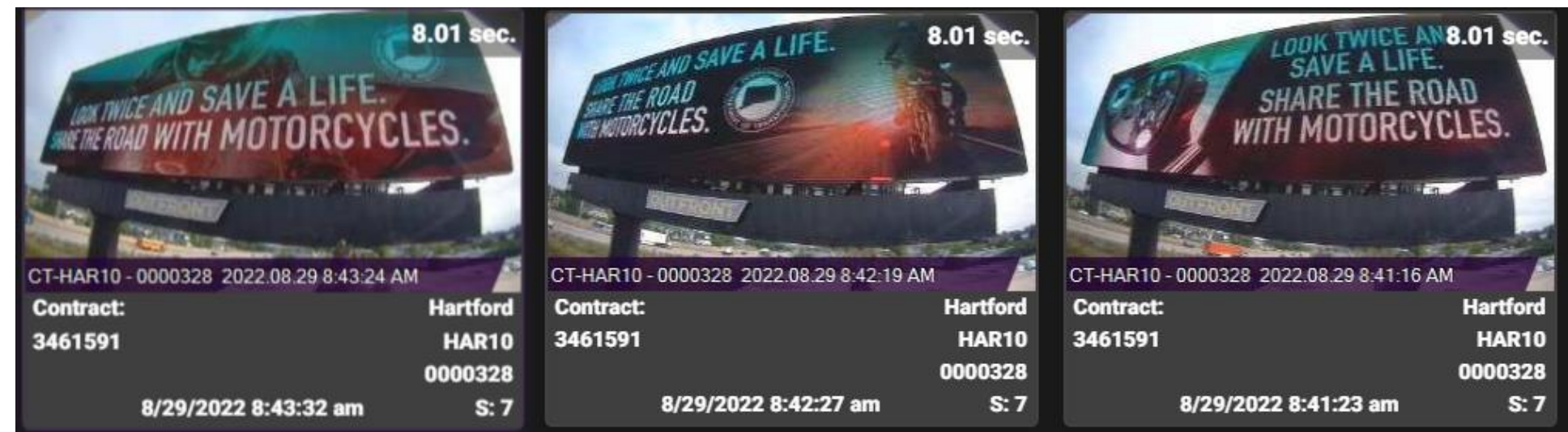
Stratford 71: I-95 near Exit 33



New Britain 1257A: I-84 E/O Rt 72



Hartford 328A: I-91 S/O Jennings Rd



Waterbury 1263A: I-84 W/O Austin Rd





Budget Summary

Broadcast Radio	\$24,730
Out-of-Home (OOH)	\$33,882
Account Management	\$ 1,388
Total	\$60,000



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CT Department of Transportation Highway Safety Office
Anti-Speed & Aggressive Driving Campaign

Final Campaign Report | 2022





Campaign Overview

Flight Dates

- June 27 – September 11, 2022

Targeting

- Adults 18-34
- English, Hispanic
- Male skew

Media

- Streaming Video
- Streaming Audio
- Digital Display
- Broadcast TV
- Broadcast Radio
- Digital Bulletins (OOH)

Streaming Video

- OTT (Over The Top)
- YouTube

Streaming Audio

- Pandora, Spotify, iHeart, Triton, etc.

Digital Display

- Programmatic

Broadcast TV

- WRMD-TV (Telemundo)
- WUVN-TV (Univision)
- WUTH-TV (Unimas)

Cable

- EfecTV (Comcast/Xfinity, Hartford/New Haven)
- A4/Altice (Optimum/Verizon, Bridgeport/Fairfield)

Broadcast Radio

- WKSS 95.7 FM
- WKCI 101.3 FM
- WEZN 99.9 FM
- WLAT 101.7 FM & 910 AM
- WCUM 1450 AM

Digital Bulletins (OOH)

- Hartford 327A: I-91 S/O Jennings Rd
- Hartford 8149: I-84 @ West Hartford T/L
- New Britain 125: I-84 Near Exit 36
- Waterbury 912A: I-84 E/O Rt 8
- Meriden 8200: I-91 @ Wilbur Cross Pkwy
- New Haven 1379A: I-91 N/O I-95
- Stratford 1418A: I-95 N/O Exit 30
- Norwich 1409A: Rt 2 & 12 @ Viaduct Rd
- Bridgeport 1417: I-95 N/O Exit 30
- Hartford 328A: I-91 S/O Jennings Rd
- New Britain 1257A: I-84 E/O Rt 72
- Waterbury 50158: I-84 W/O Exit 26
- New Haven 8150: I-95 @ I-91 Interchange
- Bridgeport 112: I-95 near Exit 24
- New Haven 8201: I-91 @ Exit 5/6



Media Calendar

MEDIUM	ESTIMATED IMPRESSIONS	2022													
		JULY					AUGUST				SEPTEMBER				
		27	4	11	18	25	1	8	15	22	29	5	12	19	
DIGITAL															
STREAMING VIDEO															
OTT (Over the Top)	352,143														
YouTube - Spanish language browsers	136,944														
STREAMING AUDIO															
Pandora, Spotify, iHeart, etc	410,833														
DIGITAL DISPLAY															
Programmatic Digital Display	1,287,143														
TERRESTRIAL															
BROADCAST TV															
WRDM-TV (Telemundo)	172,814														
WUTH-TV (Unimas)	N/A														
WUVN-TV (Univision)	4,900														
CABLE TV															
EffecTV (Comcast/Xfinity, Hartford/New Haven)	285,492														
a4/Altice (Optimum/Verizon, Bridgeport/Fairfield)	304,687														
RADIO															
WKSS 95.7 FM	195,000														
WKCI 101.3 FM	65,500														
WEZN 99.9 FM	308,400														
WLAT 101.7 FM + 910 AM	N/A														
WCUM 1450 AM	N/A														
OUT OF HOME (OOH)															
BILLBOARDS															
Hartford 327A: I-91 1500 ft S/O Jennings Rd															
Hartford 8149: I-84 @ West Hartford Townline															
New Britain 125: I-84 Near Exit 36															
Waterbury 912A: I-84 E/O Rt 8															
Meriden 8200: I-91 @ Wilbur Cross Parkway															



Media Calendar, continued

MEDIUM	ESTIMATED IMPRESSIONS	2022													
		JULY					AUGUST				SEPTEMBER				
		27	4	11	18	25	1	8	15	22	29	5	12	19	
New Haven 1379A: I-91 N/O I-95	23,985,485	[Bar]													
Stratford 1418A: I-95 N/O Exit 30		[Bar]									[Bar]				
Norwich 1409A: Rt 2 & 12 @ Viaduct Rd		[Bar]									[Bar]				
Bridgeport 1417: I-95 N/O Exit 30							[Bar]								
Hartford 328A: I-91 S/O Jennings Rd							[Bar]								
New Britain 1257A: I-84 E/O Rt 72		[Bar]													
Waterbury 50158: I-84 W/O Exit 26							[Bar]								
New Haven 8150: I-95 @ I-91 Interchange							[Bar]								
Bridgeport 112: I-95 near Exit 24		[Bar]													
New Haven 8201: I-91 @ Exit 5/6											[Bar]				
ACCOUNT MANAGEMENT/CREATIVE/PRODUCTION															
Account Management															
Production															
TOTAL		27,509,341													
CREATIVE KEY		NOTES													
ENGLISH															
SPANISH															



Delivery Overview

MEDIUM	PLANNED IMPRESSIONS/SPOTS	DELIVERED IMPRESSIONS/SPOTS	% DELIVERED
Cable	953	953	100.0%
Digital Bulletin	23,985,485	28,855,634	120.3%
Programmatic Display	1,287,143	1,400,002	108.8%
Radio	703	703	100.0%
Streaming Audio	410,833	435,001	105.9%
Streaming Video	489,087	966,345	197.6%
TV	437	437	100.0%
Grand Total	26,174,641	31,659,075	121.0%



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Digital



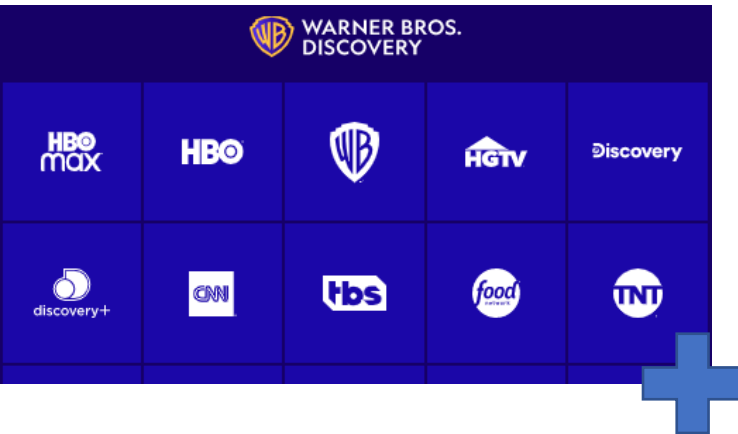


Streaming Video

WarnerUniversal



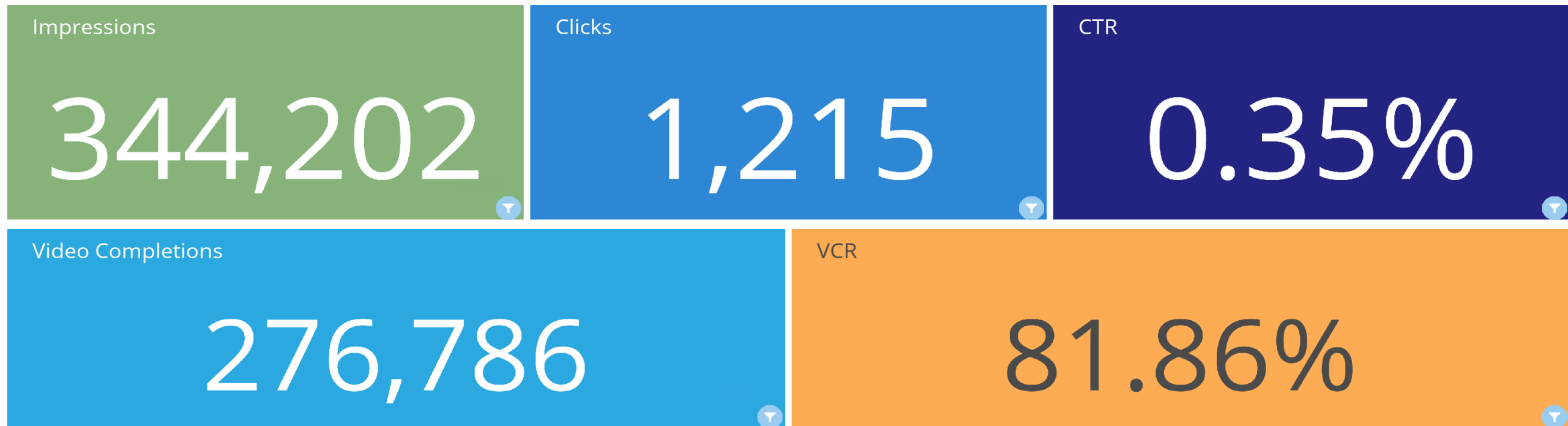
AMC NETWORKS





Streaming Video

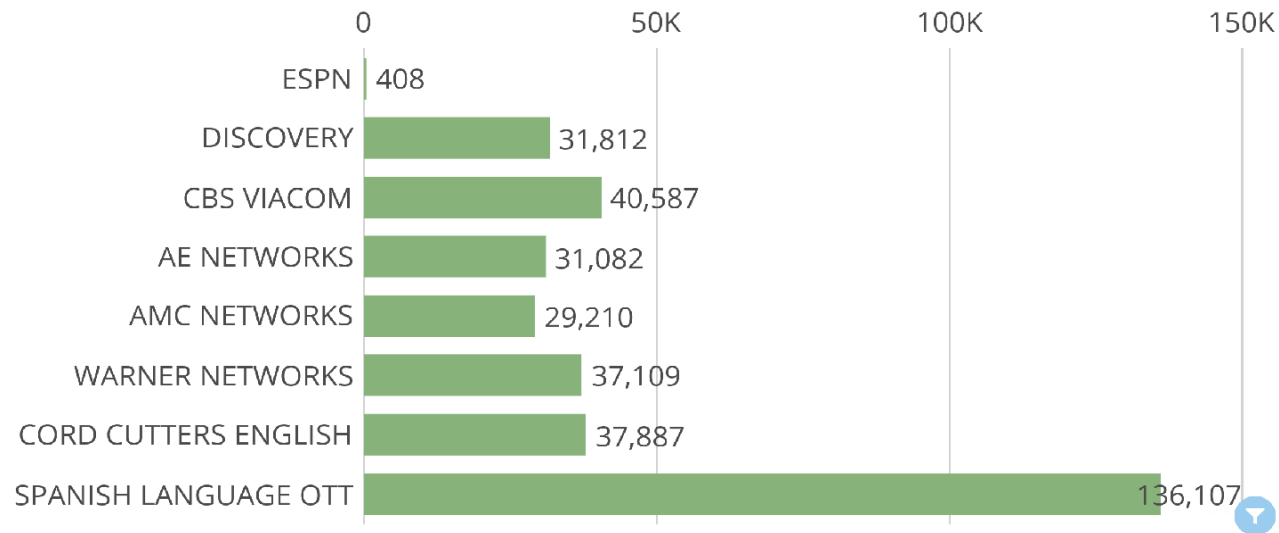
Executive Summary



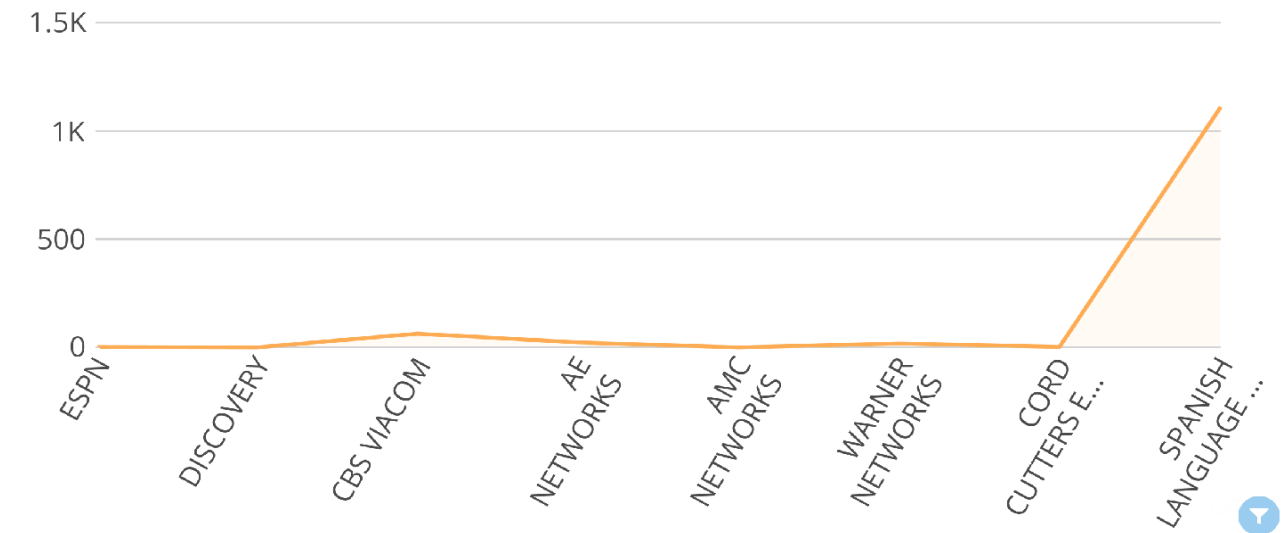


Streaming Video Placement Overview

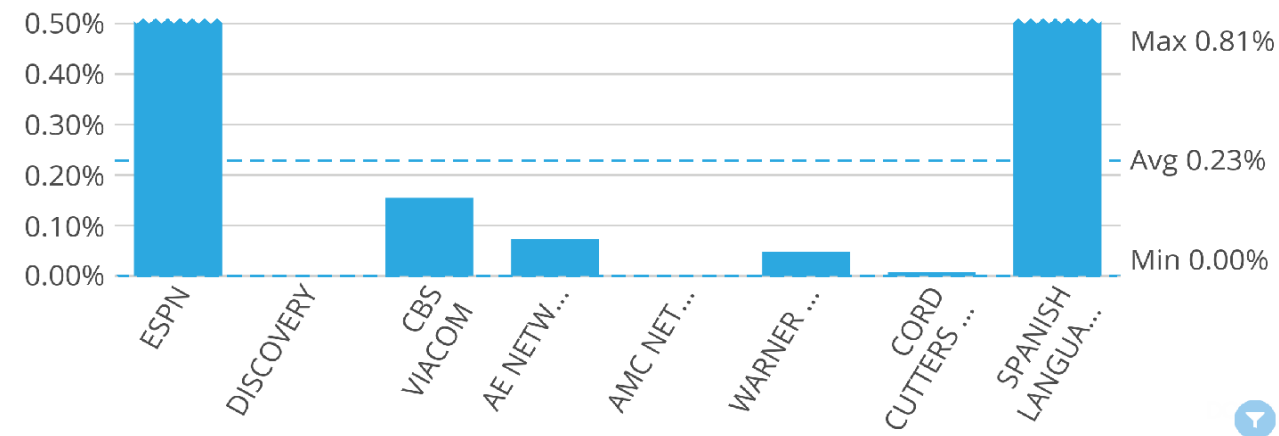
Impression Delivery by Placement



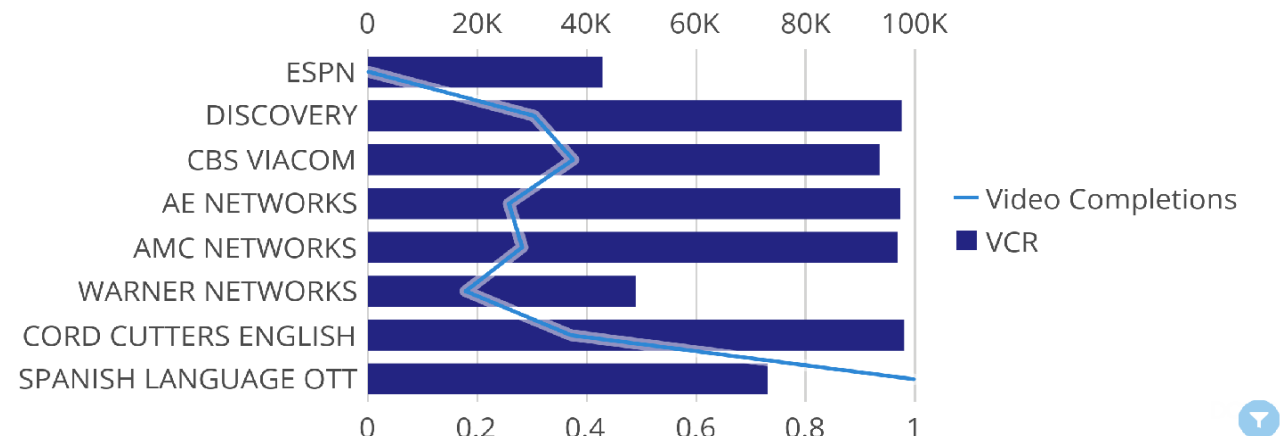
Clicks by Placement



CTR by Placement



Video Completions, VCR by Placement



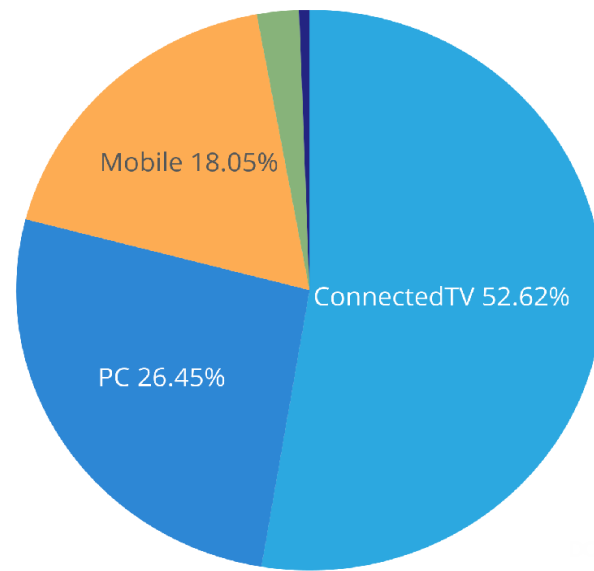
Device Overview

Streaming Video

Device Overview

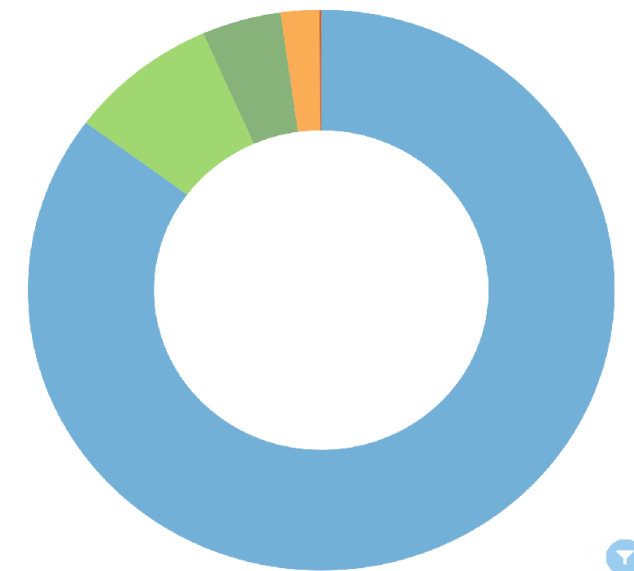
Impressions by Device

ConnectedTV	181,129
PC	91,025
Mobile	62,134
Tablet	7,974
Other	1,940

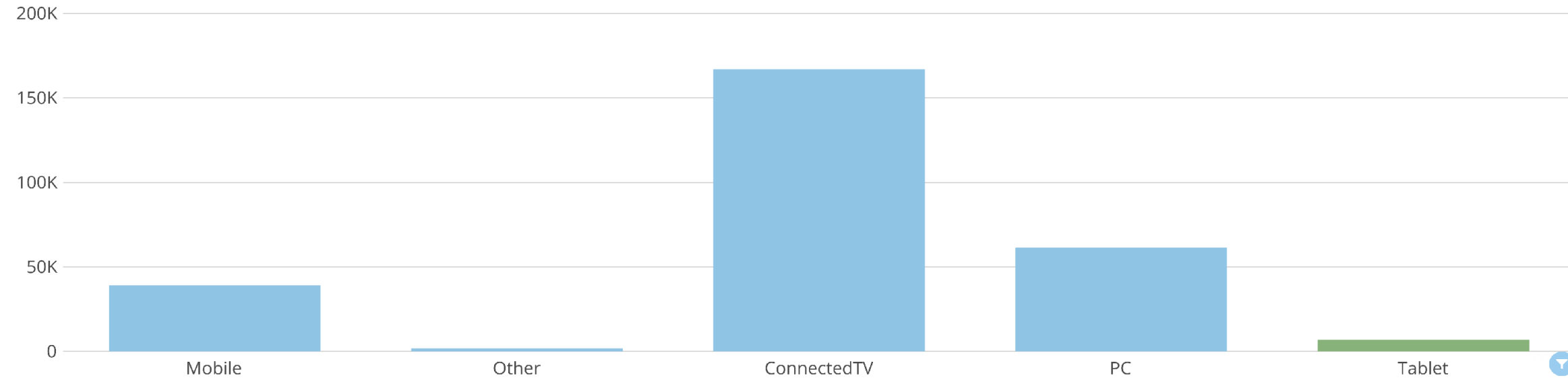


Clicks by Device

Mobile	1,035
PC	100
Tablet	53
ConnectedTV	26
Other	1



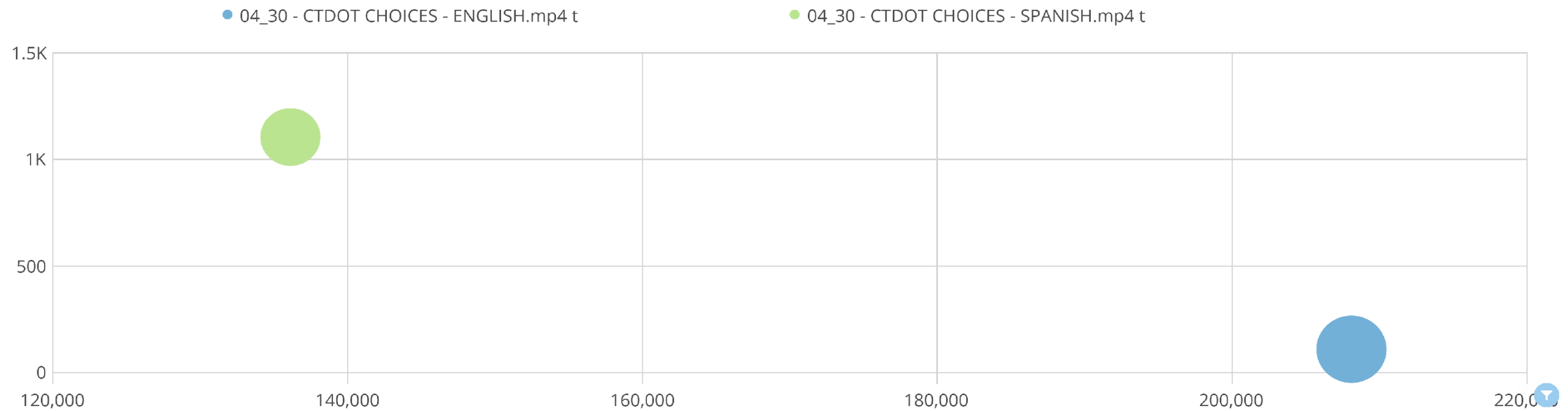
Video Completions by Device





Streaming Video Creative Performance

Creative / Spot Summary



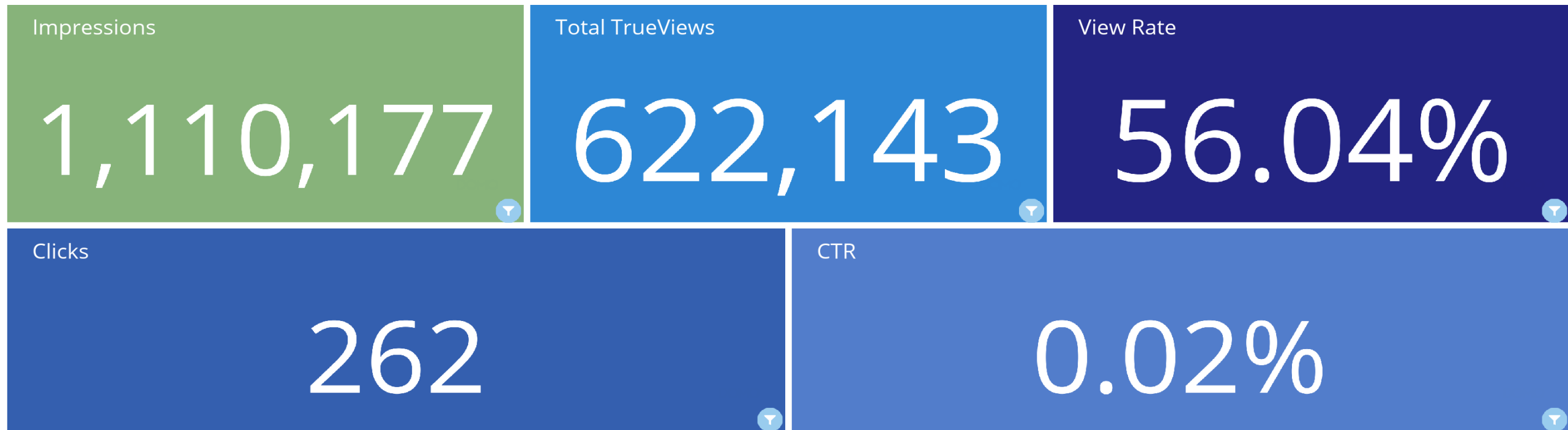
Creative Table

Creative	Impressions	Clicks	VCR
04_30 - CTDOT CHOICES - ENGLISH.mp4 t	208,095	110	87.75%
04_30 - CTDOT CHOICES - SPANISH.mp4 t	136,107	1,105	73.14%

