September 2019

Highway Safety Plan
FY 2020
Connecticut

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

S. 405(b) Occupant Protection: **Yes**

S. 405(e) Distracted Driving: **Yes**

S. 405(c) State Traffic Safety Information System Improvements: **Yes**

S. 405(f) Motorcyclist Safety Grants: **Yes**

S. 405(d) Impaired Driving Countermeasures: **Yes**

S. 405(g) State Graduated Driver Licensing Incentive: **Yes**

S. 405(d) Alcohol-Ignition Interlock Law: **Yes**

S. 405(h) Nonmotorized Safety: **Yes**

S. 405(d) 24-7 Sobriety Programs: **Yes**

S. 1906 Racial Profiling Data Collection: **Yes**

Highway safety planning process

Data Sources and Processes

The Department prepares this annual planning document to address a set of identified and defined highway and traffic safety problems. This problem identification process begins early in the calendar year with the examination of a variety of traffic and roadway related data. The analysis of this data identifies both general and specific patterns of concern and, from a review of historical patterns, results in a projection of future data trends. Other problems and deficiencies are identified through programmatic review.

Problem Identification takes place on multiple levels. The first and earliest form of problem identification begins with reviewing projects from the previous fiscal year and requesting project level input from highway safety partners. This process may include sending out a project concept letter to stakeholders, partners and program managers; or in some program areas, holding meetings with project directors and stakeholders.

A major part of this process is to enlist the cooperation of highway safety partners who will facilitate the implementation of countermeasures. In addition, local political subdivisions and State agencies are routinely and systematically encouraged to identify municipal, regional, and State-level highway safety problems in order to propose specific countermeasures that address these problems.

Priority areas are then ranked by the Principal Highway Safety Coordinator and staff to develop projects in accordance with available funding. For example, the Impaired Driving Coordinator, Occupant Protection Coordinator and Distracted Driving Coordinators use ranking systems developed by the HSO data analysis contractor to determine funding levels for state and municipal police department High Visibility Enforcement overtime and equipment grants.

Program objectives and countermeasures are further developed based on problem identification. For example, restrictions on grant-funded impaired driving enforcement are intended to focus activity on over-represented times, locations, and demographic and geographic areas. While this process is based upon identified problem areas, solicitation includes both targeted and broad-based outreach to law enforcement agencies.

Evidence Based Enforcement (Traffic Safety Enforcement Plan):

The HSO understands that accurate and timely traffic/crash of statewide 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 effective strategic plan. Connecting and blending each of these steps is essential to the creation and implementation of a systematic and successful statewide plan to reduce crashes, injuries and

fatalities on Connecticut's roadways. Graphic data analysis, mapping and distribution of pertinent data and information promote increased effectiveness in the deployment of resources. When available, using real time data to identify on-going or emerging traffic safety issues increases the possibility of achieving a successful resolution. This is accomplished in the following ways:

Stakeholder input - Requests for local problem identifications are sent annually, to all highway safety stakeholders including 92 local law enforcement agencies, 55 Resident State Troopers, 11 State Police Troops, 3 State Police District Headquarters, 1 State Police Headquarters Traffic Unit, nine colleges and universities and 7 Regional Councils of Government.

Crash Data Analysis/Problem Identification - The data is analyzed by the HSO data contractor to identify major problem areas, over-represented groups, demographics, and other "drill-down" factors in an attempt to determine who, what, where, when and why crashes with fatalities and injuries are taking place. FARS data, annual observation belt use surveys, awareness surveys, injury, licensing and population, registration, citation and arrest/adjudication data, toxicology, CODES, as well as state VMT data are all used in this process.

To assist in analyzing and setting core performance measures and goals, this data includes a five year moving average to further normalize data trends over time and includes a projection based on the five year moving average. The program manager and Principal Highway Safety Coordinator set goals based on these projections, as well as priority ranking of specific highway safety problems and available funding. The NHTSA regional program manager is consulted during the goal setting process.