Streaming Video



Executive Summary



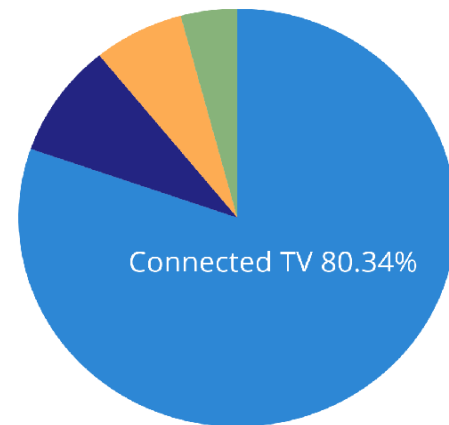


Streaming Video

Device Overview

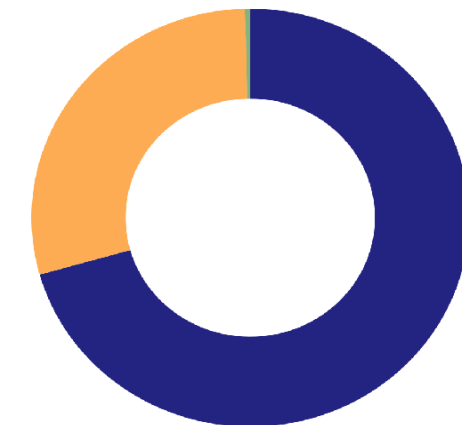
Impressions by Device

Connected TV	891,901
Smart Phone	97,768
Tablet	74,240
Desktop	46,268

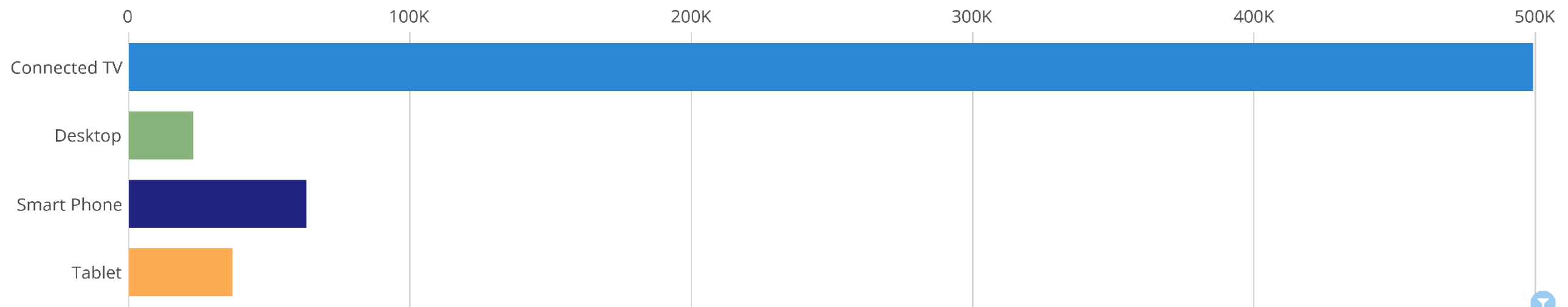


Clicks by Device

Smart Phone	185
Tablet	76
Desktop	1
Connected TV	0



TrueViews by Device





Streaming Video

Creative Performance

Creative Table

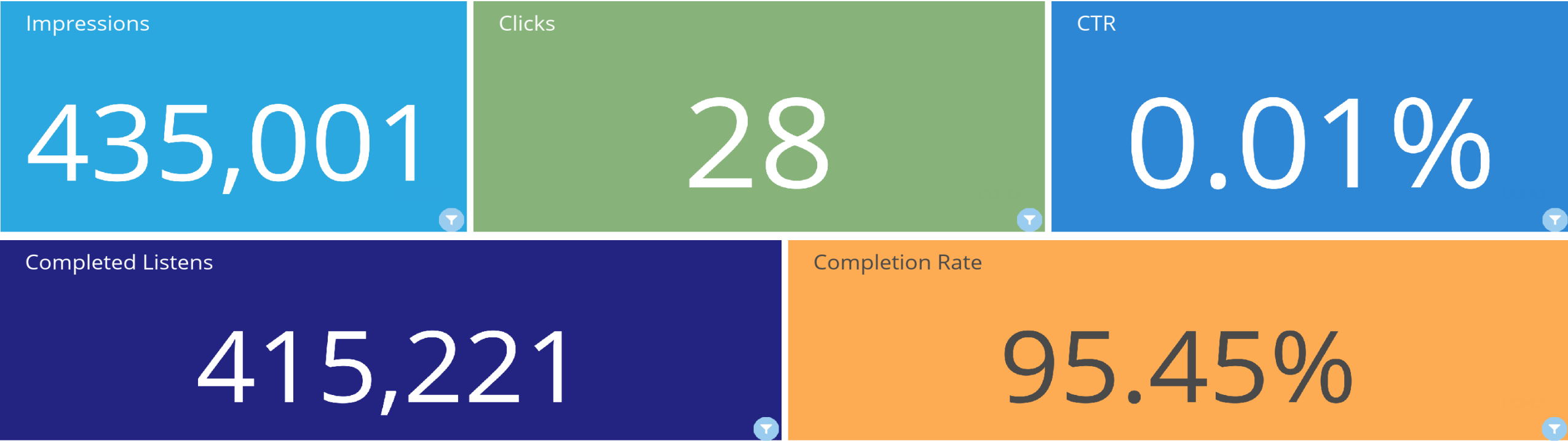
YouTube Ad	Impressions	Clicks	TrueViews	View Rate
CTDOT ENGLISH	560,220	48	320,774	57.3%
CTDOT SPANISH	549,957	214	301,366	54.8%



Streaming Audio

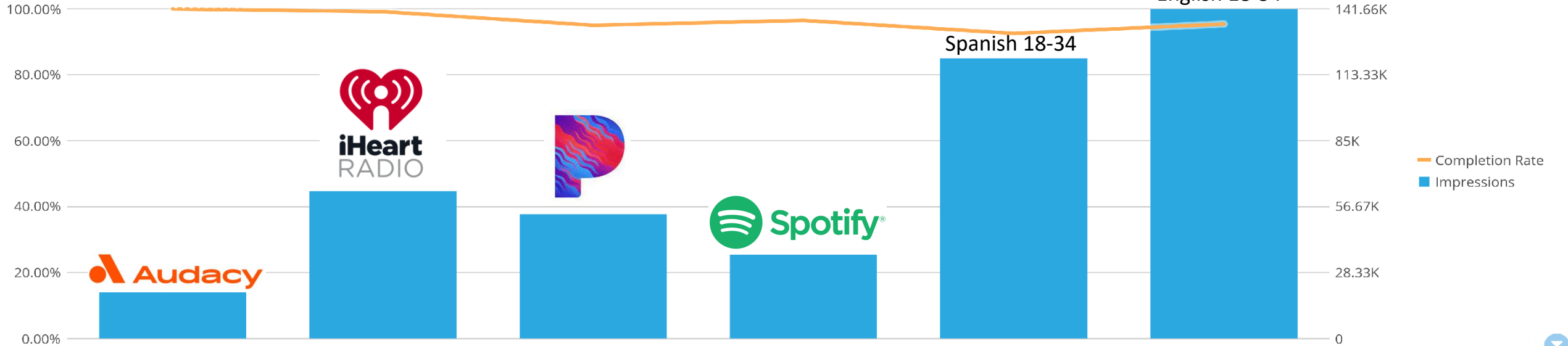


Executive Summary

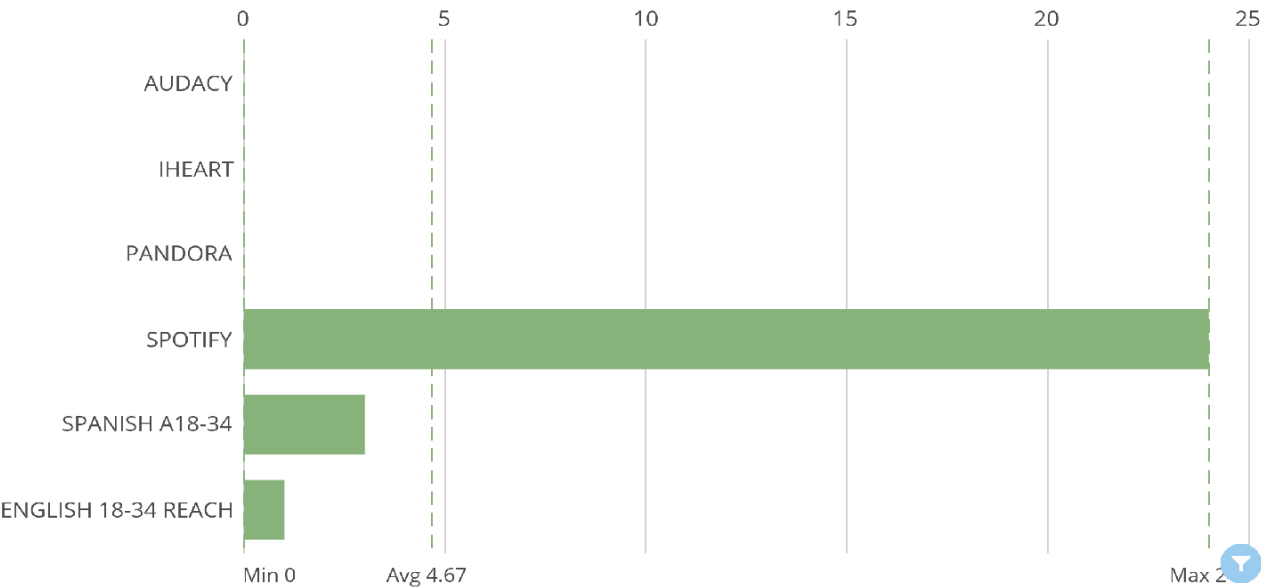


Streaming Audio Placement Overview

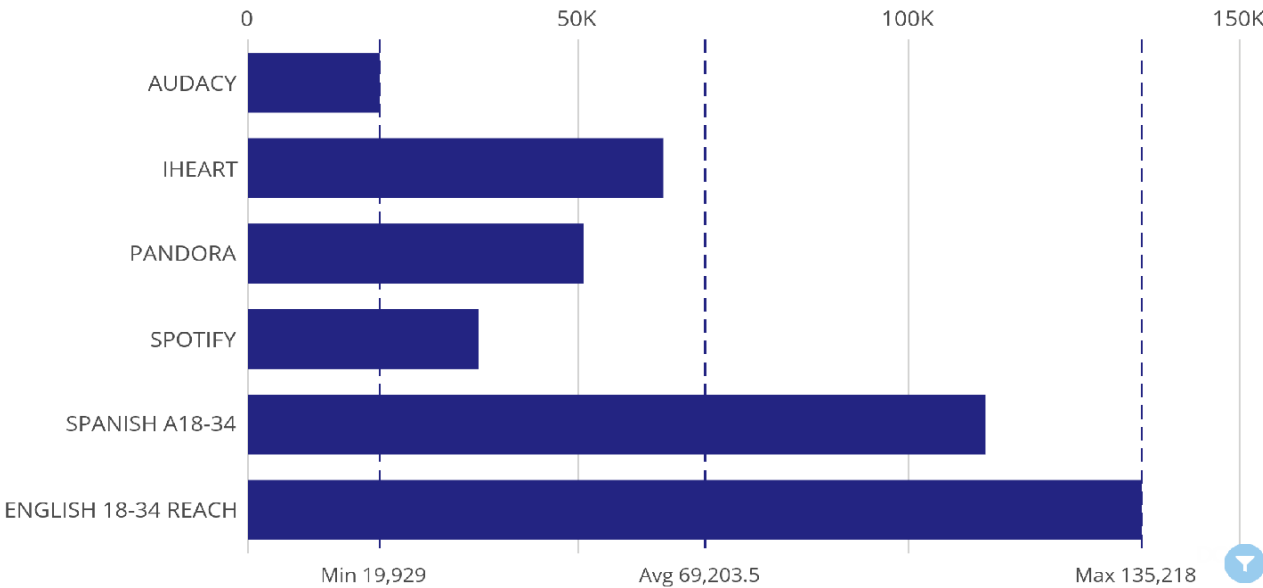
Impression Delivery, Completion Rate by Placement



Clicks by Placement



Completed Listens x Placement

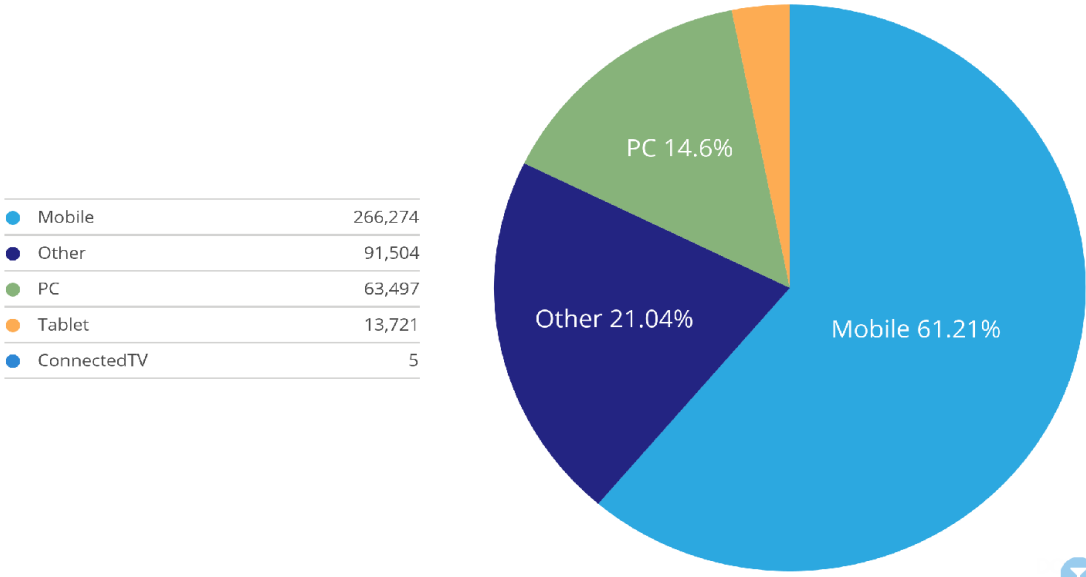




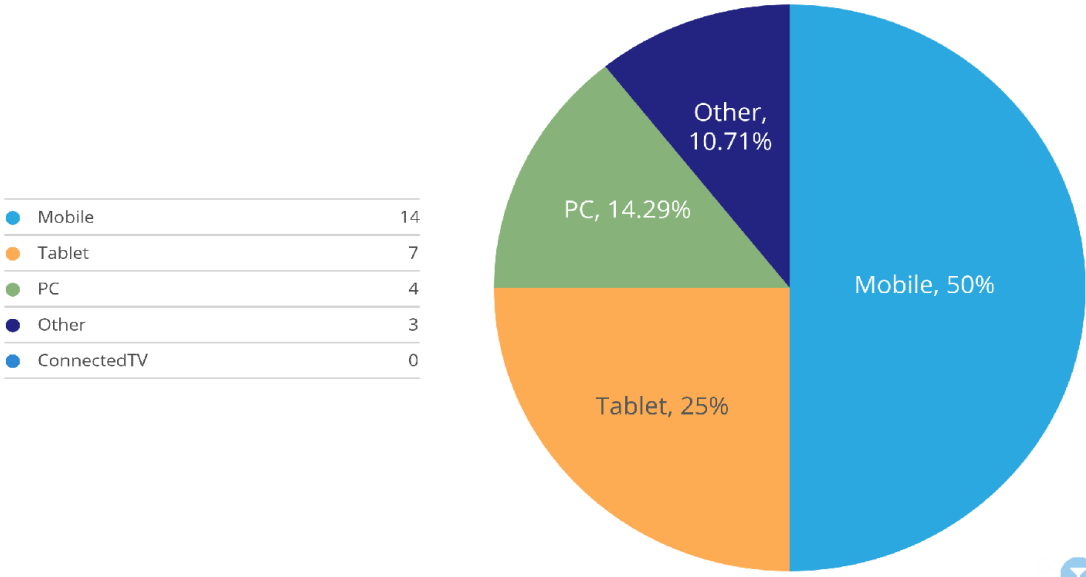
Streaming Audio

Device Overview

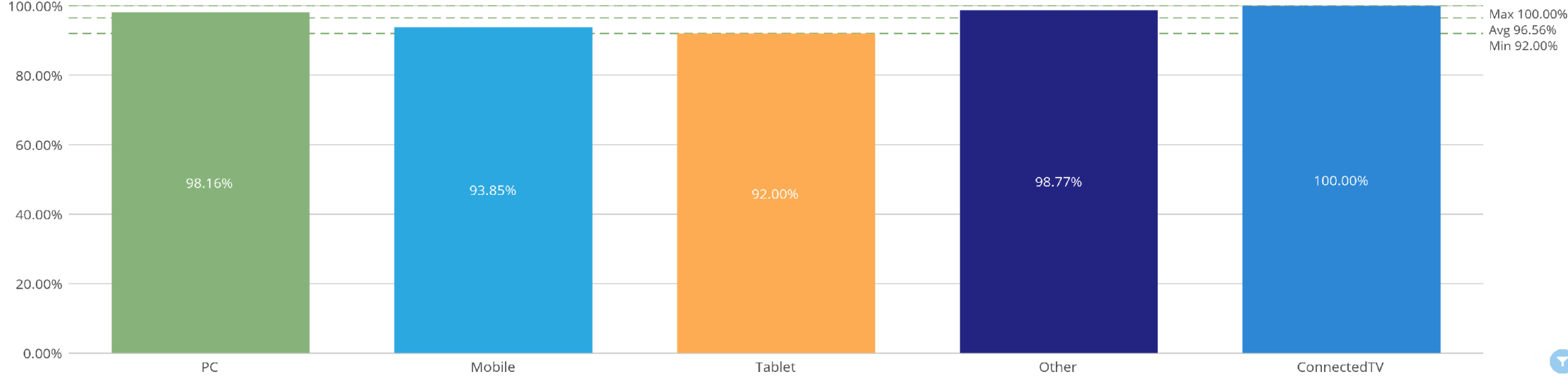
Impressions by Device



Clicks by Device



Completion Rate by Device





Streaming Audio

Creative Performance

Creative Table

Creative	Impressions	Clicks	Completion Rate
HSO-1175-R DOT Anti Speed ENG.mp3 t	314,500	25	96.56%
HSO-1170-R DOT Anti Speed SPANISH.mp3 t	120,501	3	92.57%





Display

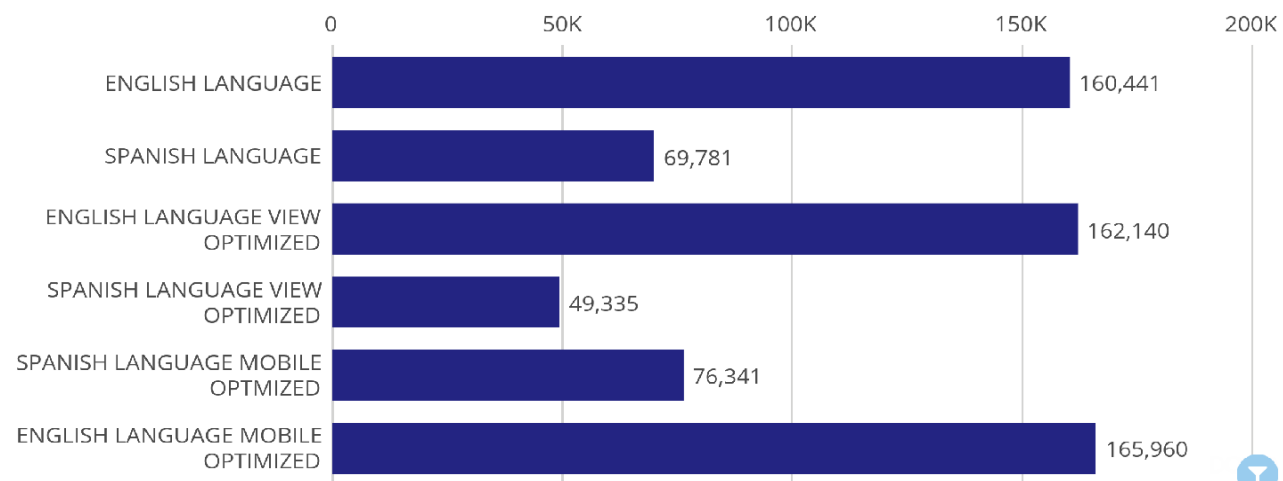
Executive Summary

Impressions 683,998	Clicks 988	CTR 0.14%
------------------------	---------------	--------------