Countermeasure Selection - Priority areas are then ranked by the Principal Highway Safety Coordinator and staff to develop projects in accordance with available funding. Countermeasures such as High Visibility Enforcement are then paired with priority areas. For example, the Impaired Driving Coordinator, Occupant Protection Coordinator and Distracted Driving Coordinators use ranking systems developed by the HSO data analysis contractor to determine funding levels for state and municipal police department High Visibility Enforcement overtime and equipment grants. Please see these sections to see how these crash indices are used to prioritize funding levels based upon problem ID.

Program objectives and countermeasures are further developed based on problem identification. For example, restrictions on grant-funded impaired driving enforcement are intended to focus activity on over-represented times, locations, a nd demographic and geographic areas. While this process is based upon identified problem areas, solicitation includes both targeted and broad-based outreach to law enforcement agencies.

Project Implementation - Projects are selected using criteria that include: response to identified problems, potential for impacting performance goals, innovation, clear objectives, adequate evaluation plans and cost effective budgets. Sub-grantees are selected based on an ability to demonstrate significant programmatic impact based on data driven problem analysis.

Monitoring and Continuous Follow Up and Adjustment of the Enforcement Plan - Traffic safety problems may be resolved with short term solutions, or may continue for extended periods of time. To ensure accurate measurement of progress and to assess the current status of the targeted traffic safety condition, a clear and systematic evaluation process must be conducted at predetermined scheduled intervals. Consistent measurement and assessment will ensure the project is achieving the objectives it was designed to address and allows the agency to adjust and amend strategies to retain effectiveness. Monitoring and evaluation allows for prudent adjustments in strategies and tactics, if appropriate. Some traffic safety projects may be successfully measured and evaluated on a quarterly basis.

Still other projects may need monthly, weekly or daily scrutiny to accurately assess progress. As previously mentioned, the timeliness of the evaluation schedule should be incorporated into the initial development of strategic countermeasures.

Data Driven Approaches to Crime in Traffic Safety - In addition, the Connecticut State Police are using the DDACTS model to identify and implement enforcement in areas shown to have higher crash rates. Similarly, a handful of municipal agencies are piloting this technology and will use DDACTS to identify traffic safety problem identification. A successful, dynamic traffic safety program becomes more efficient and effective when employing all seven of the DDACTS guiding principles. Once a traffic safety condition has been identified and diagnosed, a carefully crafted strategy, employing the appropriate countermeasures must be implemented with clearly specified goals and objectives.

Processes Participants

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 Office of the Governor and Lieutenant Governor, Department of Emergency Services and Public Protection/State Police, State Police Toxicology Laboratory, Department of Mental Health and Addiction Services, Department of Public Health, Department of Motor Vehicles, Motor Carrier Safety Administration, Division of Criminal Justice (including the Centralized Infractions Bureau), Office of the Chief State's Attorney, and Office of Policy and Management. Local law enforcement agencies, through coordinated efforts

with the Connecticut Police Chiefs Association, are also essential partners. Regional and municipal planning agencies and organizations, including the Capitol Region Council of Governments (CRCOG) assist greatly in the planning of traffic records projects. State colleges and universities including the University of Connecticut and Central Connecticut State University are key partners in traffic records projects. Schools, civic and non-profit groups including Mothers Against Drunk Driving, the Connecticut Coalition to Stop Underage Drinking, SAFE KIDS, Connecticut Motorcycle Riders Association, American Automobile Association (AAA), Connecticut Interscholastic Athletic Conference, Boys and Girls Club, The Governor's Prevention Partnership, Yale New Haven, St. Francis, Lawrence Memorial and Hartford Hospitals 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 and the National Association of State Motorcycle Safety Administrators.

Description of Highway Safety Problems

Problem identification takes place when the most recent crash, injury and fatality data become available (currently 2015-6 crash data). The data is analyzed by the HSO data contractor to identify major problem areas, over-represented groups, demographics, and other "drill- down" factors in an attempt to determine who, what, where, when, and why crashes with fatalities and injuries are taking place. FARS data, annual observation belt use surveys, awareness surveys, injury, licensing and population, registration, citation and arrest/adjudication data, toxicology, CODES, as well as state VMT data are all used in this process.