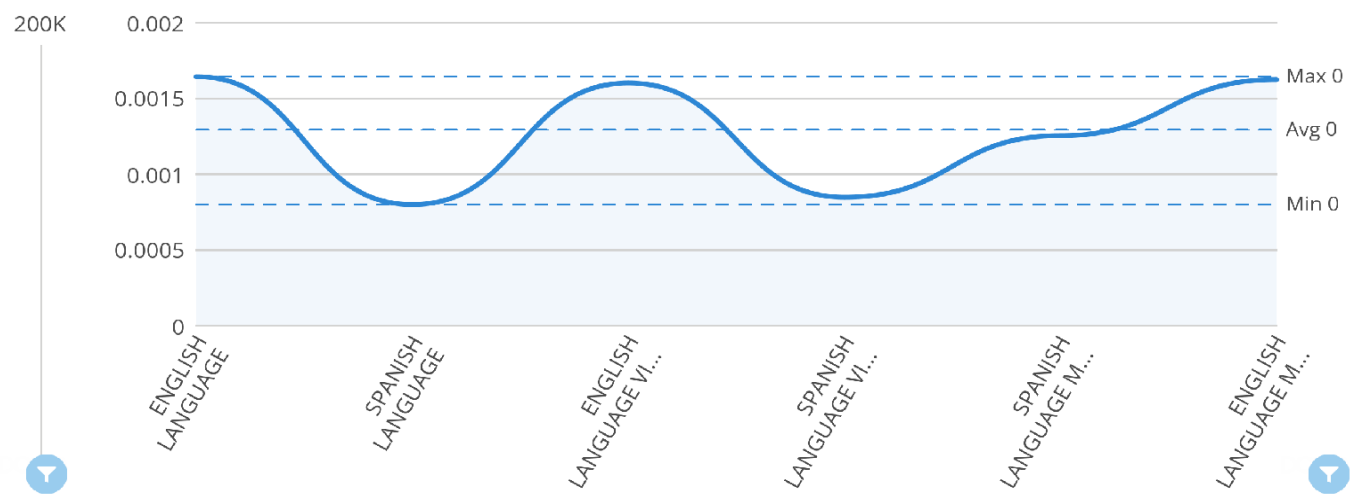


Display Placement Overview

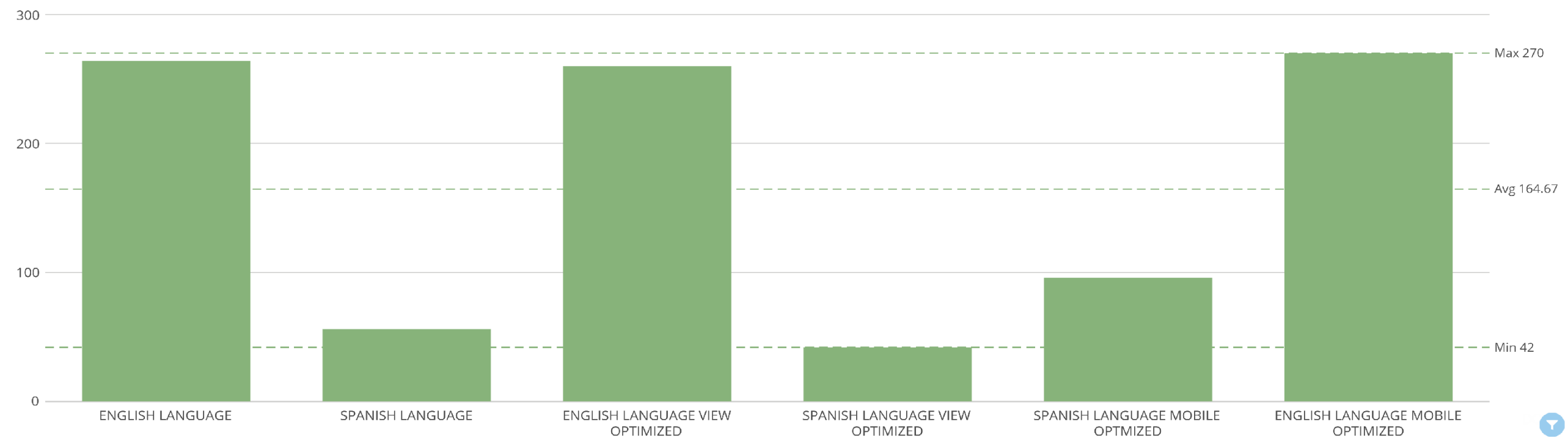
Impression Delivery by Placement



CTR x Placement



Clicks by Placement



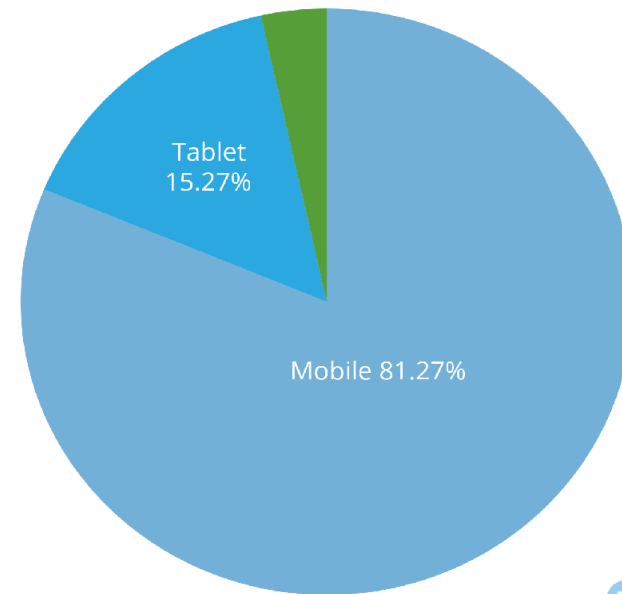


Display

Device Overview

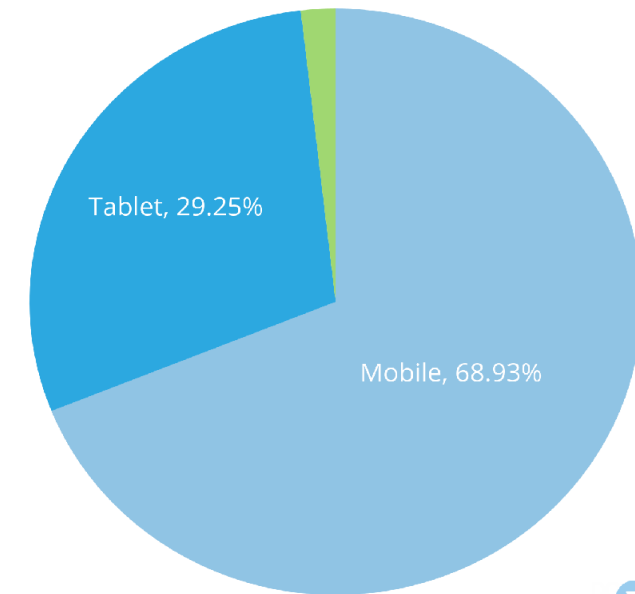
Impressions by Device

Mobile	555,892
Tablet	104,425
PC	23,635
Other	41
ConnectedTV	2

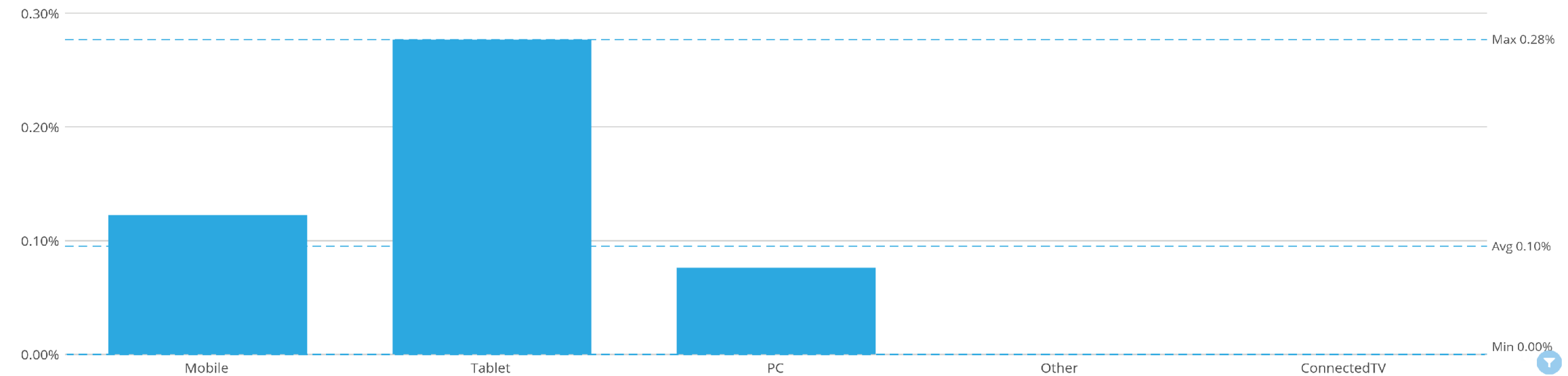


Clicks by Device

Mobile	681
Tablet	289
PC	18
ConnectedTV	0
Other	0



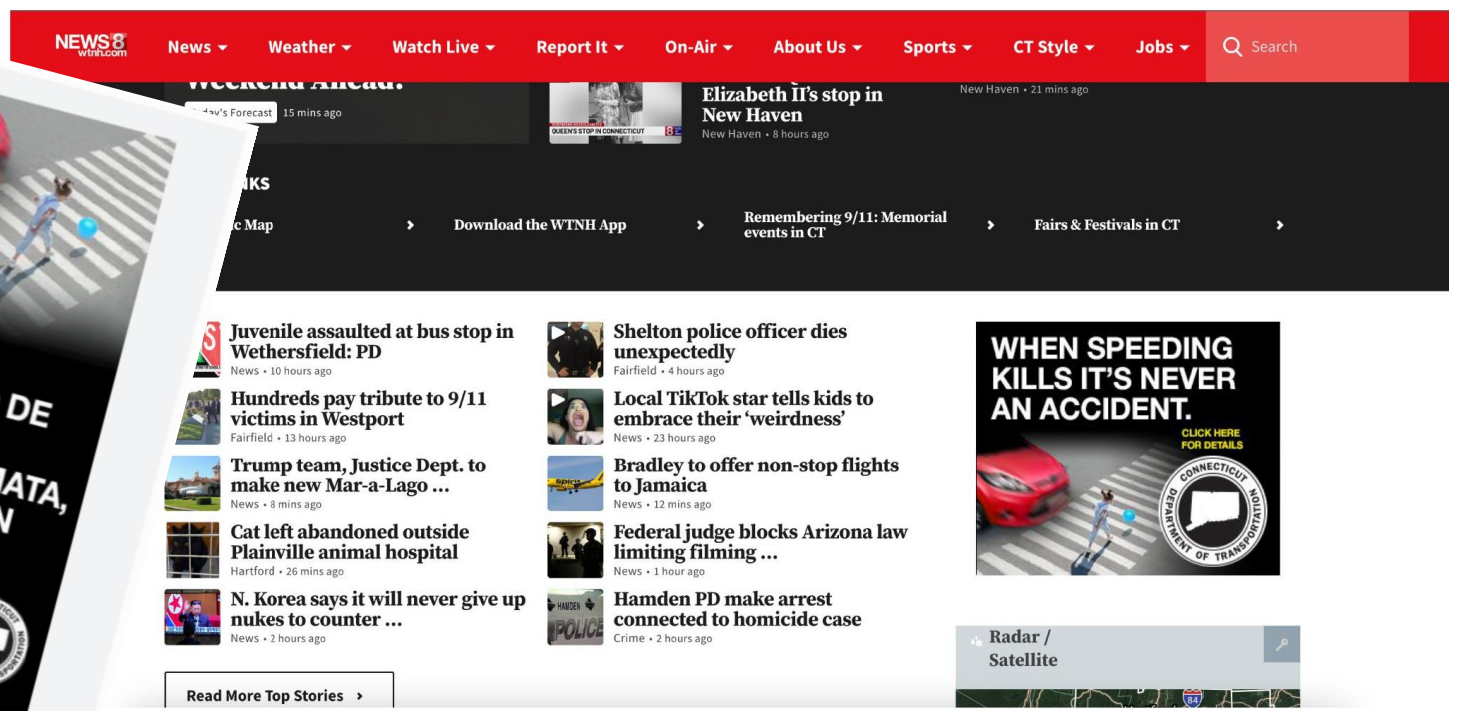
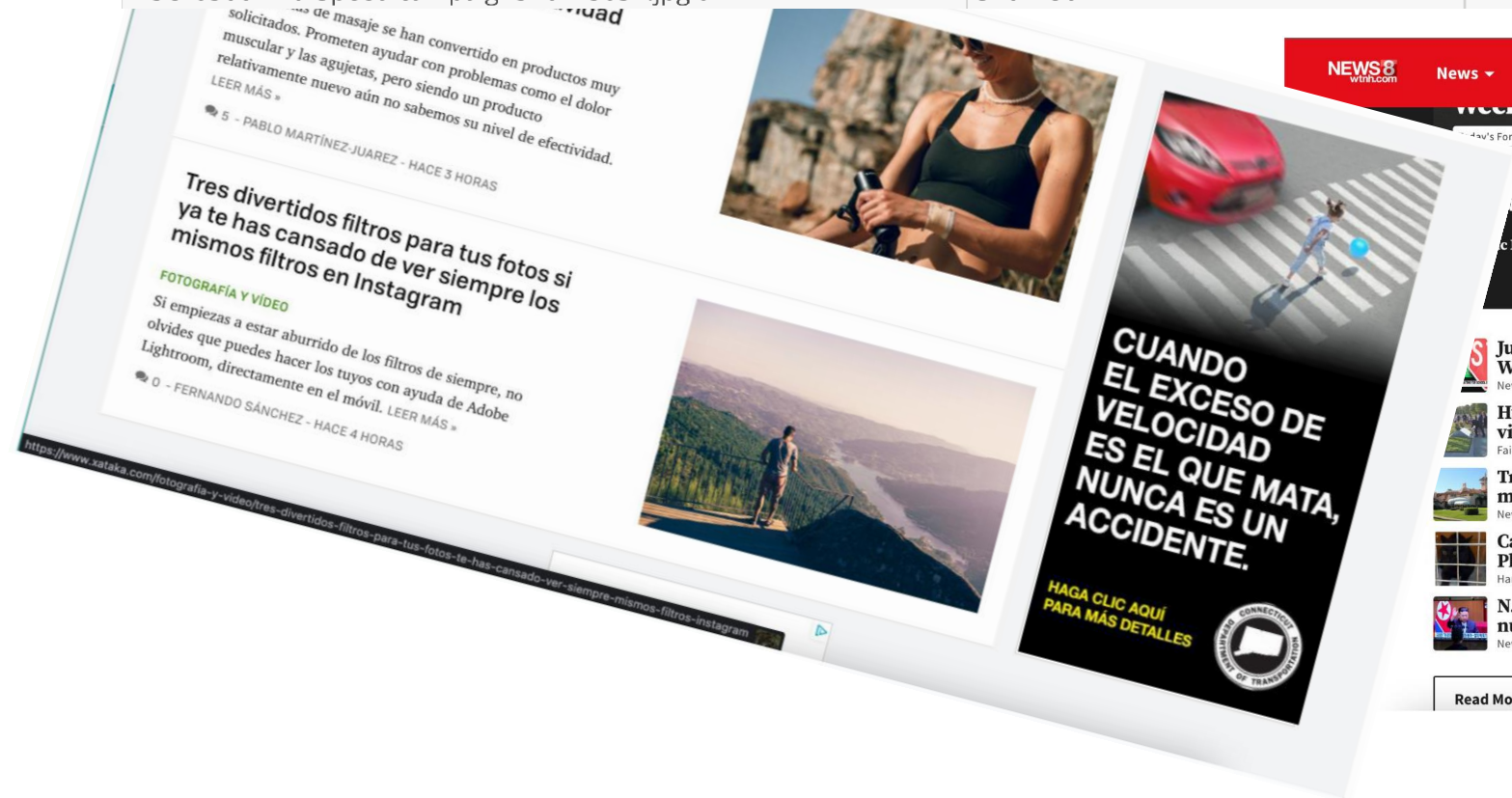
CTR by Device



Display

Creative Performance

Creative	Creative Pixel Size	Impressions	Clicks	CTR
HSO-0213-Speed320x50.jpg t	320x50	324,374	461	0.14%
HSO-0213-Speed728x90.jpg t	728x90	146,179	303	0.21%
HSO-0306 Anti-Speed campaign320x50SP.jpg t	320x50	98,734	88	0.09%
HSO-0306 Anti-Speed campaign300x250SP.jpg t	300x250	65,462	56	0.09%
HSO-0306 Anti-Speed campaign728x90SP.jpg t	728x90	17,290	16	0.09%
HSO-0212 SpeedPandora300x250.jpg t	300x250	16,494	27	0.16%
HSO-0306 Anti-Speed campaign300x600SP.jpg t	300x600	10,915	30	0.27%
HSO-0306 Anti-Speed campaign970x250SP.jpg t	970x250	2,983	4	0.13%
HSO-0213-Speed160x600.jpg t	160x600	820	2	0.24%
HSO-0213-Speed300x600.jpg t	300x600	674	1	0.15%
HSO-0306 Anti-Speed campaign320x150SP.jpg t	320x150	73	0	0.00%





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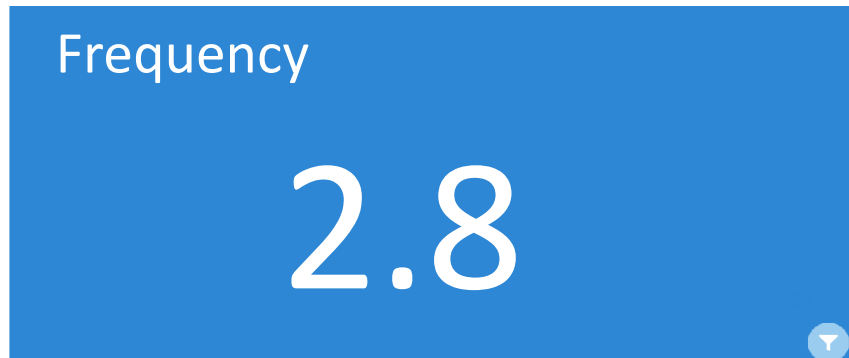
Broadcast Stations



TV



Cable





Radio



Reach
162,728*

Frequency
2.6*

Impressions
414,700*

**Not all stations rated*



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Out-of-Home

Digital Bulletins

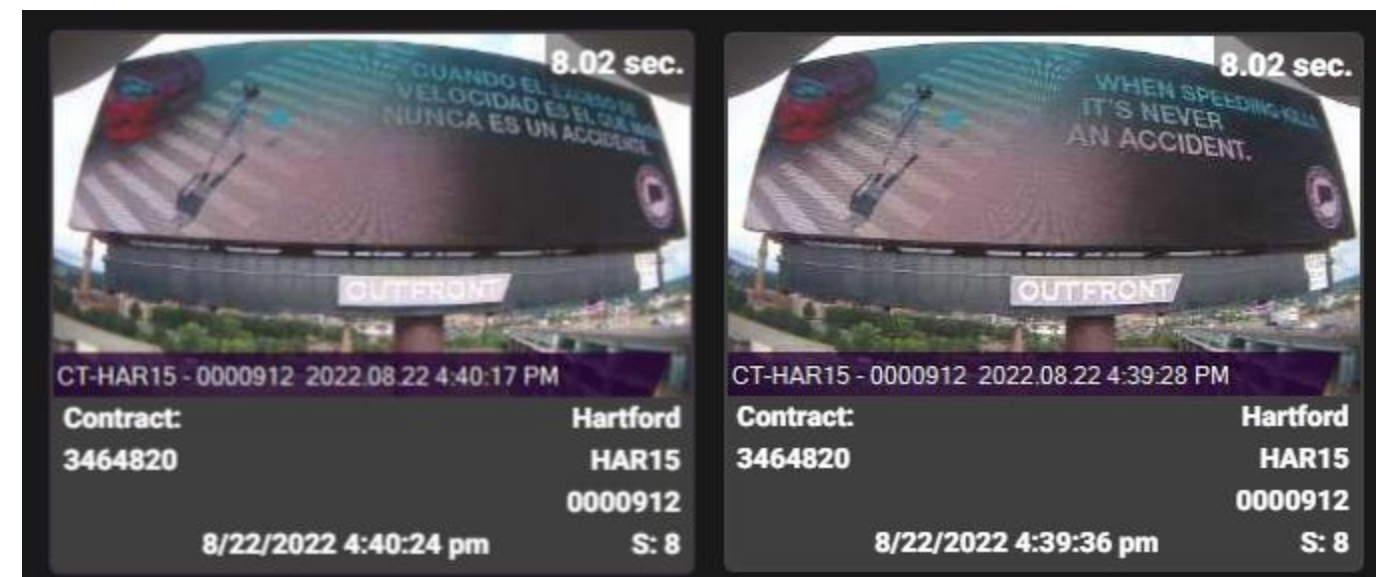




Hartford 327A: I-91 S/O Jennings Rd



Waterbury 912A: I-84 E/O Rt 8



New Britain 125: I-84 near Exit 36



Norwich 1409A: Rt 2 & 12 @ Viaduct Rd

 <p>8.02 sec.</p> <p>WHEN SPEEDING KILLS, IT'S NEVER AN ACCIDENT.</p> <p>OUTFRONT</p> <p>CT-HAR36 - 0001409 2022.08.22 4:41:42 PM</p> <p>Contract: 3464820</p> <p>Hartford HAR36 0001409</p> <p>8/22/2022 4:41:50 pm S: 1</p>	 <p>8.01 sec.</p> <p>CUANDO EL EXCESO DE VELOCIDAD ES EL QUE MATA, NUNCA ES UN ACCIDENTE.</p> <p>OUTFRONT</p> <p>CT-HAR36 - 0001409 2022.08.22 4:40:38 PM</p> <p>Contract: 3464820</p> <p>Hartford HAR36 0001409</p> <p>8/22/2022 4:40:46 pm S: 1</p>
---	---

Stratford 1418A: I-95 N/O Exit 30



Hartford 328A: I-91 S/O Jennings Rd



Waterbury 50158: I-84 W/O Exit 26

New Britain 1257A: I-84 E/O Rt 72



New Haven 8150: I-95 @ I-91 Interchange



New Haven 8201: I-91 @ Exit 5/6



Hartford 8149: I-84 @ West Hartford Townline



Meriden 8200: I-91 @ Wilbur Cross Pkwy





New Haven 1379: I-91 N/O I-95



Stratford 1417: I-95 N/O Exit 30



Bridgeport 112: I-95 near Exit 24





Budget Summary

Streaming Video	\$ 31,900
Streaming Audio	\$ 14,500
Digital Display	\$ 10,600
Broadcast TV	\$ 33,020
Cable	\$ 47,000
Broadcast Radio	\$ 31,050
Digital Bulletins	\$ 78,610
Account Management	\$ 3,320
Total	\$250,000



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CT Department of Transportation Highway Safety Office
Distracted Driving Campaign

Final Campaign Report | 2022





Distracted Driving Campaign Overview

Flight Dates

- October 11 – October 31 , 2021
- March 28 – April 24, 2022

Targeting

- Hispanic Females 18-34

Media

- Streaming Video
- Streaming Audio
- Programmatic Display
- Broadcast Radio
- Out-of-Home (OOH)

Streaming Video

- YouTube

Programmatic Display

Streaming Audio

- Pandora, Spotify, iHeart, Triton, etc.

Broadcast Radio

- WMRQ-F2
- WNEZ 1230 AM
- WCUM 1450 AM



Distracted Driving Campaign Overview, continued

OOH

Digital Bulletins

- Hartford 327A: I-91 Jennings Rd
- Hartford 328A: I-91 Jennings Rd
- Hartford 8135: I-84 @ Exit 48
- New Britain 1257A: I-84 Rt 72
- New Haven 1379A: I-91 N/O I-95
- New Haven 1378A: I-91 N/O I-95
- Waterbury 50157: I-84 W/O Exit 20
- Meriden 1253BA: I-691 W/O State St
- Waterbury 913BA: I-84 E/O Rt 8
- Bridgeport 7090: I-95 @ South Ave
- Norwich 1410BA: Rt 2 & 12 @ Viaduct Rd
- Hartford 50079: I-84 W/O Ham
- New Britain 125: I-84 near Exit 36

Digital Bulletins, continued

- New Haven 1208A: I-95 N/O Kimberly Ave
- New Haven 8201: I-91 @ Exit 5/6
- Waterbury 1268A: I-84 W/O Scott Rd
- Bridgeport 8196: I-95 N/O Rt 8
- Norwich 1410BA: Rt 2 & 12 @ Viaduct Rd

Posters

- Hartford 10122: Chapel St E/O High St
- Hartford 10466: Tower Ave W/O Main St
- New Haven 198PO: Ferry St & Middletown Ave
- New Haven 362PO: State St N/O Rock St
- Waterbury 695PO: Hamilton Ave N/O Pearl Lake Rd

Posters, continued

- Waterbury 822PO: Wolcott Rd & Sharon Rd
- Meriden 865PO: Old Colony Rd & Hall St
- Meriden 884PO: Berlin Tpk N/O N Broad St
- Bridgeport 857: Rt 1 Seaview Ave
- Bridgeport 1120: N Main & Woodmont Ave
- New London 761APO: Montauk Ave @ Bank St
- New London 771APO: Howard St N/O Shaw St



Media Calendar , continued

MEDIUM	ESTIMATED IMPRESSIONS	2021												2022			
		OCTOBER					NOVEMBER				DECEMBER			APRIL			
		27	4	11	18	25	1	8	15	22	29	6	13	20	28	4	11
Waterbury 1268A: I-84 3000 ft W/O Scott Rd S/S F/W	610,732																
Bridgeport 8196: I-95 n/b @ Webster Bank Arena N/O Rt 8	1,582,584																
Norwich 1410BA: Rt 2 & 12 @ Viaduct Rd F/E	384,036																
POSTERS																	
Hartford 10122: CHAPEL STREET 100'E/O HIGH ST NS	2,423,888																
Hartford 10466: 15 TOWER AVE 150 FT W/O MAIN ST SS	521,148																
New Haven 198PO: Ferry St & Middletown Ave E/S F/E	1,612,096																
New Haven 362PO: State St 150 ft N/O Rock St E/S F/N	423,780																
Waterbury 695PO: Hamilton Ave 300 ft N/O Pearl Lake Rd E/S F/S	296,828																
Waterbury 822PO: Wolcott Rd & Sharon Rd W/S F/S	290,524																
Meriden 865PO: Old Colony Rd & Hall St W/S F/S	190,584																
Meriden 884PO: Berlin Tpk 1500 ft N/O No. Broad St W/S F/S	284,540																
Bridgeport 857: US 1 & SEAVIEW AVE F/E	675,716																
Bridgeport 1120: N MAIN ST & WOODMONT AVE ROOF FN	411,108																
New London 761APO: Montauk Ave @ Bank St E/S F/S	352,800																
New London 771APO: Howard St 150 ft N/O Shaw St E/S F/N	114,616																
ACCOUNT MANAGEMENT/CREATIVE/PRODUCTION *																	
Account Management																	
Creative & production																	
Radio script translation																	
Radio recording																	
TV spot tagging																	
TOTAL																	



Delivery Overview

MEDIUM ↕	PLANNED IMPRESSIONS/SPOTS	DELIVERED IMPRESSIONS/SPOTS	% DELIVERED
OOH	22,558,217	22,980,963	101.9%
Programmatic Display	1,545,454	1,566,407	101.4%
Radio	1,161	1,161	100.0%
Streaming Audio	1,096,875	1,138,433	103.8%
Streaming Video	65,570	110,556	168.6%
Grand Total	25,267,277	25,797,520	102.1%



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Broadcast Radio



Radio



Stations not rated



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Streaming Video





YouTube



Executive Summary

Impressions 182,163	Total TrueViews 110,556	View Rate 60.69%
Clicks 77	CTR 0.04%	

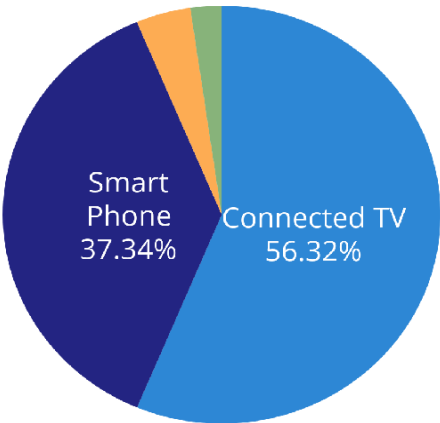


YouTube

Device Overview

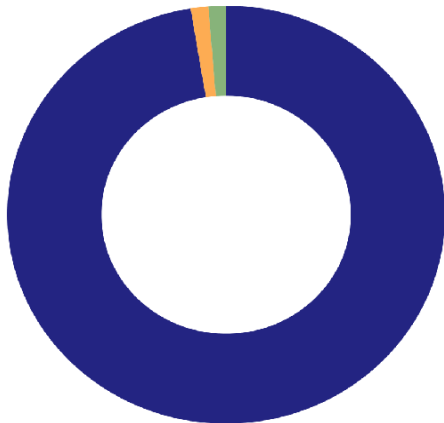
Impressions by Device

Connected TV	102,598
Smart Phone	68,020
Tablet	7,369
Desktop	4,176



Clicks by Device

Smart Phone	75
Tablet	1
Desktop	1
Connected TV	0



TrueViews by Device





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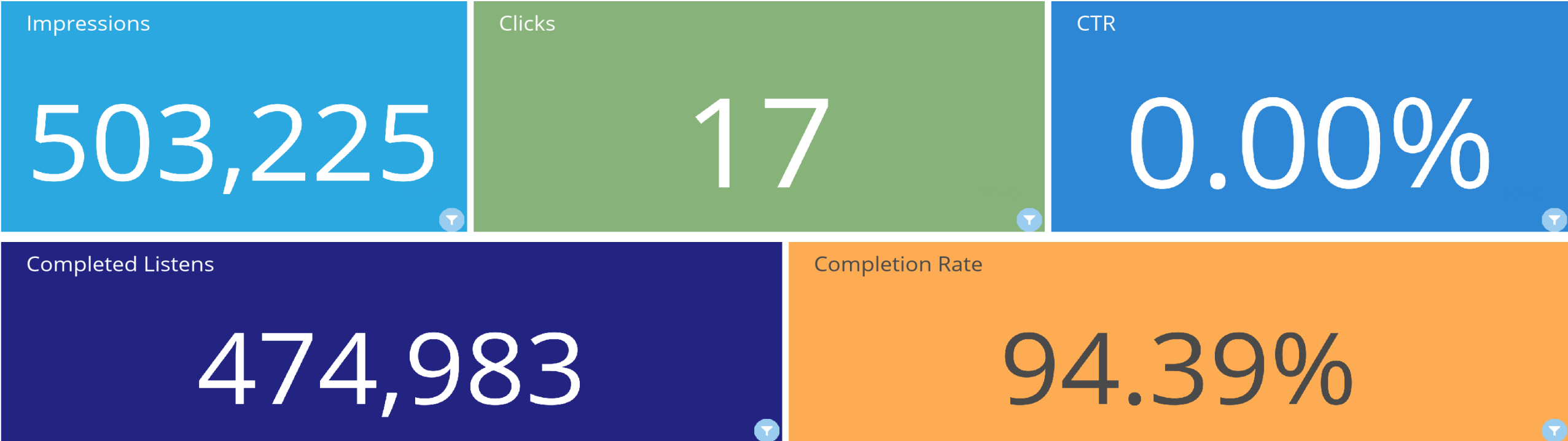
Streaming Audio





Streaming Audio Summary

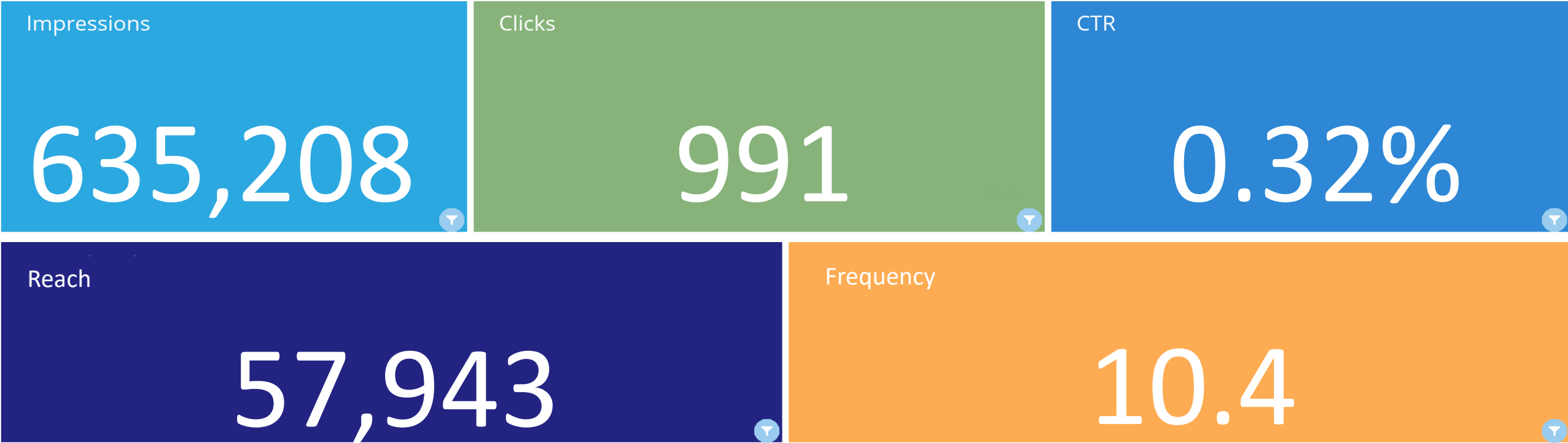
Electric Symphony





Streaming Audio Summary

Pandora Audio & Display Everywhere, Audio XP





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Programmatic Display





Programmatic Display

Executive Summary

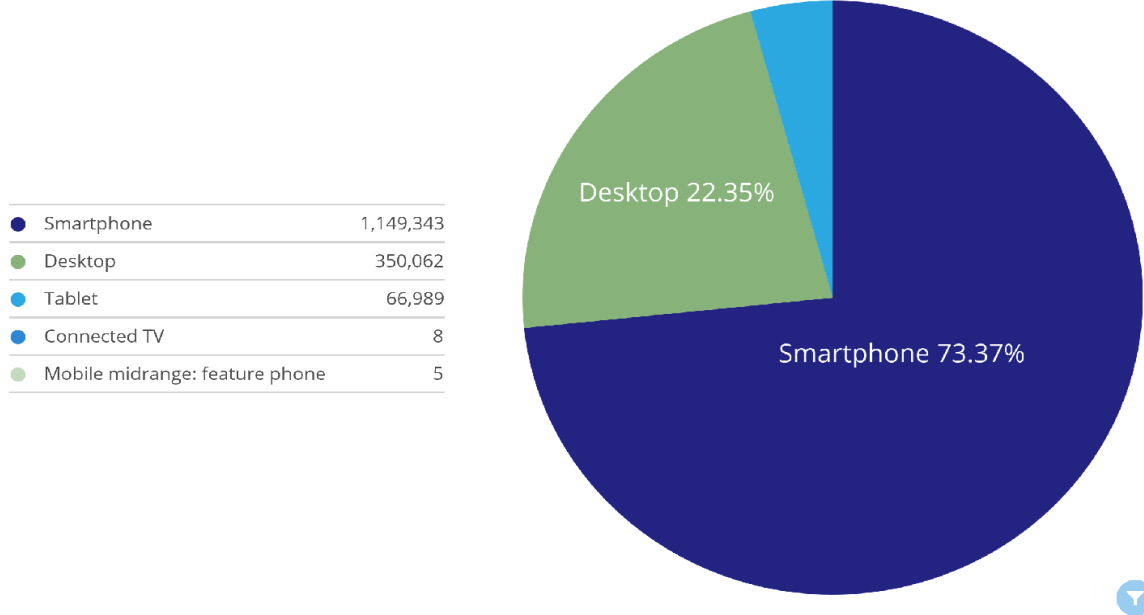




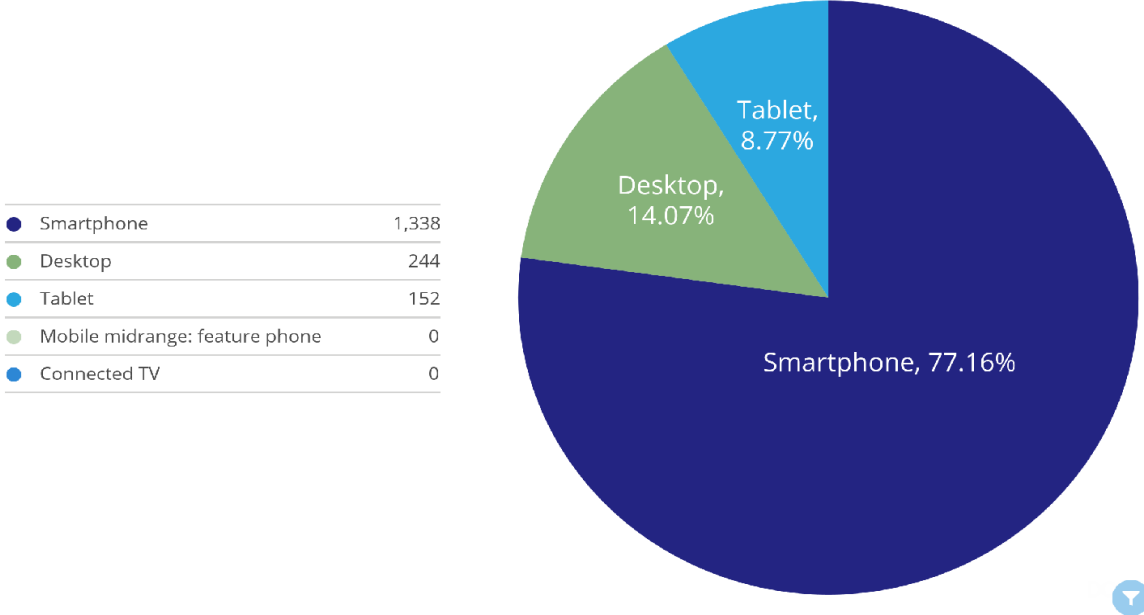
Programmatic Display

Device Overview

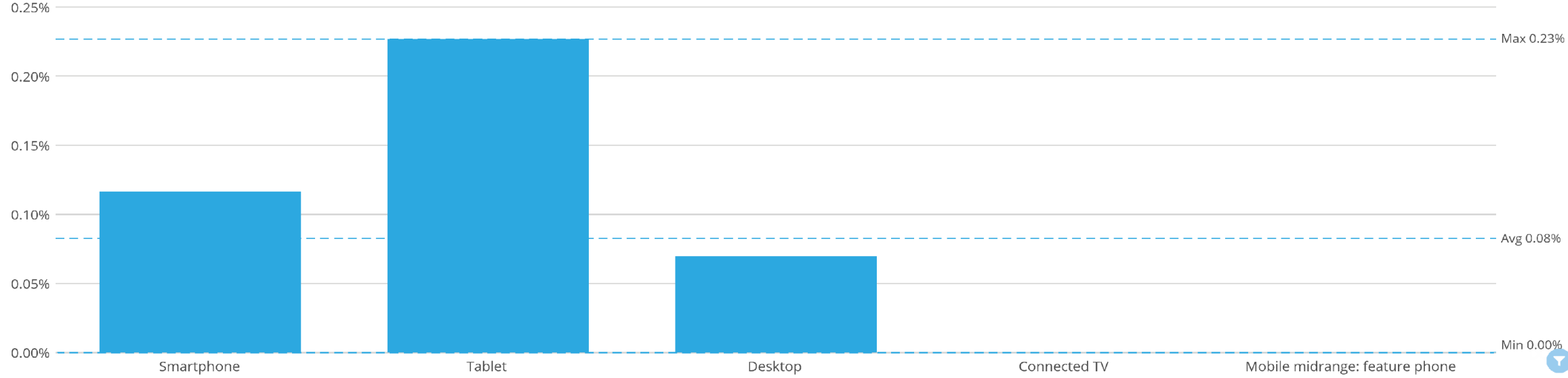
Impressions by Device



Clicks by Device



CTR by Device





Programmatic Display

Creative Performance

Creative	Creative Pixel Size	Impressions	Clicks	CTR
HSO-0136 DistractedDriving BannerAd_320x50	320x50	446,526	679	0.15%
texting_300x250-SP	300x250	174,258	160	0.09%
Mobile-300x250-SP	300x250	174,226	114	0.07%
texting_320x50-SP	320x50	169,477	101	0.06%
Mobile-320x50-SP	320x50	169,318	97	0.06%
HSO-0136 DistractedDriving BannerAd_300x250	300x250	128,951	180	0.14%
HSO-0136 DistractedDriving BannerAd_728x90R1	728x90	90,360	196	0.22%
texting_728x90-SP	728x90	47,854	19	0.04%
Mobile-728x90.-SP	728x90	47,440	16	0.03%
Mobile-300x600-SP	300x600	26,827	30	0.11%
texting_300x600-SP	300x600	26,172	29	0.11%
texting_160x600-SP	160x600	19,891	11	0.06%
Mobile-160x600-SP	160x600	19,797	8	0.04%
HSO-0136 DistractedDriving BannerAd_160x600	160x600	13,149	38	0.29%
HSO-0136 DistractedDriving BannerAd_300x600	300x600	12,161	56	0.46%



Programmatic Display



Contáctanos Conócenos Administración Historia Anúnciate Próximos eventos Lotería El Tráfico [Suscríbete](#)

el **Vocero**.com

84°

MENU LEY Y ORDEN GOBIERNO DEPORTES ECONOMÍA ESCENARIO OPINIÓN PROGRAMAS AUDIONOTICIAS

TITULARES Cuba: científicos atribuyen a su vacuna menos gravedad al contraer covid-19

📧 📺 📺 📺 📺

¿CONDUCIENDO DISTRAÍDO? ESTA ES LA ADVERTENCIA.

MANEJAR Y TEXTEAR LA VAS A PAGAR

10-31-2021 06:52:

El Departamento de Salud presenta hoy su plan para vacunar contra el covid-19 a niños de 5 a 11 años

Augurios científicos pandemia

https://adclick.g.doubleclick.net/pcs/click?xai=AKA0jst4VpsOgaOvA_FIZ_s8z6by7IBCyo6bKIHBSD1RUw58MBS5B4ZZINObB_bCcnRht_wjYoDGuoJw_00dAD_UbzzkyhhWia82A83sZuskh5GnQwhqASFc



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endi ELNUEVODIA.COM [SUSCRIBETE](#)

miércoles, 3 de noviembre de 2021

ÚLTIMA HORA Covid-19 Somos PR Noticias Negocios Entretenimiento Deportes Opinión EE.UU. Mundo Estilos de vida [PARA SUSCRIPTORES](#)

Harvard Business School Online Leadership Principles
6-week online certificate program

Pfizer-BioNTech COVID-19 Vaccine
Suspension for Intramuscular Inj
DILUTE PRIOR TO USE
10 Multiple Dose Vials
After dilution each vial contains 10 doses of 0.2 mL.
For age 5 years to < 12 years

¿CONDUCIENDO DISTRAÍDO? ESTA ES LA ADVERTENCIA.

MANEJAR Y TEXTEAR LA VAS A PAGAR

Videos

Este semana comienza la



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Out-of-Home

Digital Bulletins



Hartford #327A: I-91 S/O Jennings Rd



Hartford #328A: I-91 S/O Jennings Rd



New Haven #1379A: I-91 N/O I-95



New Haven #1378A: I-91 N/O I-95



Waterbury #50157: I-84 & Meadow St W/O Exit 20



Waterbury #913BA: I-84 E/O Rt 8



Bridgeport #7090: I-95 @ South Ave S/S



Norwich #1410BA: Rt 2 & 12 @ Viaduct Rd F/E



Meriden #1253BA: I-691 W/O State St



Norwich #1410BA: Rt 2 & 12 @ Viaduct Rd



New Haven 198PO: Ferry St & Middletown Ave



New Haven 198PO: State St N/O Rock St



Waterbury 695PO: Hamilton Ave N/O Pearl Lake Rd



Waterbury 822PO: Wolcott Rd & Sharon Rd



New London 761APO: Montauck Ave & Bank St



New London 771APO: Howard St N/O Shaw St



Bridgeport 857: US 1 & Seaview Ave



Bridgeport 1120: N Main St & Woodmont Ave



Meriden 865PO: Old Colony Rd & Hall St



Meriden 884PO: Berlin Tpk N/O No. Broad St



Hartford 10122: Chapel St E/O High St



Hartford 10466: Tower Ave W/O Main St





**Hartford 327A:
I-91 S/O
Jennings Rd**

**New Haven
1208A: I-95 N/O
Kimberly Ave**

**Waterbury 1268A:
I-84 W/O Scott Rd**

<p>8.01 sec.</p>	<p>8.01 sec.</p>	<p>8.01 sec.</p>
<p>CT-HAR09 - 0000327 2022.04.04 8:09:47 AM</p>	<p>CT-HAR04 - 0001208 2022.04.04 8:09:25 AM</p>	<p>CT-HAR23 - 0001268 2022.04.04 8:09:18 AM</p>
<p>Contract: Hartford 3365626 HAR09 0000327</p>	<p>Contract: Hartford 3365626 HAR04 0001208</p>	<p>Contract: Hartford 3365626 HAR23 0001268</p>
<p>4/4/2022 8:09:55 am S: 2</p>	<p>4/4/2022 8:09:32 am S: 5</p>	<p>4/4/2022 8:09:26 am S: 4</p>

New Britain 125: I-84 Near Exit 36



Hartford 10466: Tower Ave W/O Main St



Bridgeport #8196: I-95 I-95 @ Webster Bank Arena



New Haven 8201: I-91 @ Exit 5/6



Hartford 50079 I-84 @ Wellington W/O Ham SS LDD



Norwich 1410BA: Rt 2 & 12 @ Viaduct Rd





Budget Summary

Radio	\$ 27,100
Streaming Video	\$ 5,400
Streaming Audio	\$ 21,000
Programmatic Display	\$ 10,000
OOH	\$ 80,818
Account Management/Creative	\$ 5,683
Total	\$150,000



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CT Department of Transportation Highway Safety Office

Impaired Driving Campaign

Final Campaign Report | 2022





Campaign Overview

Flight Dates

- November 22, 2021 – January 2, 2022
- May 23 – June 5, 2022
- June 27 – July 10, 2022
- August 29 – September 11, 2022

TV

- WRMD-TV (Telemundo)
- WUVN-TV (Univision)
- WUTH-TV (Unimas)

Streaming Video

- YouTube

Radio

- WMRQ-F2
- WNEZ 1230 AM
- WCUM 1450 AM

Targeting

- Hispanic Males 18-34

Streaming Audio

- Pandora, Spotify, iHeart, Triton, etc.

Programmatic Display

OOH

Digital Bulletins

- Hartford 327A: I-91 S/O Jennings Rd
- New Haven 1207A: I-95 N/O Kimberly Ave
- Waterbury 912A: I-84 E/O Rt 8
- Bridgeport 7070: RT 8/25 @ 667 Housatonic Ave

Media

- Broadcast TV
- Streaming Video
- Broadcast Radio
- Streaming Audio
- Out-of-Home (OOH)
- Programmatic Display

Digital Bulletins, continued

- New Britain 125: I-84 Near Exit 36
- Meriden 1252BA: I-691 W/O State St
- Hartford 328A: I-91 S/O Jennings Rd
- New Britain 1257A: I-84 E/O Rt 72
- New Haven 1208A: I-95 N/O Kimberly Ave
- Waterbury 1263A: I-84 W/O Austin Rd
- Stratford 1418A: I-95 N/O Exit 30
- Norwich 1409: Rt 2 & 12 @ Viaduct Rd



Delivery Overview

MEDIUM <small>↕</small>	PLANNED IMPRESSIONS/ SPOTS	DELIVERED IMPRESSIONS/ SPOTS	% Delivered
Digital Bulletin	12,150,388	12,849,327	105.8%
Programmatic Display	1,214,362	1,620,659	133.5%
Radio	925	925	100.0%
Steaming Audio	402,000	421,446	104.8%
Streaming Video	204,000	235,566	115.5%
TV	243,780	243,780	100.0%
Grand Total	14,215,455	15,371,703	108.1%



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Broadcast





TV



Reach	Frequency	Impressions
60,161	6.6	243,780

Radio



Stations not rated



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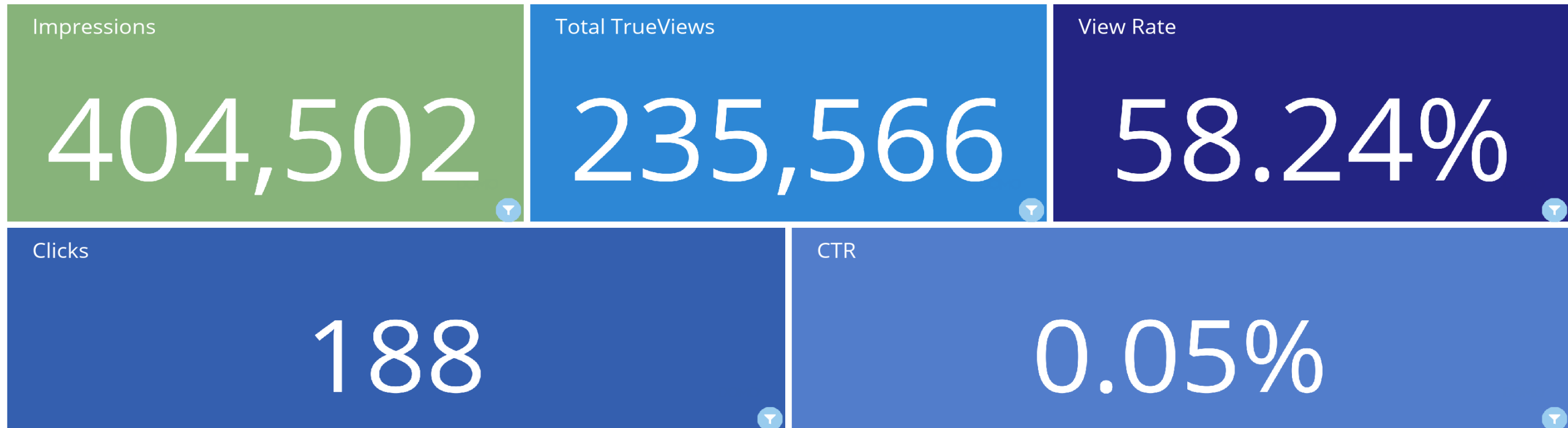
Digital





Streaming Video

Executive Summary

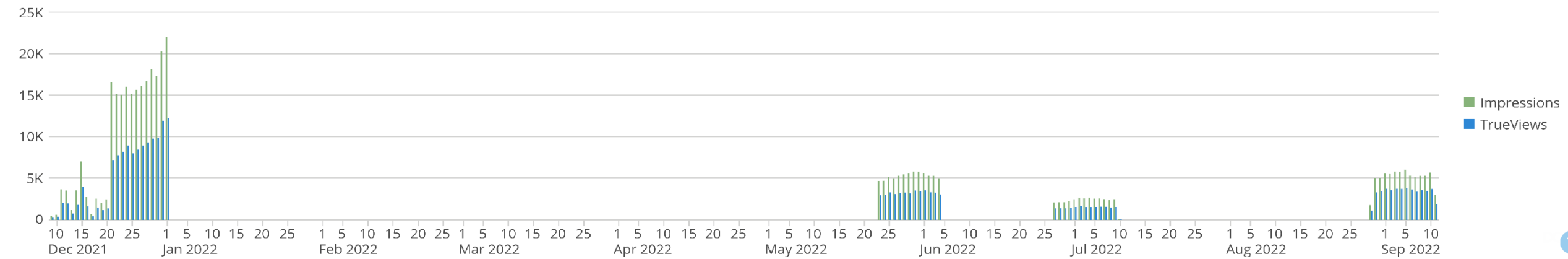


Streaming Video



Executive Summary, continued

Impressions, True Views by Date

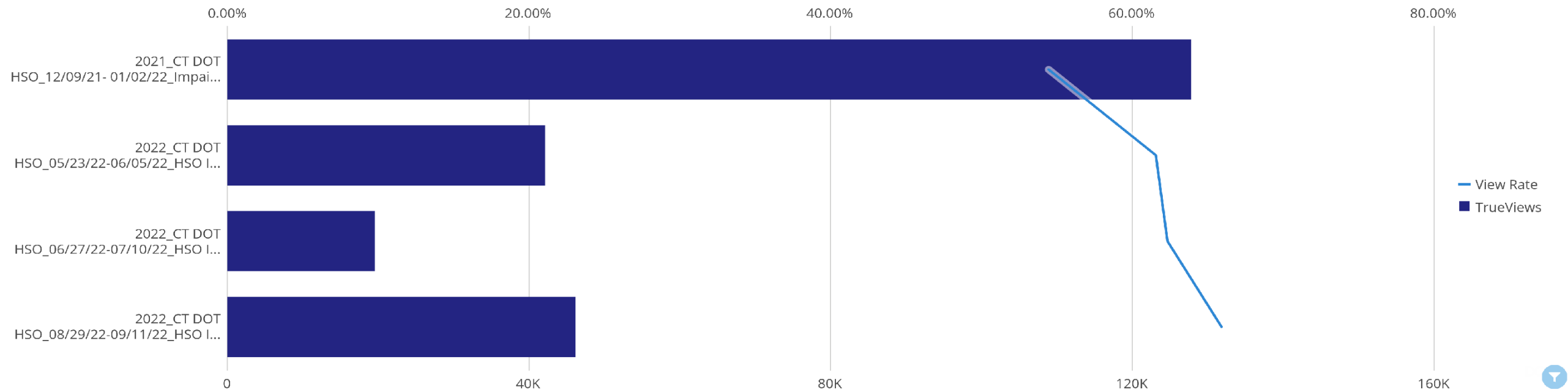




Streaming Video

Placement Overview

TrueViews, View Rate by Placement



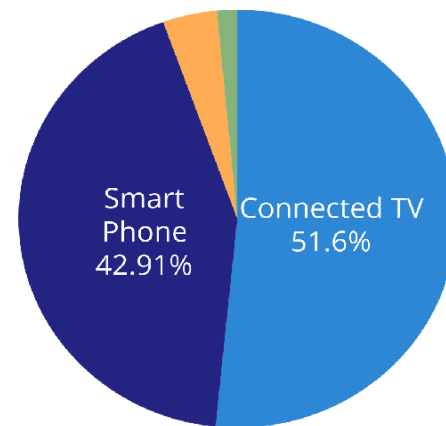


Streaming Video

Device Overview

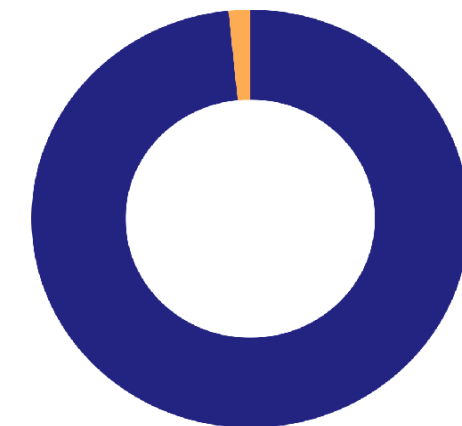
Impressions by Device

Connected TV	208,704
Smart Phone	173,553
Tablet	16,208
Desktop	6,037



Clicks by Device

Smart Phone	185
Tablet	3
Desktop	0
Connected TV	0



TrueViews by Device





Streaming Video

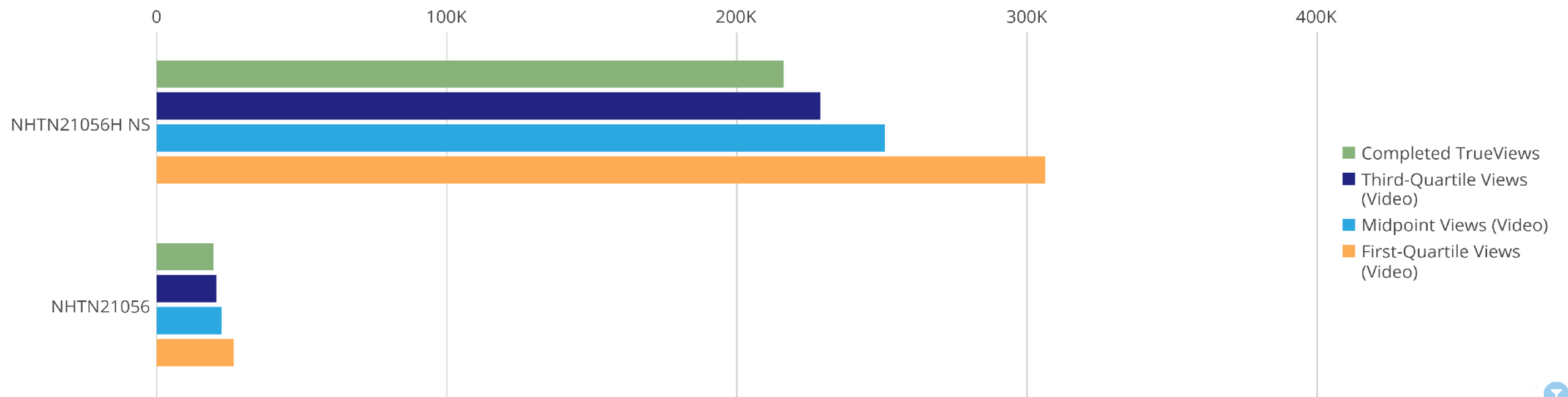
Creative Overview

Creative Table

YouTube Ad	Impressions	Clicks	TrueViews	View Rate
NHTN21056H NS	373,159	180	216,033	57.9%
NHTN21056	31,343	8	19,534	62.3%



Video View Trends by Creative

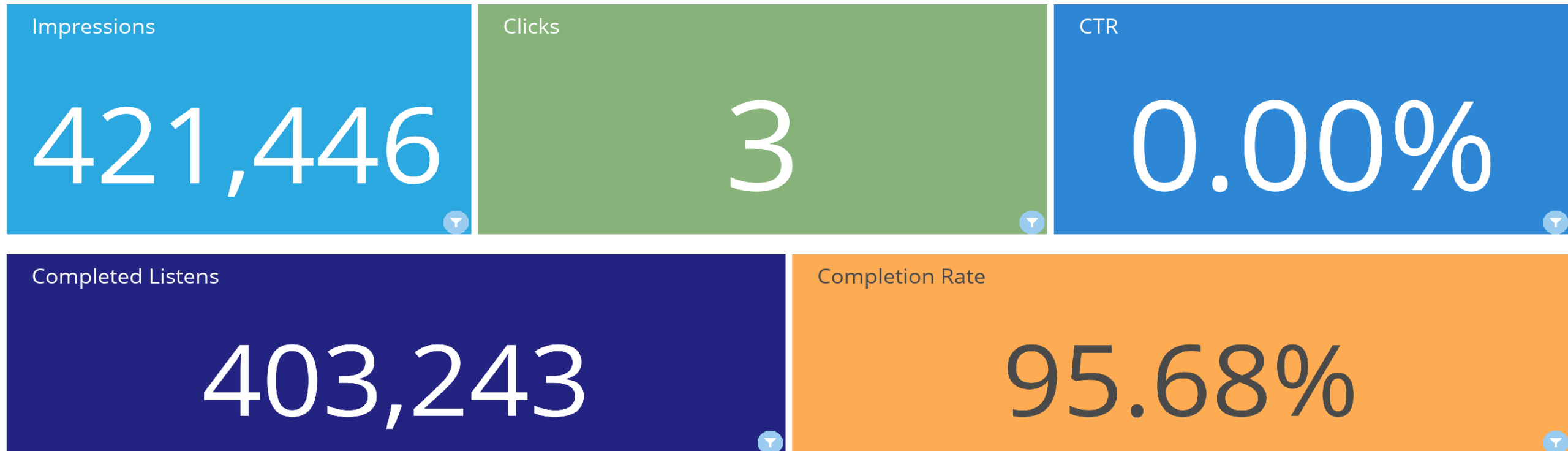




Streaming Audio



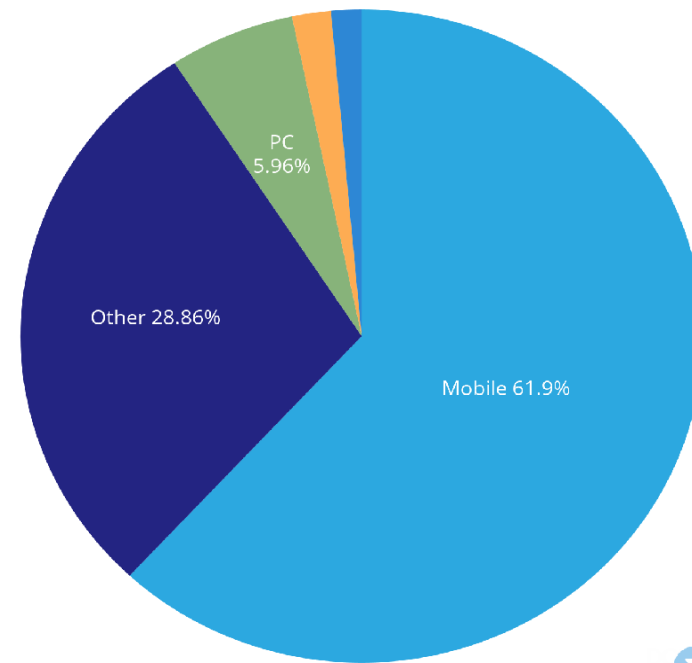
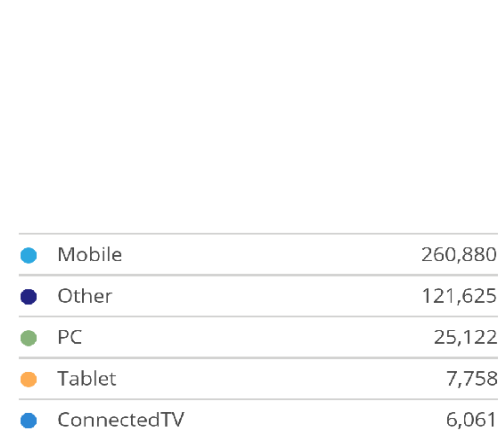
Executive Summary



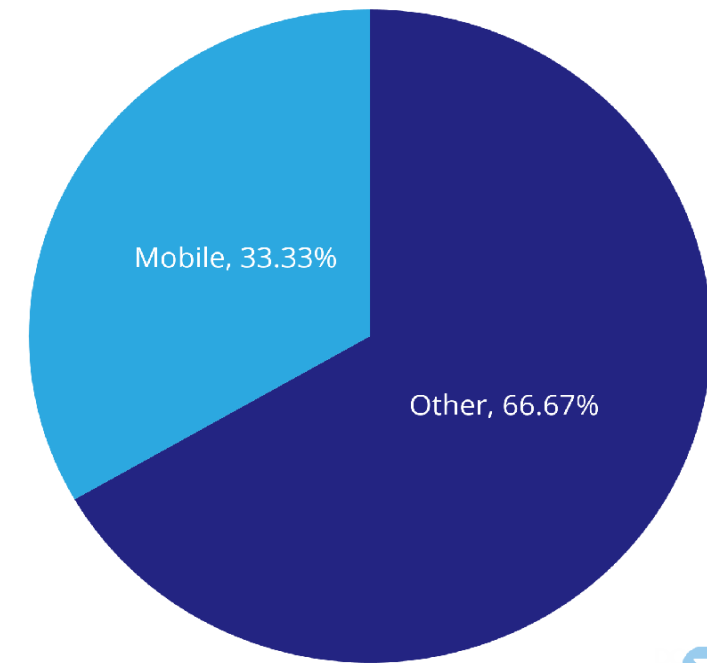
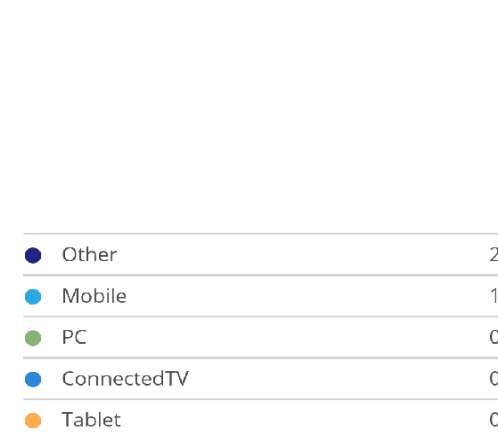


Streaming Audio – Device Overview

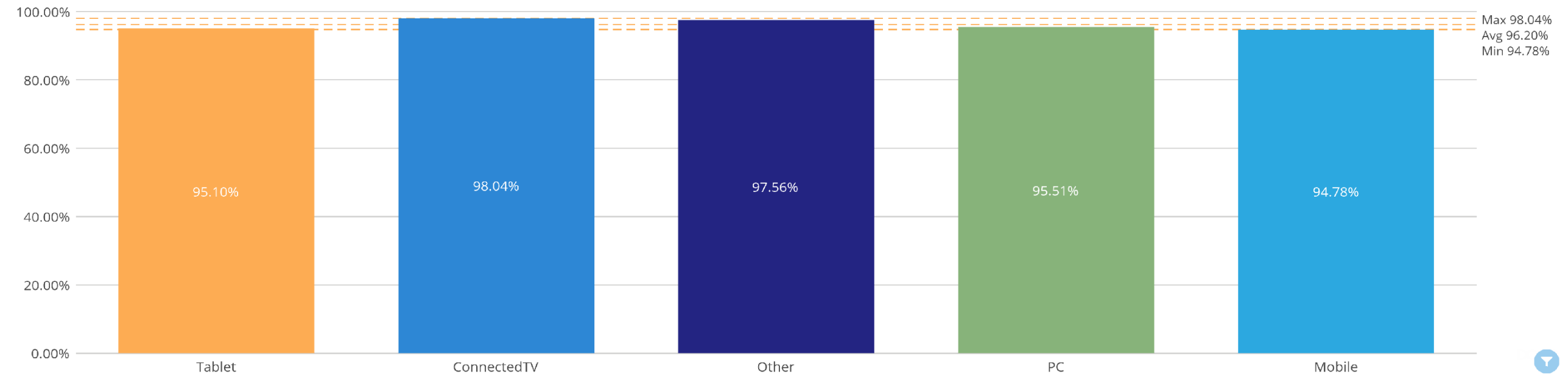
Impressions by Device



Clicks by Device



Completion Rate by Device





Programmatic Display

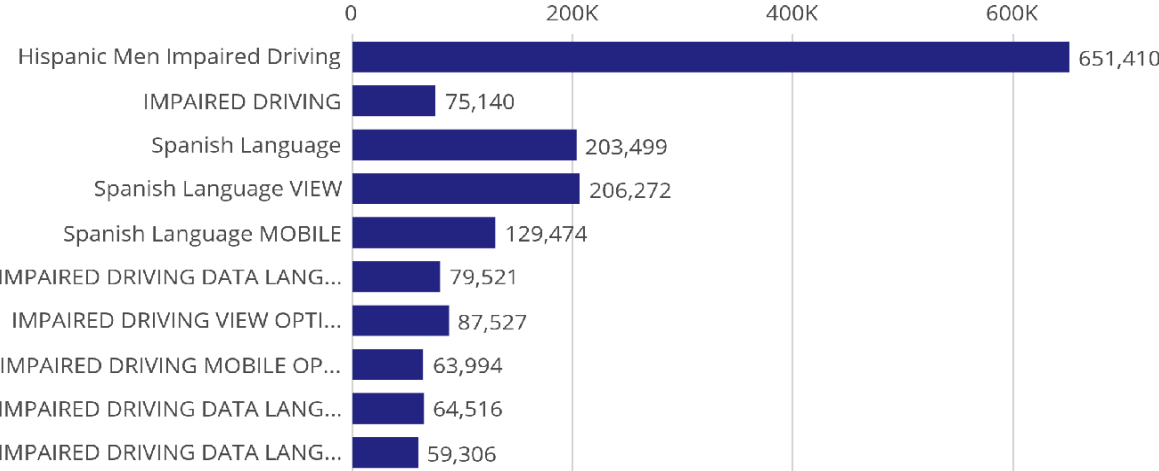
Executive Summary



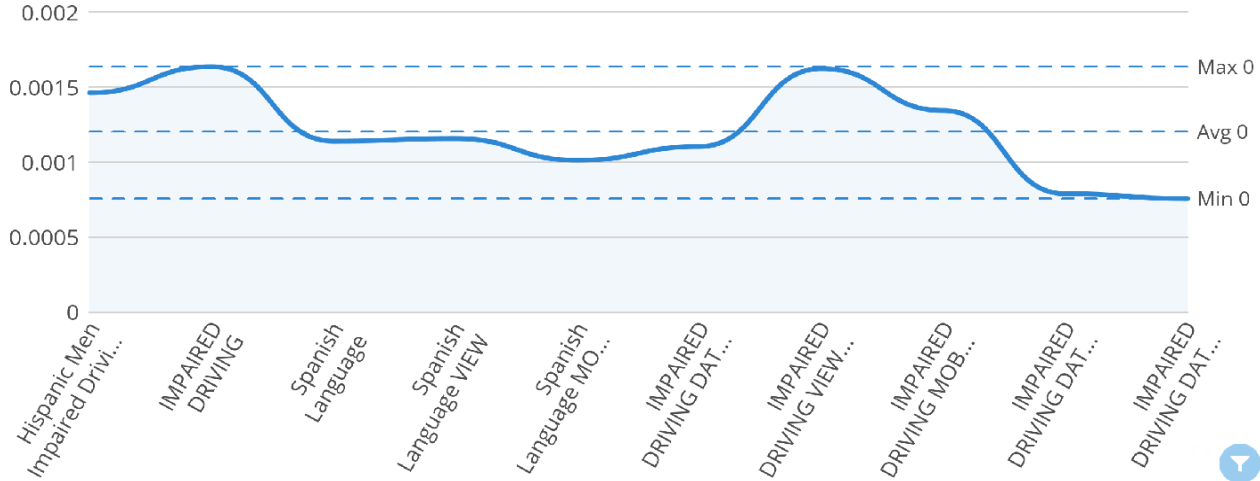


Programmatic Display Placement Overview

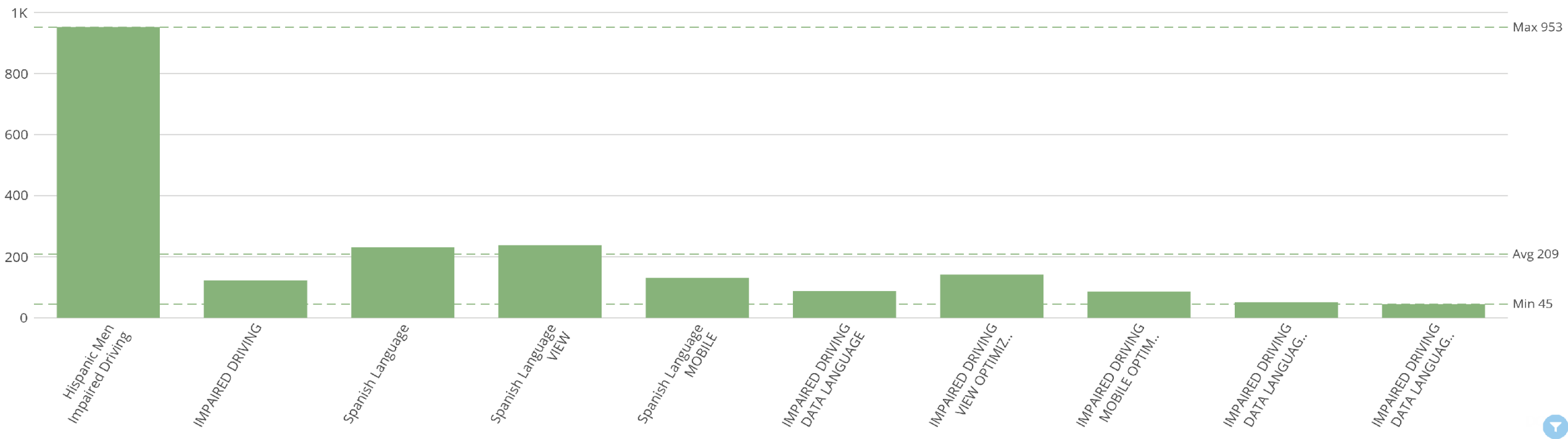
Impression Delivery by Placement



CTR x Placement



Clicks by Placement



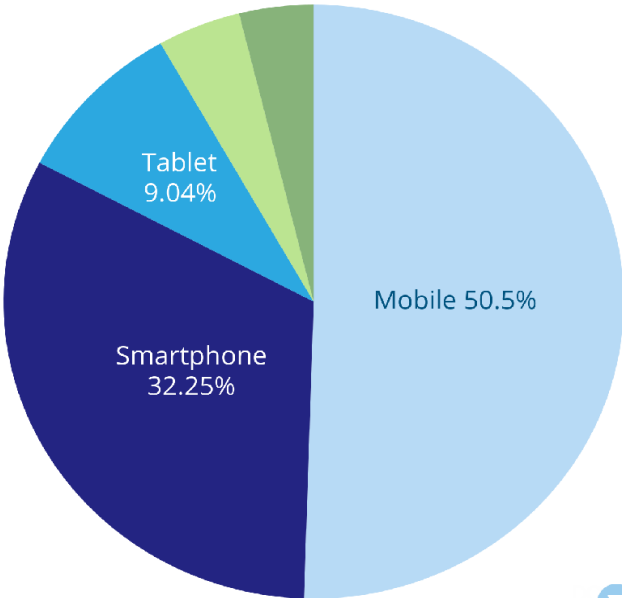


Programmatic Display

Device Overview

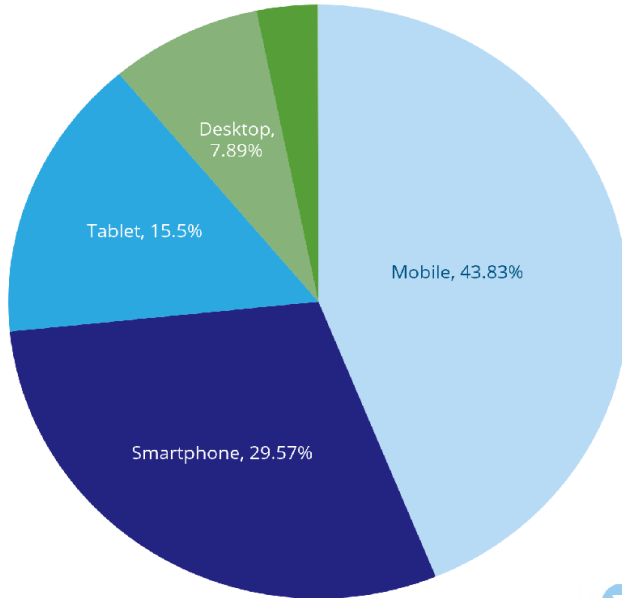
Impressions by Device

Mobile	818,441
Smartphone	522,618
Tablet	146,446
PC	70,501
Desktop	62,501
Other	109
Unknown platform	41
Connected TV	1
ConnectedTV	0

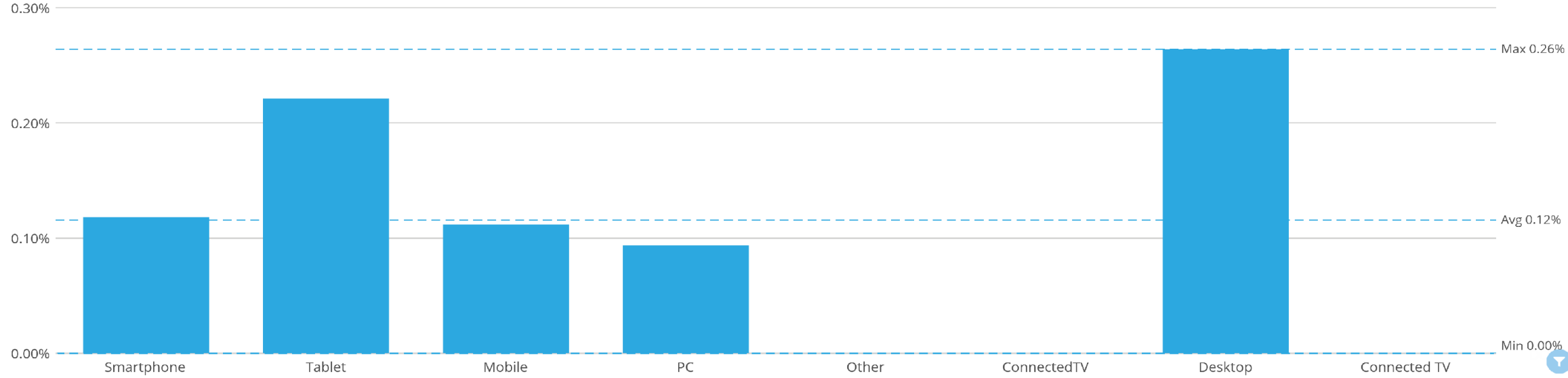


Clicks by Device

Mobile	916
Smartphone	618
Tablet	324
Desktop	165
PC	66
Unknown platform	1
Connected TV	0
ConnectedTV	0
Other	0



CTR by Device





Programmatic Display

Creative Performance

Creative	Creative Pixel Size	Impressions	Clicks	CTR
HSO-0303-Impaired-Banner-320x50-R1.jpg t	320x50	556,219	631	0.11%
HSO-0284-320x50	320x50	444,419	552	0.12%
HSO-0291 Impaired Digital Banners 320x50.jpg t	320x50	122,367	164	0.13%
HSO-0303-Impaired-Banner-300x250-R1.jpg t	300x250	104,438	89	0.09%
HSO-0284-300x250	300x250	103,095	106	0.10%
HSO-0284-728x90	728x90	85,482	223	0.26%
HSO-0303 Impaired Banner 728x90 R1.jpg t	728x90	73,235	108	0.15%
HSO-0291 Impaired Digital Banners 300x250.jpg t	300x250	41,637	36	0.09%
HSO-0291 Impaired Digital Banners 728x90.jpg t	728x90	37,467	63	0.17%
HSO-0284-160x600	160x600	9,780	38	0.39%
HSO-0284-300x600	300x600	8,634	34	0.39%
HSO-0303-Impaired-Banner-160x600-R1.jpg t	160x600	8,492	6	0.07%
HSO-0291 Impaired Digital Banners 160x600.jpg t	160x600	7,598	11	0.14%
HSO-0303-Impaired-Banner-300x600-R1.jpg t	300x600	7,368	16	0.22%
HSO-0291 Impaired Digital Banners 300x600.jpg t	300x600	5,933	13	0.22%
HSO-0303-Impaired-Banner-320x150-R1.jpg t	320x150	3,848	0	0.00%
HSO-0303-Impaired-Banner-320x150-R1.jpg	320x150	458	0	0.00%
HSO-0303 Impaired Banner 970x250.jpg	970x250	189	0	0.00%

Programmatic Display

TEMAS Convocatoria Cádiz - Barça // Límite Salarial Barça // Lío Barça-Atleti // Bernardo Silva // Jordi Alba // Alcaraz - Tiafoe // Vuelta España hoy // GP Italia F1 // España Eurobasket

SUSCRIPCIÓN EDICIÓN US

SPORT BARÇA REAL MADRID FÚTBOL MOTOR +DEPORTES SPORT TV ACTUALIDAD FDJ

DIRECTOS (••) INICIAR SESIÓN

REAL MADRID > Última hora | Plantilla | Fichajes | Vídeos Real Madrid | Galerías Real Madrid

Calendario	GIR 1	RAY 0	ESP 0	CAD 0	ATM 0	Calendario	LPA 1	Calendario	BRE 0	Calendario	LNS 1
Clasificación	VLL 1	VAL 0	SEV 0	FCB 0	CEL 0	Clasificación	LEG 0	Clasificación	FCA 1	Clasificación	TRO 0

My RECOMPENSAS

Ganá dinero por compartir tus opiniones

INSCRÍBETE



https://www.sport.es/es/real-madrid/

¡DISFRUTA LA DIVERSIÓN DEL VERANO! VOLVIENDO SEGURO A CASA. SI TOMAS, NO MANEJES.

APRENDE MÁS



Menú metro

Pierluisi pide que se llegue a un punto medio en controversia sobre aumento en el precio del café



https://www.metro.pr/noticias/2022/09/09/pierluisi-pide-que-se-llegue-a-un-p...

¡DISFRUTA LA DIVERSIÓN DEL VERANO! VOLVIENDO SEGURO A CASA. SI TOMAS, NO MANEJES.

APRENDE MÁS

98.4" Contemporary...

Shop now

Arya Sleeper...

Shop now

Porter Sleeper...

Shop now

ROVE



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Out-of-Home

Digital Bulletins



Hartford 327A: I-91 S/O Jennings Rd



New Haven 1207BA: I-95 N/O Kimberly Ave



New Britain 1257A: I-84 E/O Rt 72



Stratford 1418A: I-95 N/O Exit 30



Norwich 1409: Rt 2 & 12 @ Viaduct Rd



Waterbury 912A: I-84 E/O Rt 8



Bridgeport 7070: Rt 8/25 @ Housatonic Ave



New Britain 125: I-84 near Exit 36



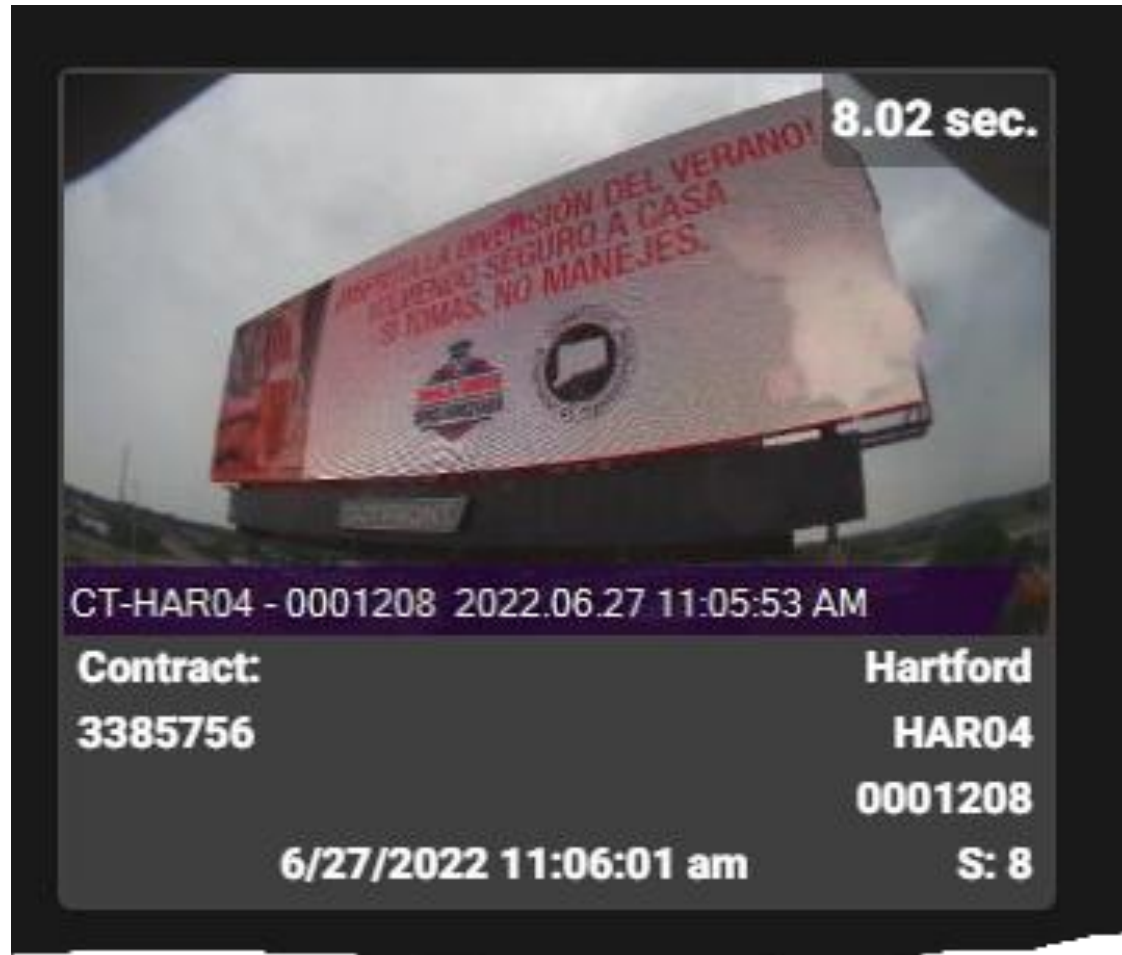
Meriden 1252BA: I-691 W/O State St



Hartford 328A: I-91 S/O Jennings Rd



New Haven 1208A: I-95 N/O Kimberly Ave



Waterbury 1263A: I-84 W/O Austin Rd





Budget Summary

TV	\$ 38,000
Streaming Video	\$ 9,600
Radio	\$ 22,500
Streaming Audio	\$ 8,513
Digital Display	\$ 7,858
OOH	\$ 50,776
Account Management/Creative	\$ 12,753
Total	\$150,000



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CT Department of Transportation Highway Safety Office

Occupant Protection Campaign

Final Campaign Report | 2022





Campaign Overview

Flight Dates

- November 22 – December 5, 2021
- May 9 – June 5, 2022

Targeting

- Hispanic Adults 18-34, male skew

Media

- Broadcast TV
- Broadcast Radio
- Streaming Audio
- Digital Display
- Outdoor Digital Bulletins

TV

- WRDM-TV (Telemundo)
- WUTH-TV (Unimas)
- WUVN-TV (Univision)

Radio

- WCUM-AM
- WMRQ-2
- WNEZ-AM

Digital Display

- Programmatic Display

Streaming Video

- YouTube

Streaming Audio

- Pandora, Spotify, iHeart, Reach, Triton, etc



Campaign Overview

Out-of-Home (OOH)

Digital Bulletins

- Hartford 327: I-91 S/O Jennings Rd
- New Haven 1207A: I-95 N/O Kimberly Ave
- Waterbury 1269A: I-84 W/O Scott Rd
- Stratford 1417A: I-95 N/O Exit 30
- Hartford 328A: I-91 S/O Jennings Rd
- Meriden 1252BA: I-691 S/O State St

Posters

- New Haven 165PO: Union Av S/O Spring St
- New Haven 202PO: I-91 S/O Middletown Ave
- New Haven 264PO: Whalley & Winthrop Ave
- New Haven 300PO: Dixwell Av N/O Bassett St
- Waterbury 671PO: Meriden Rd & National St
- Waterbury 687PO: Wolcott St E/O East Main
- Waterbury 734PO: Riverside St S/O Bank St
- Waterbury 749PO: Bank & West Liberty St
- Waterbury 762PO: Watertown Ave S/O Falls Ave
- New London 768PO: Hempstead St W/O Broad St
- New London 775PO: Truman St N/O Hempstead

Posters

- Waterbury 804PO: Freight St W/O Meadow St
- Waterbury 824PO: Lakewood Rd W/O Wolcott Rd
- Meriden 840PO: West Main St S/O Smithfield
- Meriden 855PO: Chamberlain Hwy N/O Kensington Rd
- Meriden 865PO: Old Colony Rd & Hall St
- Meriden 884PO: Berlin Tpk N/O North Broad
- New Britain 919PO: West Main St E/O Plainville Townline
- New Britain 952PO: Washington Ave & Columbus Blvd
- New Britain 971PO: Allen St E/O Clayton



Media Calendar

MEDIUM	ESTIMATED IMPRESSIONS/ SPOTS	2021									2022								
		NOVEMBER					DECEMBER				MAY					JUNE			
		1	8	15	22	29	6	13	20	25	2	9	16	23	30	6	13	20	
TV																			
WRMD-TV (Telmundo)	86,551				█									█					
WLVN-TV (Univision)	109,300				█									█					
WUTH-TV (Unimas)	34,000				█									█					
RADIO																			
WLAT 101.7FM & 910AM	118													█					
WMRQ-F2 (Various)	139				█									█					
WNEZ 105.3FM & 1230AM	129				█									█					
WCUM 1450AM	265				█									█					
STREAMING VIDEO																			
Electric Symphony (YouTube)	120,817				█														
STREAMING AUDIO																			
Electric Symphony (TBD, ex. Pandora, Spotify, iHeart, Reach, Triton, etc)	333,333				█									█					
DIGITAL DISPLAY																			
Electric Symphony Programmatic Digital Display	886,363				█									█					
OUT OF HOME (OOH)																			
Digital Bulletins																			
Hartford 327A: I-91 S/O Jennings Rd E/S F/N					█														
New Haven 1207A: I-95 N/O Kimberly Ave W/S F/S					█									█					
Waterbury 1269A: I-84 W/O Scott Rd F/E					█														
Stratford 1417A: I-95 N/O Exit 30 W/S F/S					█														
Hartford 328A: I-91 S/O Jennings Rd E/S F/S														█					
Meriden 1252BA: I-691 100 ft W/O State St N/S F/E														█					
Posters																			
New Haven 165PO: Union Av 25 ft S/O Spring St E/S F/S														█					
New Haven 202PO: I-91 0.4 mi S/O Middletown Ave W/S F/S														█					
New Haven 264PO: Whalley Ave 10 ft & Winthrop Ave (Roof) E/S F/W														█					
New Haven 300PO: Dixwell Av 100 ft N/O Bassett St W/S F/N														█					
Waterbury 671PO: Meriden Rd & National St N/S F/E														█					



Delivery Overview

MEDIUM	PLANNED IMPRESSIONS/SPOTS	DELIVERED IMPRESSIONS/SPOTS	% Delivered
Digital Bulletins	4,806,893	5,243,403	109.1%
Posters	6,379,156	7,828,083	122.7%
Programmatic Display	886,363	946,931	106.8%
Radio	651	651	100.0%
Streaming Audio	333,333	340,442	102.1%
Streaming Video	120,817	120,817	100.0%
TV	229,851	229,851	100.0%
Grand Total	12,757,064	14,710,178	115.3%



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Broadcast





TV



Reach	Frequency	Impressions
73,216	4.6	229,851

Radio



Stations not rated



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Digital

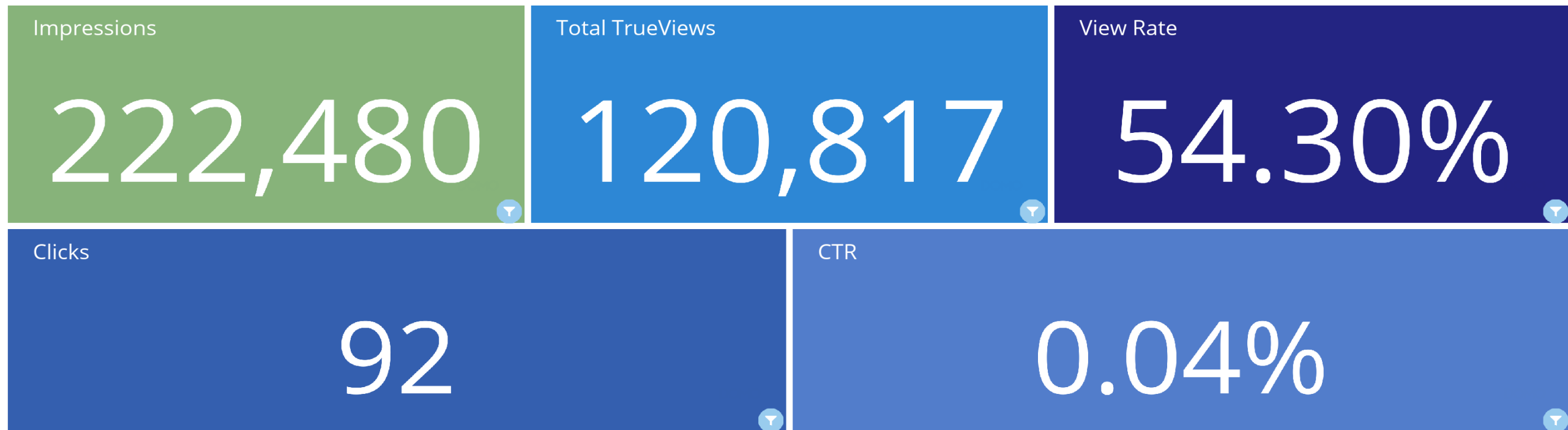




Streaming Video



Executive Summary

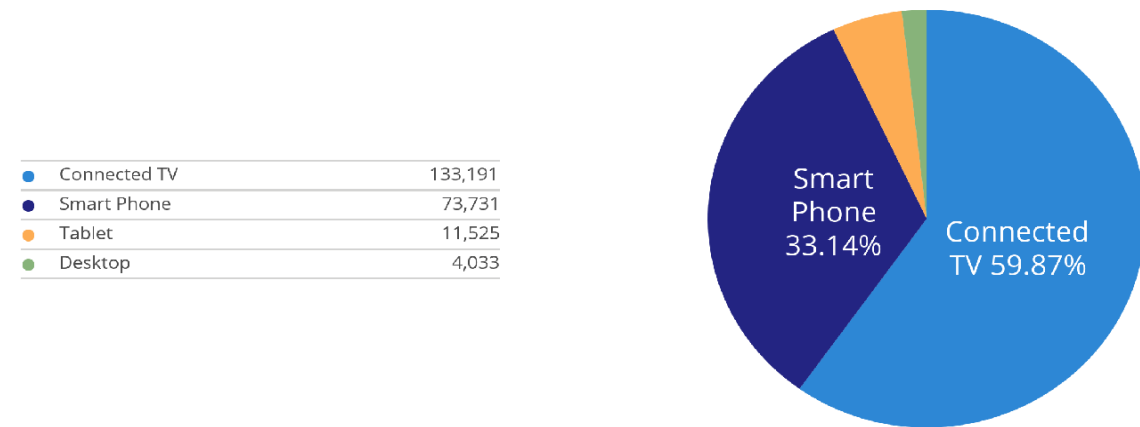


Streaming Video

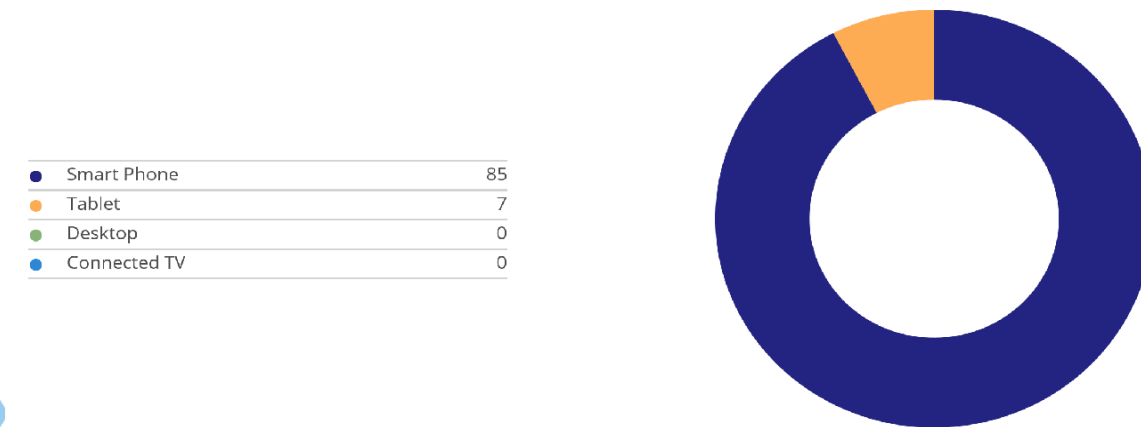
Device Overview



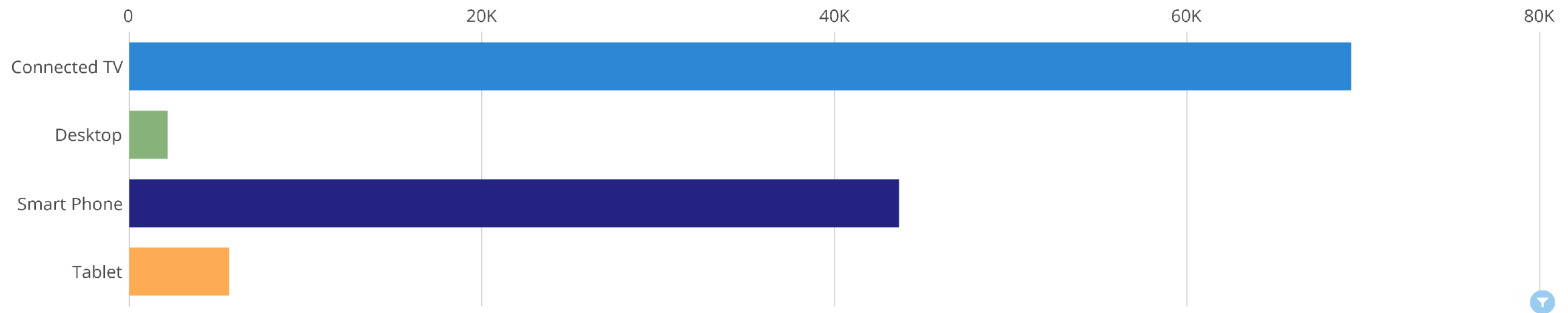
Impressions by Device



Clicks by Device



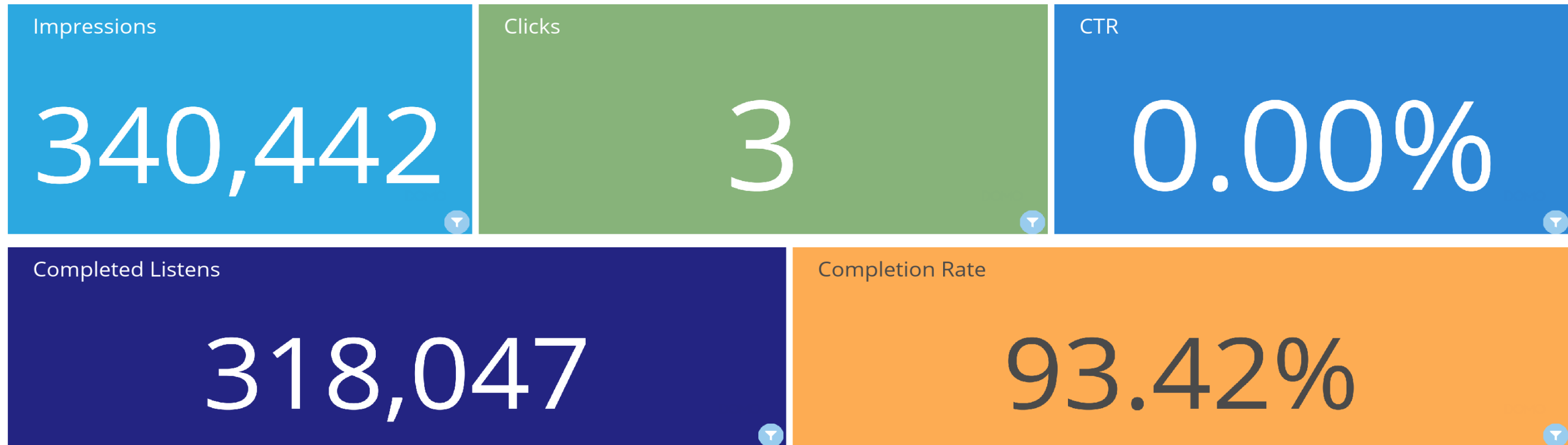
TrueViews by Device



Streaming Audio



Executive Summary

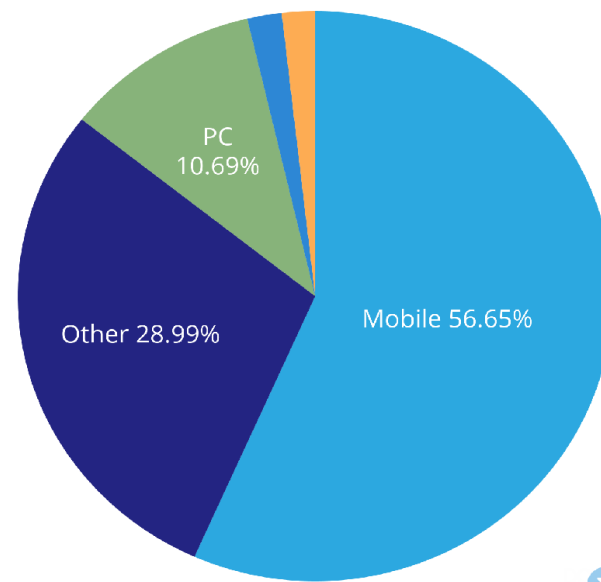
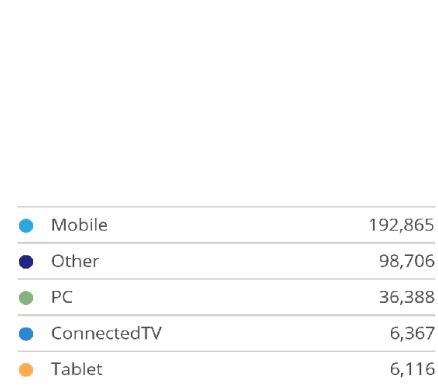




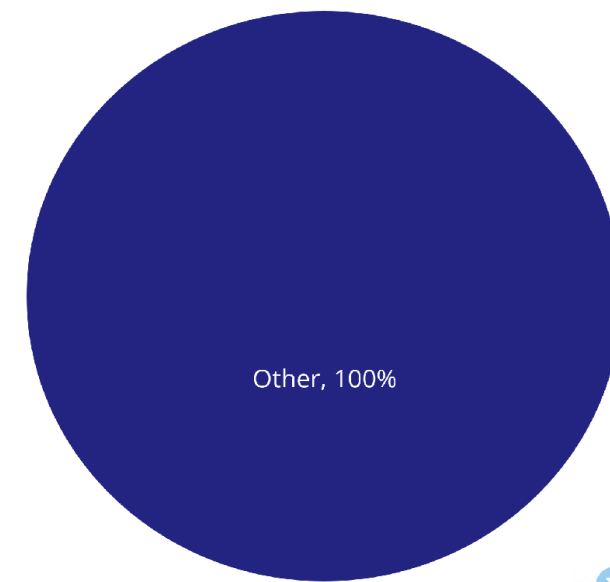
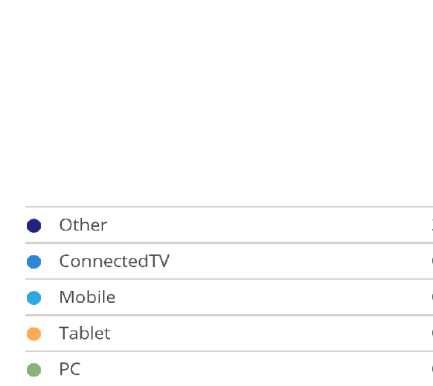
Streaming Audio

Device Overview

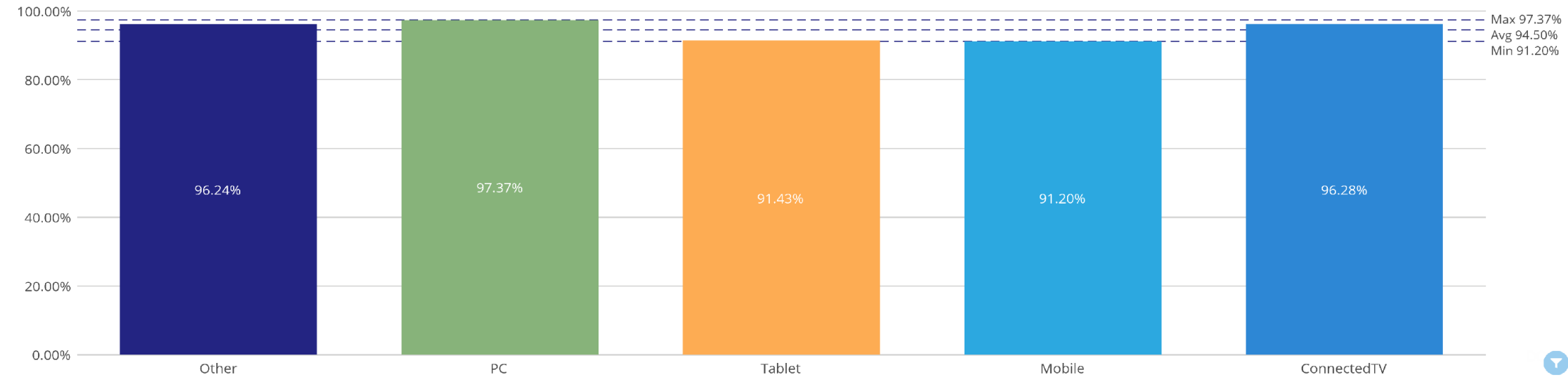
Impressions by Device



Clicks by Device



Completion Rate by Device





Display

Executive Summary



Creative Performance

Creative	Creative Pixel Size	Impressions	Clicks	CTR
HSO-0290---Occupant-Protection-320x50.jpg t	320x50	517,969	494	0.10%
Hispanic Men 18-34 Occupant	320x50	218,493	208	0.10%
HSO-0290---Occupant-Protection-728x90.jpg t	728x90	73,418	125	0.17%
Hispanic Men 18-34 Occupant	300x250	49,089	45	0.09%
Hispanic Men 18-34 Occupant	728x90	41,121	80	0.19%
HSO-0290---Occupant-Protection-300x250.jpg t	300x250	28,879	28	0.10%
Hispanic Men 18-34 Occupant	160x600	7,738	11	0.14%
Hispanic Men 18-34 Occupant	300x600	5,553	15	0.27%
HSO-0290---Occupant-Protection-160x600.jpg t	160x600	2,485	0	0.00%
HSO-0290---Occupant-Protection-300x600.jpg t	300x600	2,186	0	0.00%

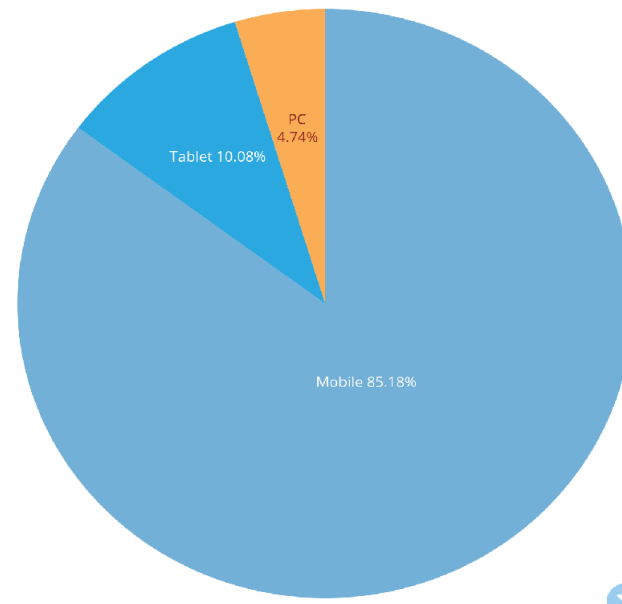
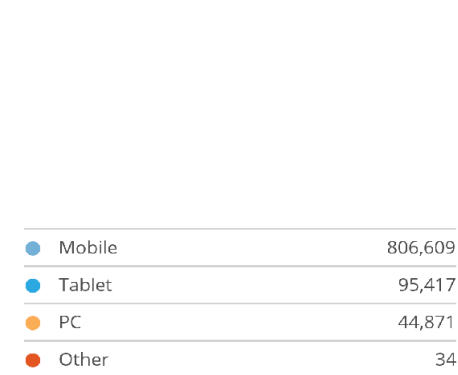




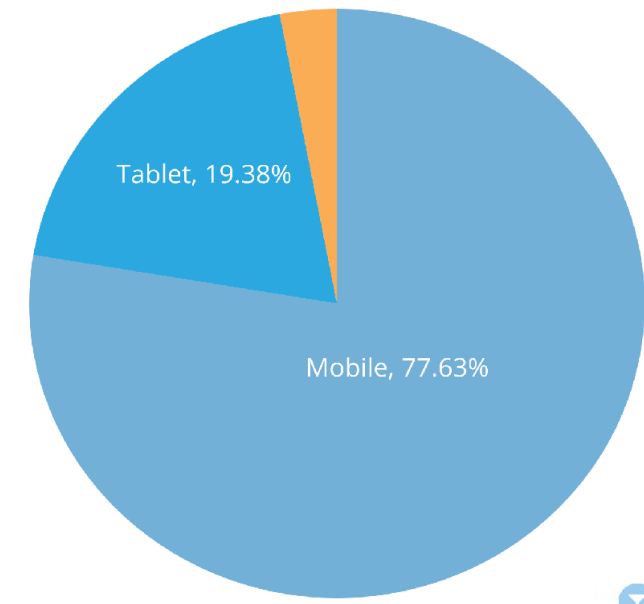
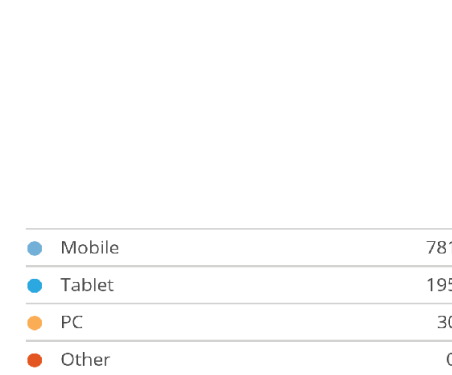
Display

Device Overview

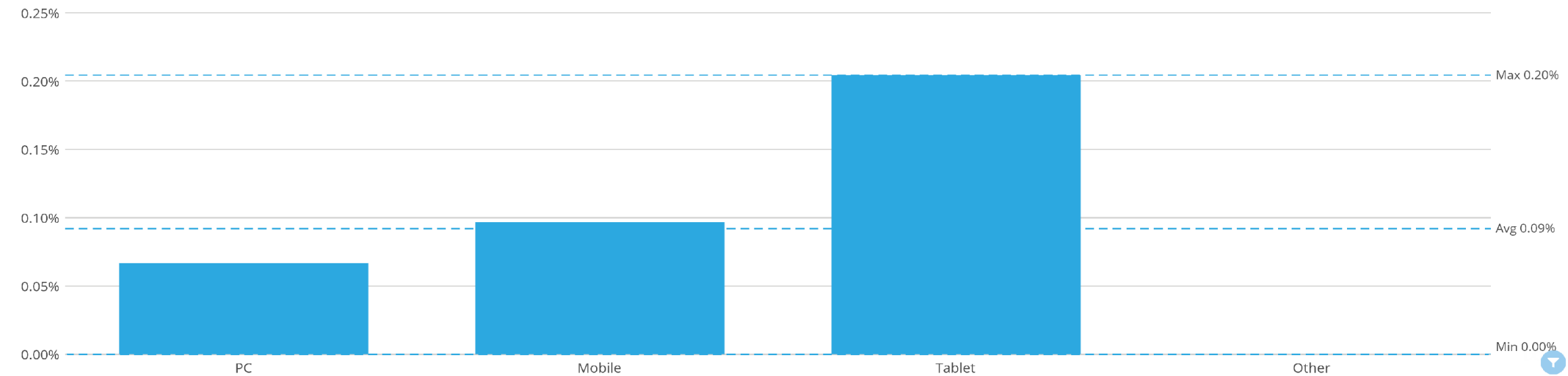
Impressions by Device



Clicks by Device



CTR by Device





Display

ES UN CLICK. SALVA VIDAS.

MARKETS: DOW +96.54 (+0.27%), S&P 500 +10.67 (+0.23%), NASDAQ +26.51 (+0.17%)

FEATURED: The US economy in 12 charts

LATEST: McDonald's claws back \$105 million from fired CEO Steve Easterbrook

ES UN CLICK. SALVA VIDAS.

Suscribirse Crear cuenta Iniciar sesión

MUNDO HISPÁNICO

Hoy - Entretenimiento - Deportes - Salud - Mundo Casa - Clima - Dinero - Motor - Tecnología - Sabor - Mami - Clasificados - Awards

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TELEMUNDO PUERTO RICO

TELENOTICIAS VIDEOS EL TIEMPO DEPORTES RESPONDE PROGRAMAS

¿Estás frustrado con tus números de A1C?

Inicio - Entretenimiento - 'Viajero del tiempo' hace terrible predicción para el 25 de diciembre del 2021

'Viajero del tiempo' hace terrible predicción para el 25 de diciembre del 2021

Viajero tiempo predicción diciembre: Un viajero del tiempo afirma que un acontecimiento importante sucederá el 25 de diciembre

Por Andrea Ruiz | Diciembre 5, 2021 - 02:26 PM

TELENOTICIAS Ver todos

ERTO RICO - HACE 1 HORA: Confronto entre agentes y embros de la UIA

MARJORIE RAMIREZ - HACE 14 HORAS: Combaten intenso fuego cerca de la casa alcaldía de Toa Baja

FRENTE A FRENTE - HACE 18 HORAS: Frente a Frente con Manuel Calderón y Eddie Charbonier

88° ESTA NOCHE 75° MAÑANA

Parcialmente nublado 0% Precip 92°

Ver pronóstico completo



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Out-of-Home

Digital Bulletins & Posters



Hartford 327A: I-91 S/O Jennings Rd



New Haven 1207A: I-95 N/O Kimberly Ave



Waterbury 1269A: I-84 W/O Scott Rd



Stratford 1417A: I-95 N/O Exit 30





New Haven 1207A: I-95 N/O Kimberly Ave

Meriden 1252BA: I-691 S/O State St

Hartford 328A: I-91 S/O Jennings Rd

 <p>8.02 sec.</p> <p>CT-HAR03 - 0001207 2022.05.09 7:46:52 AM</p> <p>Contract: 3385721</p> <p>Hartford HAR03</p> <p>0001207</p> <p>5/9/2022 7:46:59 am S: 4</p>	 <p>8.02 sec.</p> <p>CT-HAR26 - 001252B 2022.05.09 7:46:41 AM</p> <p>Contract: 3385721</p> <p>Hartford HAR26</p> <p>001252B</p> <p>5/9/2022 7:46:49 am S: 8</p>	 <p>8.00 sec.</p> <p>CT-HAR10 - 0000328 2022.05.09 7:46:39 AM</p> <p>Contract: 3385721</p> <p>Hartford HAR10</p> <p>0000328</p> <p>5/9/2022 7:46:46 am S: 6</p>
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New Haven 165PO: Union Ave S/O Spring St

New Haven 202PO: I-91 S/O Middletown Ave

New Haven 264PO: Whalley & Winthrop Aves

New Haven 300PO: Dixwell Av N/O Bassett St



Waterbury 671PO: Meriden Rd & National St

Waterbury 687PO: Wolcott St E/O East Main St

Waterbury 734PO: Riverside St S/O Bank St



Waterbury 749PO: Bank St & West Liberty St

Waterbury 762PO: Watertown Ave S/O Falls Ave



New London 768PO: Hempstead St W/O Broad St

New London 775PO: Truman St N/O Hempstead



Waterbury 804PO: Freight St W/O Meadow St

Waterbury 824PO: Lakewood Rd W/O Wolcott Rd



Meriden 840PO: West Main St S/O Smithfield N/S

Meriden 855PO: Chamberlain Hwy N/O Kensington Rd



Meriden 865PO: Old Colony Rd & Hall St

Meriden 884PO: Berlin Tpk N/O North Broad St



New Britain 919PO: West Main St E/O Plainville Townline

New Britain 952PO: Washington Ave & Columbus Blvd

New Britain 971PO: Allen St E/O Clayton





Budget Summary

TV	\$ 28,335
• WRDM-TV (Telemundo)	
• WUTH-TV (Unimas)	
• WUVN-TV (Univision)	
Radio	\$ 17,500
• WCUM-AM	
• WMRQ-2	
• WNEZ-AM	
Streaming Video	\$ 5,686
• YouTube	
Streaming Audio	\$ 7,059
• Pandora, Spotify, iHeart, Reach, Triton, etc	
Programmatic Display	\$ 5,735
• Display	
Out-of-Home	\$ 33,753
• Digital Bulletins	
• Posters	
Account Management	\$ 1,932
Total	\$100,000



CT Children's – Where's Baby

Post Buy Report

May 2022 – August 2022

Traditional & Streaming Radio

Traditional Radio

Flight Dates: Weeks of 5/16, 5/30, 6/13, 6/27, 7/11

Schedule Delivery

Total Spots	795
Impressions	846,000
Demo	A25-49
Reach	48.8%
Frequency	4.0x

Streaming Radio & Podcasts

Flight Dates: Weeks of 5/9, 5/16, 5/30, 6/6, 6/20, 6/27, 7/11, 7/18

Schedule Delivery

Impressions	324,500
Demo	Parents of kids under age 10 in CT

Digital Sponsorships

Publisher: Mommy Poppins

Flight Dates: Weeks of 5/9 – 5/29, 6/13 – 7/3, 7/18 – 7/31

Social Post Delivery

Total Pageviews 825,000
Total Engagements 2,658
Total Shares 498

Online Display Delivery

Total Impressions 433,000
Total Clicks 16
CTR% 0.04%

Mommy Poppins Connecticut with Safe Kids Connecticut.
Paid Partnership

Believe it or not, 56% of heat stroke deaths occur because a caregiver forgot the child in the car. Take a look at these tips to help ensure this preventable tragedy doesn't happen to your family: bit.ly/WheresBaby
#WheresBaby

HOT CAR DEATHS
ARE A FAILURE OF
MEMORY NOT OF LOVE
THAT CAN HAPPEN
TO ANYONE

443

Share

mommypoppins
@mommypoppins

Believe it or not, 56% of heat stroke deaths occur because a caregiver forgot the child in the car. Take a look at these tips to help ensure this preventable tragedy doesn't happen to your family:
bit.ly/WheresBaby
#WheresBaby #spon

MOMMY POPPINS MAKE YOUR DAY

Connecticut Calendar Connecticut Guide Things To Do Camps & Classes Parties & Holidays Family Travel

Wild & Wonderful Spring

Share stories of perseverance and community with your preschooler!

BUY NOW!

PEACHY KEE HOLIDAY HOME

Baby

Hot Car Deaths Are a Failure of Memory Not of Love That Can Happen to Anyone

Digital Sponsorships

Publisher: Out and About Mom

Flight Dates: 5/2 – 7/31

Social Post Delivery

Total Pageviews	216,000
Total Engagements	156
Total Shares	31

Online Display Delivery

Total Impressions	323,000
Total Clicks	12
CTR%	0.04%

Out and About Mom
July 12 · 🌐

An important message from our sponsor partner, the Connecticut DOT.
Vehicles heat up quickly. Did you know a vehicle can heat up 20 degrees in 10 minutes? Look before you lock. For summer safety tips, follow this link: http://www.wheresbaby.org/?utm_source=outaboutmom...

OUT and ABOUT MOM *Connecticut*
SCOUTING YOUR CT OUTING

HOME ABOUT US CONTACT US ADVERTISING POLICIES

START HERE PLACES WE'VE BEEN BIRTHDAY PARTIES INDOOR FUN DAILY GUIDES EXTRAS

CONTACT US

Do you have ideas on places we should go or questions about places we have been? Let us know!

General Questions - OutAndAboutMom@gmail.com

Are you considering sponsorship of Out and About Mom? We'd be thrilled to give you

OUR PREMIUM SPONSORS

Approved
We've bought that. We've used it. We've loved it. And we think you will too!
Click to shop our NEW Amazon Store!

HOT CAR DEATHS HAPPEN TO CHILDREN OF THE MOST LOVING CARING PROTECTING PARENTS
LEARN MORE

CONNECTICUT CHILDREN'S
Yale New Haven Health
Yale New Haven Children's Hospital

SAFE KIDS WORLDWIDE

BEFORE YOU LOCK

Learn more

Like Comment Share

Out of Home (OOH) – Grocery Stores

Schedule Delivery

Flight Dates:	5/16 – 7/17
Unit:	5' x 2' Standing Banner
Total Locations	23
Total Paid Impressions:	3,312,000
Total Bonus Impressions:	1,656,000
Total Impressions:	4,968,000

Towns Included: Bridgeport, Hartford, New Britain, Meriden, Danbury, New Haven, Jewett City, Norwalk, Oakdale, Portland, Kent, East Lyme, Prospect.



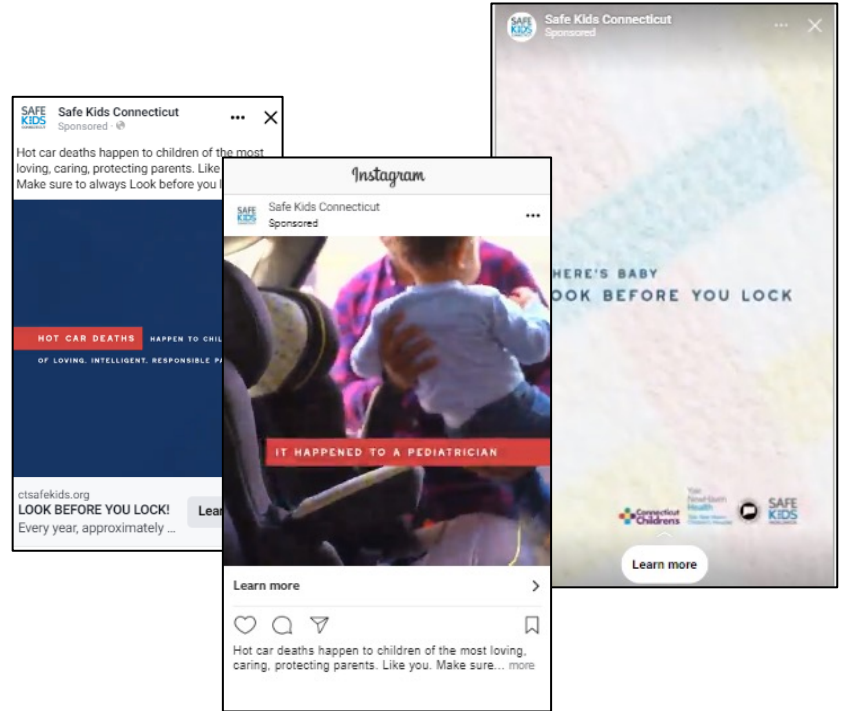
Sponsored Social Ad Performance

Platform: Facebook / Instagram

Flight Dates: 5/2 – 7/31

Schedule Delivery

Total Impressions:	332,995
Reach:	53,584
Frequency:	6.20x
Clicks:	2,979
Video Plays:	329,846
Video Completions:	137,490
Average Video View Time:	00:13 Seconds
Post Engagements:	296,831
Social Engagement %:	554%



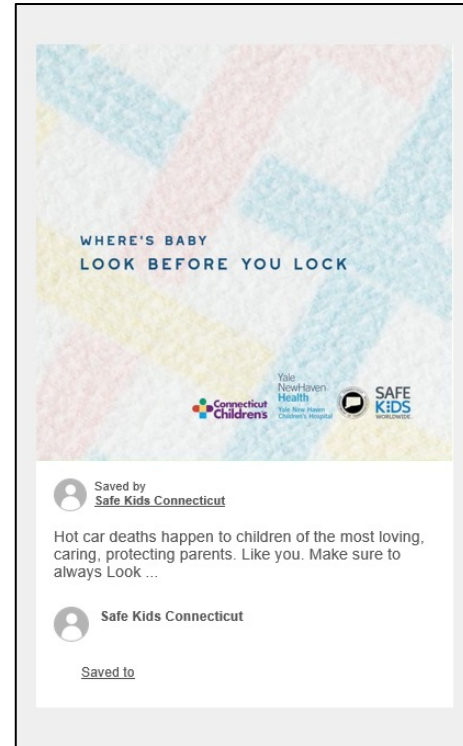
Sponsored Social Ad Performance

Platform: Pinterest

Flight Dates: 5/2 – 6/15

Schedule Delivery

Total Impressions:	48,276
Reach:	34,330
Frequency:	1.40x
Pin Clicks:	193
Engagements:	233
Social Engagement %:	.68%





CT Department of Transportation
Distracted Driving
FY 2022 Post Buy Report

October 2021 – September 2022

Statewide Cable

Flight Dates: Weeks of 10/4, 10/11, 10/18, 1/31, 2/7, 2/14, 4/4, 4/11, 4/18, 8/8, 8/15, 8/22 (12 weeks)

Schedule Delivery

Total Spots	3,446
Total GRPs	1246
Impressions	5,491,000
Demo	A18-54
Reach	87%
Frequency	14x

Sample Networks

CNN	BET	MTV
ESPN	E!	USA
ESPN2	FX	Discovery
Golf	MNBC	Food
MLB	CNBC	YES

OTT Digital Video

Flight Dates: 2/1 – 3/27, 8/1 – 8/28 (8 weeks)

Schedule Delivery

Total Impressions	1,530,000
View Completion Rate (VCR)	99.48%
Frequency	3.1x

Top Content Providers

Food Network	AMC
HGTV	Crunchyroll
Crackle	ESPN
XUMO	TLC
Discovery	Pluto
FOX News	Tubi

Traditional & Streaming Radio

Traditional Radio

Flight Dates: 10/17 – 10/30, 4/17 – 4/30 (4 weeks)

Schedule Delivery

Total Spots	1,374
Total GRPs	183
Impressions	2,337,000
Demo	A18-54
Reach	68%
Frequency	2.7x

Streaming Radio

Flight Dates: 2/7 – 3/27, 8/1 – 8/28 (8 weeks)

Schedule Delivery

Impressions	1,699,998
Demo	Men 18-34

Out of Home (OOH) – Digital Billboards

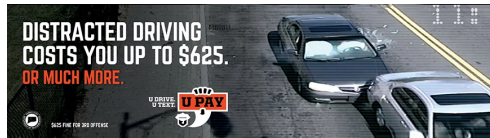
Flight Dates: 10/4 – 10/17, 4/4 – 4/24

Market Coverage

Hartford New London
New Haven Waterbury
Bridgeport

Schedule Delivery

Total Locations	10
Contract Impressions	4,722,860
Bonus Impressions	5,179,156
Total Impressions Delivered	456,296

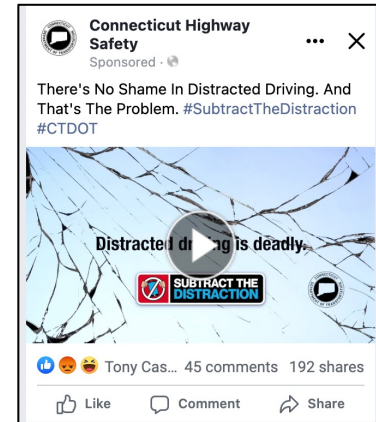
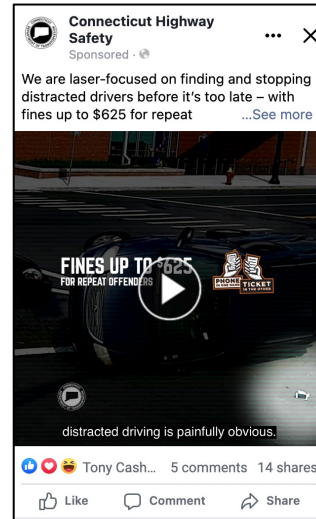


Social Ad Performance

Flight Dates: Enforcement: 9/27/2021 – 10/31/2021 & 3/28/2022 – 5/1/2022
Social Norming: 1/31/2022 – 3/27/2022 & 8/1/2022 – 8/28/2022

Schedule Delivery

Total Impressions:	3,052,439
Reach:	554,988
Frequency:	5.50x
Video Plays:	2,553,697
Video Completions:	52,204
Average Video View Time:	00:07 Seconds
Social Video Engagement %:	165%



Google TrueView Ads

Flight Dates: Enforcement: 9/27/2021 – 10/31/2021 & 3/28/2022 – 5/1/2022
Social Norming: 1/31/2022 – 3/27/2022 & 8/1/2022 - 8/28/2022

Schedule Delivery

Total Impressions:	2,028,660
Frequency:	3.2x
Video Plays:	511,219
Video Completions:	13.82%
Average Video View Time:	00:13 Seconds
Video Engagement %:	45.15%

Out of Home (OOH) – Gas Station Radio

Flight Dates: 10/7 – 10/31, 4/4 – 4/30 (8 weeks)

Schedule Delivery

Total Locations	125
Contract Impressions	252,000
Bonus Impressions	315,414
Total Impressions Delivered	567,414

CT DOT – Occupant Protection Fiscal Year 2022 Post Buy Report

November 2021 – September 2022

Statewide Cable

Flight Dates: May 16 – June 5 (3 weeks)

Schedule Delivery

Total Spots	948
Total GRPs	512
Impressions	1,366,000

Demo	Men 18-34
Reach	72.5%
Ave. Frequency	7.1x

Sample Networks

CNN	BET	MTV
ESPN	News 12	TNT
ESPN2	Fox News	FX
Golf	Fox Sports	Food
MLB	NESN	SNY
YES	MNBC	Comedy



OTT Digital Video

Flight Dates: 1/7-1/31, 5/2-5/15, 8/29-9/11 (8 weeks)

Schedule Delivery

Total Impressions	485,713
Total Hours Watched	4,119
View Completion Rate (VCR)	98.9%
Frequency	4.1x

Top 20 Content Providers

NBC News	AMC	Philo
Food Network	Crunchyroll	FX
HGTV	ESPN	Crackle
Discovery	Fox Sports	Tubi
FUBO	Travel Channel	CBS Sports
XUMO	TLC	BET
Paramount	Pluto	



Radio

Flight Dates: 11/22-11/28, 9/19-9/25 (2 weeks)

Schedule Delivery

Total Spots	554
Total GRPs	406
Impressions	1,750,200
Demo	A18-54
Reach	64%
Ave Frequency	6.3x

Station Mix

Station	Format	Market Coverage
WBMW	Adult Contemporary	New London
WCTY	Country	New London
WQGN	Top 40 Hits	New London
WDAQ	Hot Adult Contemporary	Danbury
WEZN	Adult Contemporary	Bridgeport/New Haven
WDRC	Classic Rock	Hartford/New Haven
WPLR	Classic Rock	Hartford/New Haven
WHCN	Classic Hits	Hartford/New Haven
WKCI	Top 40 Hits	Hartford/New Haven
WMRQ	Modern Rock	Hartford/New Haven
WRCH	Adult Contemporary	Hartford/New Haven
WTIC-AM	News/Talk	Hartford/New Haven
WTIC-FM	Hot Adult Contemporary	Hartford/New Haven
WUCS	Sports	Hartford/New Haven
WWYZ	Country	Hartford/New Haven
WZMX	Hip Hop/Rhythmic Contemporary	Hartford/New Haven

 iHeartMEDIA

 Audacy

 CONNOISSEUR MEDIA

Out of Home – Gas Station Radio

Flight Dates: weeks of 11/22, 5/16-6/5, 9/19-9/25 (5 weeks)

Schedule Delivery

Total Locations	122
Contract Plays	157,500
Bonus Plays	122,365
Total Plays	279,865

Social Ad Performance

Flight Dates: Enforcement: 11/22/2021 – 12/05/2021 & 5/16/2022 – 6/5/2022
Social Norming: 11/8/2021 – 11/21/2021 & 12/27/2021 – 1/23/2022
5/2/2022 – 5/15/2022 & 8/29/2022 – 9/25/2022

Schedule Delivery

Total Impressions:	2,096,774
Reach:	302,900
Frequency:	6.90x
Clicks:	5,866
Video Plays:	1,701,614
Video Completions:	17,827
Average Video View Time:	00:03 Seconds
Post Engagements:	171330
Social Engagement %:	57%

Google TrueView

Flight Dates: Enforcement: 11/22/2021 – 12/05/2021 & 5/16/2022 – 6/5/2022
Social Norming: 11/8/2021 – 11/21/2021 & 12/27/2021 – 1/23/2022
5/2/2022 – 5/15/2022 & 8/29/2022 – 9/25/2022

Schedule Delivery

Total Impressions:	3,091,607
Clicks:	8,913
Video Plays:	356,296
Video Completions:	56%
Average Video View Time:	00:15 Seconds
Video Engagement %:	68.5%

YOU CAN'T CHANGE THIS PROFILE PIC.

Drive drunk. Get arrested. Get the picture?



CT DOT – Impaired Driving FY 2022 Post Buy Report

Statewide Cable

Flight Dates: Weeks of 11/22, 12/13, 12/20, 12/27, 8/22, 8/29

Schedule Delivery

Total Spots	1,214
Total GRPs	470.1
Impressions	1,990,000
Demo	A18-49
Reach	90.4%
Frequency	5.2x

Sample Networks

CNN	BET	MTV
ESPN	E!	USA
ESPN2	FX	Discovery
Golf	MNBC	Food
MLB	CNBC	YES

OTT Digital Video

Flight Dates: Weeks of 11/29-1/2, 2/7, 3/14, 5/23, 6/27, 8/15-9/5

Schedule Delivery

Total Impressions	536,838
View Completion Rate (VCR)	95.7%
Frequency	3.1x

Top Performing Publishers

- Newsy
- Sling
- Direct TV Stream
- Xumo
- Pluto
- Samsung TV Plus
- Fubo
- Visio
- Tubi

Traditional & Streaming Radio

Traditional Radio

Flight Dates: Weeks of 2/7, 3/14, 5/23, 6/27

Schedule Delivery

Total Spots	780
Total GRPs	150.4
Impressions	840,000
Demo	A18-54
Reach	51%
Frequency	3x

Streaming Radio

Flight Dates: Weeks of 12/13-1/2, 2/7, 3/14, 5/23, 6/27, 8/15-9/5

Schedule Delivery

Impressions	1,282,135
Demo	A21-44

Out of Home (OOH) – Digital Billboards

Flight Dates:

Weeks of 11/29, 12/20, 12/27, 8/22, 8/29

Schedule Delivery

Total Locations	11
Contract Impressions	2,600,889
Bonus Impressions	550,505 (+21%)
Total Impressions Delivered	3,151,394

Market Coverage

Hartford	New London
New Haven	Waterbury
Bridgeport	

Out of Home (OOH) – Bar Posters

Flight Dates: 12/13/2021 – 1/9/2022

Schedule Delivery

Total Locations 45
Unit 16" x 20" Poster



Out of Home (OOH) – Bar Posters

Location List

	Location Name	Address	City	ST	Zip	County
1	Penny Lane Pub	150 Main St	Old Saybrook	CT	06475	Middlesex
2	Aspen Restaurant	2 Main St	Old Saybrook	CT	06475	Middlesex
3	Whey Station(ary) Bar & Restaurant	544 Main St	Middletown	CT	06457	Middlesex
4	The Dublin Bar & Grill	42 E High St	East Hampton	CT	06424	Middlesex
5	Tavern On The Hill	12 Rae Palmer Rd	Moodus	CT	06469	Middlesex
6	Germano's Restaurant & Bar	493 Westchester Rd	Colchester	CT	06415	Middlesex
7	3J's Cafe	124 Boston Turnpike	Bolton	CT	06043	Hartford
8	The Portland Ale House	188 Main St	Portland	CT	06480	Middlesex
9	Sake Café Japanese Steakhouse & Bar	1105 Silas Deane Hwy	Wethersfield	CT	06109	Hartford
10	Tomato Joes Italian Kitchen	1625 Silas Deane Hwy	Rocky Hill	CT	06109	Hartford
11	Rusty Rail Tavern	439 B Main St	Deep River	CT	06417	Middlesex
12	Scotch Plains Tavern	124 Westbrook Rd	Essex	CT	06426	Middlesex
13	Anna's Restaurant & Bar	1489 Silver Lane	East Hartford	CT	06118	Hartford
14	Burnside Roma Restaurant & Bar	358 Burnside Ave	East Hartford	CT	06108	Hartford
15	Lena's Restaurant & Bar	655 John Fitch Blvd	South Windsor	CT	06074	Hartford
16	Joe's Filling Station	35 Berlin Rd	Cromwell	CT	06416	Middlesex
17	Cafe Luna	35A Berlin Rd	Cromwell	CT	06416	Middlesex
18	Winchester Café	1374 Portland-Cobalt Rd	Portland	CT	06480	Middlesex
19	The Tavern On 66	227 W High St	East Hampton	CT	06424	Middlesex
20	Bradford's Grill & Tavern	83 Bedford St	Stamford	CT	06901	Fairfield
21	Burger Bar & Bistro	60 N Main St	Norwalk	CT	06854	Fairfield
22	Rio Bravo Tacos & Tequila	77 N Main St	Norwalk	CT	06854	Fairfield
23	Black Rock Social House Bar	2895 Fairfield Ave	Bridgeport	CT	06605	Fairfield
24	O'Neil's Bar & Lounge	2720 Fairfield Ave	Bridgeport	CT	06605	Fairfield
25	Frankie's Sports Lounge	2716 Fairfield Ave	Bridgeport	CT	06605	Fairfield
26	Spice Indian Cuisine & Bar	25 Grassy Plain St	Bethel	CT	06801	Fairfield
27	D'Arcos Bar and Restaurant	41 Grassy Plain St	Bethel	CT	06810	Fairfield
28	Note Kitchen & Bar	227 Greenwood Ave	Bethel	CT	06801	Fairfield
29	Frankie's Bar & Restaurant	1151 Boston Post Rd	West Haven	CT	06516	New Haven
30	Taqueria Mexicans Bar & Grill	702 Boston Post Rd	West Haven	CT	06516	New Haven
31	Roti Boti Restaurant	848 Boston Post Rd	West Haven	CT	06519	New Haven
32	Tandoor Indian Bistro Bar	1226 Chapel St	New Haven	CT	06516	New Haven
33	Old Heidelberg Bar	1151 Chapel St	New Haven	CT	06311	New Haven
34	Barracuda Bistro & Bar	1180 Chapel St	New Haven	CT	06511	New Haven
35	La Cocina Del Tio - Restaurant and Pub	278 Main St	Danbury	CT	06854	Fairfield
36	El Rancho Mexican Restaurant	20 White St	Danbury	CT	06810	Fairfield
37	Fajitas & Margaritas	141 Main St	Danbury	CT	06810	Fairfield
38	Empire Of The Incas Bar & Grill	241 Main St	Danbury	CT	06810	Fairfield
39	Main Street Tavern	1884 Main St	Stratford	CT	06615	Fairfield
40	Fishbar de Milan	2505 Main St	Stratford	CT	06614	Fairfield
41	Stationhouse Wine Bar & Grill	2520 Main St	Stratford	CT	06615	Fairfield
42	Anthony D's Bar & Grill	331 New Haven Ave	Milford	CT	06460	New Haven
43	The Catch Seafood Restaurant & Lounge	1298 N Main St	Waterbury	CT	06704	New Haven
44	Castle Pub	143 Chase Ave	Waterbury	CT	06704	New Haven
45	The Cave	1900 E Main St	Waterbury	CT	06705	New Haven

Social Ad Performance

Flight Dates:

11/24/2021–1/02/2022 & 2/07/2022–2/13/2022 & 3/14/2022–3/20/2022 & 5/23/2022–5/30/2022 & 6/28/2022–7/04/2022 & 8/17/2022–9/11/2022

Schedule Delivery

Total Impressions:	3,722,954
Reach:	1,039,743
Frequency:	3.6x
Clicks:	6,472
Video Plays:	2,833,896
Video Completions:	13,691
Average Video View Time:	00:03 Seconds
Post Engagements:	462,853
Social Engagement %:	44.5%

Google TrueView

Flight Dates:

11/24/2021–1/02/2022 & 2/07/2022–2/13/2022 & 3/14/2022–3/20/2022 & 5/23/2022–5/30/2022 & 6/28/2022–7/04/2022 & 8/17/2022–9/11/2022

Schedule Delivery

Total Impressions:	2,250,110
Clicks:	877
Video Plays:	779,724
Video Completions:	23.10%
Average Video View Time:	00:20 Seconds
Video Engagement %:	46%

CT Department of Transportation Office of Highway Safety

Cannabis Impaired Driving Prevention

Post Buy Report

July - September 2022

Broadcast Television

Flight Dates: July 18 - August 7 (3 weeks)

Broadcast Television Stations

- WCCT (CW) WUVN (Univision)
- WCTX (My9) WRDM (Telemundo)
- WFSB (CBS)
- WTIC (FOX)
- WTNH (ABC)
- WWIT (NBC)

Sample Programming

News (AM, PM, EV, WKD)
Good Morning America (GMA)
Today Show
Inside Edition
Access Hollywood

MLB All Star Game
Yankees/Mets/Red Sox
Sat Night Live
Soccer/Boxing
Seinfeld

Colbert
Cordin
Seth Meyers
Jimmy Kimmel
Tonight Show with Jimmy Fallon

Schedule Delivery

Total Spots	461
Total GRPs	655
Impressions	5,203,615
Demo	Adults 18-54
Reach	92.5%
Frequency	7.1x



Statewide Cable

Flight Dates: September 5 – October 2 (4 weeks)

Sample Networks

CNN	BET	MTV
ESPN	News 12	USA
ESPN2	Fox News	E
Golf	Fox Sports	Food
MLB	Lifetime	Bravo
YES	MNBC	Comedy

Schedule Delivery

Total Spots	1,469
Total GRPs	535
Impressions	2,510,000
Demo	M18-54
Reach	75.5%
Frequency	7.1x

BET★

CNN

E

ESPN

FX

Lifetime

MSNBC

MTV

OTT Digital Video

Flight Dates: July 18 – September 30 (11 weeks)

Top 20 Content Providers

NBC News	AMC	Philo
Food Network	Crunchyroll	FX
HGTV	ESPN	Crackle
Lifetime	Oxygen	Tubi
FUBO	Travel Channel	CBS Sports
XUMO	TLC	BET
Bravo	Pluto	

Schedule Delivery

Total Impressions	463,311
Total Hours Watched	4,119
View Completion Rate (VCR)	99.1%
Frequency	3.1x



Radio

Flight Dates: August 8 – September 4 (4 weeks)

Schedule Delivery

Total Spots	887
Total GRPs	460
Impressions	1,950,200
Demo	A18-54
Reach	65%
Frequency	7.1x



Station Mix

Station	Format	Market Coverage
WBMW	Adult Contemporary	New London
WCTY	Country	New London
WQGN	Top 40 Hits	New London
WDAQ	Hot Adult Contemporary	Danbury
WEZN	Adult Contemporary	Bridgeport/New Haven
WDRG	Classic Rock	Hartford/New Haven
WPLR	Classic Rock	Hartford/New Haven
WHCN	Classic Hits	Hartford/New Haven
WKCI	Top 40 Hits	Hartford/New Haven
WMRQ	Modern Rock	Hartford/New Haven
WRCH	Adult Contemporary	Hartford/New Haven
WTIC-AM	News/Talk	Hartford/New Haven
WTIC-FM	Hot Adult Contemporary	Hartford/New Haven
WUCS	Sports	Hartford/New Haven
WWYZ	Country	Hartford/New Haven
WZMX	Hip Hop/Rhythmic Contemporary	Hartford/New Haven

Out of Home (OOH)

Flight Dates: weeks of 7/25, 8/1, 8/22, 8/29, 9/19, 9/26 (6 weeks)

Market Coverage

Hartford New London
New Haven Waterbury
Bridgeport

Schedule Delivery

Total Locations	12
Contract Impressions	7,531,284
Bonus Impressions	882,003 (+12%)
Total Impressions Delivered	8,413,287



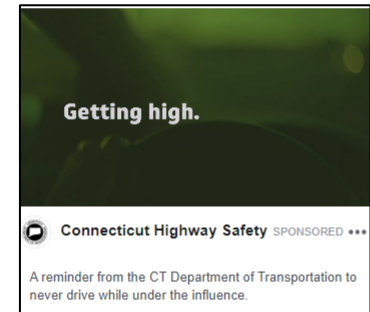
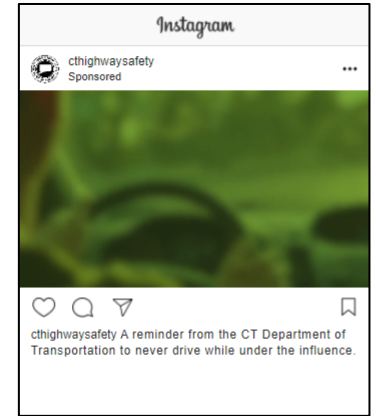
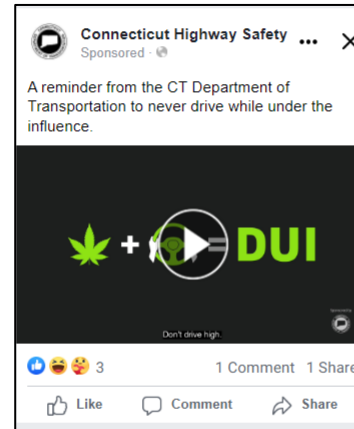
Social Ad Performance

Flight Dates: July 11 – September 30 (12 weeks)

Schedule Delivery

Total Impressions:	1,407,616
Reach:	307,114
Frequency:	4.6
Video Plays:	1,375,428
Video Completions:	974,266
Avg. Video View Time:	:11
Social Video Engagement %:	364%

Top 3 Most Engaging Ads





CT Department of Transportation
The Pedestrian Rules Campaign Post Buy Report
FY 2022

Broadcast Television

Flight Dates: Weeks of 10/18, 10/25, 3/14 & 3/21 (4 weeks)

Broadcast Television Stations

- WCCT (CW)
- WCTX (My9)
- WFSB (CBS)
- WTIC (FOX)
- WTNH (ABC)
- WVIT (NBC)

Sample Programming

News (AM, PM, EV, WKD)
Good Morning America (GMA)
Today Show
Live with Kelly & Ryan
Kelly Clarkson Show

Drew Barrymore Show
Young Sheldon
Big Bang Theory
Seinfeld
Modern Family

College Football
NASCAR
Seth Meyers
Jimmy Kimmel
Tonight Show with Jimmy Fallon

Schedule Delivery

Total Spots	498
Total GRPs	829.1
Impressions	7,290,000
Demo	A18-54
Reach	95.9%
Frequency	7.6x

Statewide Cable

Flight Dates: Weeks of 10/18, 10/25, 11/1, 1/3, 1/10, 1/17, 3/14, 3/21 & 3/28 (9 weeks)

Sample Networks

CNN	BET	MTV
ESPN	E!	USA
ESPN2	FX	Discovery
Golf	Hallmark	Food
MLB	Lifetime	Bravo
YES	MNBC	CNBC

Schedule Delivery

Total Spots	2,390
Total GRPs	908.2
Impressions	3,429,000
Demo	A18-54
Reach	85.7%
Frequency	4x



OTT Digital Video

Flight Dates: 10/18 - 11/14, 12/6 – 12/20, 1/3 – 1/30, 3/7 - 3/27, 6/6 – 6/26 (16 weeks)

Top 20 Content Providers

TEGNA News	AMC	Philo
Food Network	Crunchyroll	FX
HGTV	ESPN	Crackle
Lifetime	History Channel	Tubi
XUMO	Travel Channel	A&E
Discovery	TLC	BET
FOX News	Pluto	

Schedule Delivery

Total Impressions	1,190,093
Total Hours Watched	8,118
View Completion Rate (VCR)	99.48%
Frequency	3.1x



Radio

Flight Dates: 10/18 – 11/7, 3/14 – 3/27, 6/6 – 6/19 (7 weeks)

Schedule Delivery

Total Spots	1,919
Total GRPs	200
Impressions	2,175,000
Demo	A18-54
Reach	68%
Frequency	3.2x

Station Mix

Station	Format	Market Coverage
WBMW	Adult Contemporary	New London
WCTY	Country	New London
WQGN	Top 40 Hits	New London
WDAQ	Hot Adult Contemporary	Danbury
WEZN	Adult Contemporary	Bridgeport/New Haven
WDRC	Classic Rock	Hartford/New Haven
WPLR	Classic Rock	Hartford/New Haven
WHCN	Classic Hits	Hartford/New Haven
WKCI	Top 40 Hits	Hartford/New Haven
WMRQ	Modern Rock	Hartford/New Haven
WRCH	Adult Contemporary	Hartford/New Haven
WTIC-AM	News/Talk	Hartford/New Haven
WTIC-FM	Hot Adult Contemporary	Hartford/New Haven
WUCS	Sports	Hartford/New Haven
WWYZ	Country	Hartford/New Haven
WZMX	Hip Hop/Rhythmic Contemporary	Hartford/New Haven



Out of Home (OOH)

Flight Dates: 10/18 – 10/31, 1/10 – 1/23, 3/7 – 3/20, 6/6 – 6/19 (8 weeks)

Market Coverage

Hartford New London
New Haven Waterbury
Bridgeport

Schedule Delivery

Total Location	9
Contract Impressions	13,058,279
Bonus Impressions	1,691,966 (+12%)
Total Impressions Delivered	14,750,245



Social Ad Performance

Flight Dates: 10/18 - 11/14, 12/6 – 12/20, 1/3 – 1/30, 2/28 - 3/27, 6/6 – 6/19 (16 weeks)

Schedule Delivery

Total Impressions:	2,527,433
Reach:	493,658
Frequency:	5.12x
Video Plays:	2,333,211
Video Completions:	745,0300
Average Video View Time:	11 Seconds
Social Video Engagement %:	302.65%

Top 3 Most Engaging Ads



Google TrueView

Flight Dates: 10/18 - 11/14, 12/6 - 12/20, 1/3 - 1/30, 2/28 - 3/27, 6/6 - 6/19 (16 weeks)

Schedule Delivery

Total Impressions:	5,379,221
Frequency:	3.2x
Video Plays:	1,751,145
Video Completions:	23.16%
Average Video View Time:	00:9 Seconds
Video Engagement %:	33.55%

Top 3 Most Viewed Ads





“PUT THE
PHONE
DOWN
SWEETIE”

WORDS TO LIVE BY



AARP
Connecticut

WATCH
FOR ME IN CT

CT DOT – AARP Pedestrian Safety

Fiscal Year 2022 Post Buy Report

Statewide Cable

Flight Dates: 2/4-2/27, 4/4-4/17, 5/23-6/5, 7/11-7/24, 8/8-8/21 (12 weeks)

Schedule Delivery

Total Spots	2,850
Total GRPs	1,290
Impressions	4,432,000
Demo	Adults 25-54
Reach	87.0%
Average Frequency	14.8x

Sample Networks

CNN	BET	Hallmark
ESPN	News 12	TNT
ESPN2	Fox News	E
Golf	Fox Sports	Food
MLB	Lifetime	Bravo
YES	MNBC	HGTV



Out of Home- Bus Tail Posters

Flight Dates: 5/2-8/28 (4 months)

Market Coverage (Greater Metros)

Hartford Bridgeport
New Haven Waterbury

Schedule Delivery

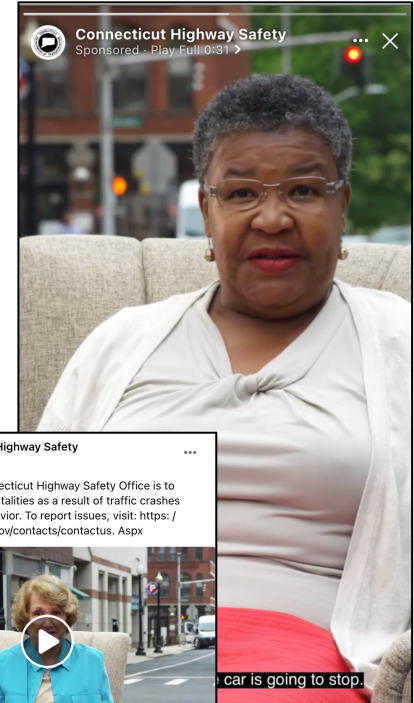
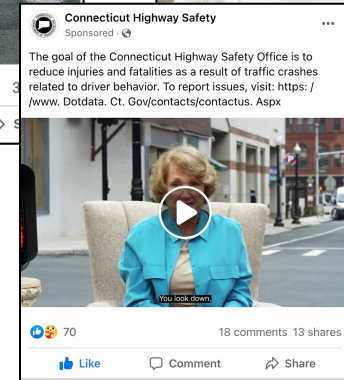
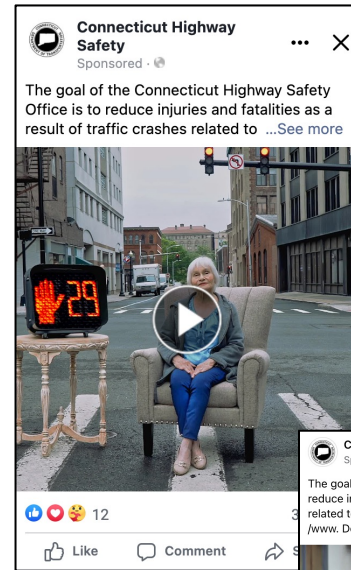
Total Buses	52
Contract Impressions	9,108,000
Bonus Impressions	759,000 (+8.3%)
Total Impressions Delivered	9,867,000

Social Ad Performance

Flight Dates: 2/14 - 5/29 & 7/4 to 8/28 (25 weeks)

Schedule Delivery

Total Impressions:	1,632,668
Reach:	450,175
Frequency:	3.6x
Clicks:	2,423
Video Plays:	1,553,984
Video Completions:	326,617
Average Video View Time:	00:13 Seconds
Post Engagements:	1,094,388
Social Engagement %:	243%



Google TrueView

Flight Dates: 2/14-5/29 and 7/4-8/28 (25 weeks)

Schedule Delivery

Total Impressions:	3,976,028
Clicks:	1,263
Video Plays:	916,553
Video Completions:	23.10%
Average Video View Time:	00:14 Seconds
Video Engagement %:	39.6%