In addition, the HSO data analysis contractor generates weighted crash data indices using crash, population, vehicle mileage, enforcement and other data to aid in analysis. Projects are selected using criteria that include: response to identified problems, potential for impacting performance goals, innovation, clear objectives, adequate evaluation plans and cost effective budgets. Sub-grantees are selected based on an ability to demonstrate significant programmatic impact based on data driven problem analysis.

Due to FARS Final File data availability some numbers in this plan may be underrepresented. While the most recent, finalized FARS data was used wherever possible (total number of fatalities, number of pedestrians killed, number of motorcyclists killed etc.). Fatality data in this plan is sourced from the FARS Annual Report File.

To assist in analyzing and setting core performance measures and goals, this data includes a five year moving average to further normalize data trends over time and includes a projection based on the five year moving average. The program manager and Principal Highway Safety Coordinator set goals based on these projections, as well as priority ranking of specific highway safety problems and available funding. The NHTSA regional program manager is consulted during the goal setting process. Goals are generally set for one year beyond the current planning period. This is meant to allow for the impacts of current year programming to have an effect on driver behavior and to be reflected in corresponding crash data.

Priority areas are then ranked by the Principal Highway Safety Coordinator and staff to develop projects in accordance with available funding. For example, the Impaired Driving Coordinator, Occupant Protection Coordinator and Distracted Driving Coordinators use ranking systems developed by the HSO data analysis contractor to determine funding levels for state and municipal police department High Visibility Enforcement overtime and equipment grants.

Program objectives and countermeasures are further developed based on problem identification. For example, restrictions on grant-funded impaired driving enforcement are intended to focus activity on over-represented times, locations, and demographic and geographic areas. While this process is based upon identified problem areas, solicitation includes both targeted and broad-based outreach to law enforcement agencies.

Projects are selected using criteria that include: response to identified problems, potential for impacting performance goals, innovation, clear objectives, adequate evaluation plans and cost effective budgets. Sub-grantees are selected based on an ability to demonstrate significant programmatic impact based on data driven problem analysis.

Methods for Project Selection

A major part of this process is to enlist the cooperation of highway safety partners who will facilitate the implementation of countermeasures. In addition, local political subdivisions and State agencies are routinely and systematically encouraged to identify municipal, regional, and State-level highway safety problems in order to propose specific countermeasures that address these problems.

Requests for local problem identifications are sent annually, to all highway safety stakeholders including 92 local law enforcement agencies, 55 Resident State Troopers, 11 State Police Troops, 3 State Police District Headquarters, 1 State Police Headquarters Traffic Unit, nine colleges and universities and 7 Regional Councils of Government.

In addition, HSO staff met with several local municipalities to discuss DUI plans for their jurisdictions. Other meetings were held with the State Department of Public Safety and the Office of the Chief State's Attorney in order to establish a cooperative working partnership.

The Traffic Records Coordinating Committee (TRCC) provides project level information with regard to developing accurate and complete traffic records data in a timely manner, ultimately leading to a reduction in traffic fatalities, injuries, and crashes. The TRCC will work to achieve

this goal through ten proposed project concepts. Out of the ten projects, six are targeted for Section 405(c) funding.

Motorcycle safety professionals including motorcycle safety instructors, dealers, and other rider groups met in February 2017 to discuss countermeasures to reduce motorcycle crashes. A general consensus was reached to focus our efforts on rider training as the best countermeasure that suited all of our interests. A renewed focus was put on returning riders and getting those who hadn't taken advanced training to do so.

List of Information and Data Sources

FARS data, crash and injury data, annual observation belt use surveys, awareness surveys, injury, licensing and population, registration, citation and arrest/adjudication data, toxicology, CODES, state VMT data and focus groups.

HSO data analysis contractor generates weighted crash data indices using crash, population, vehicle mileage, enforcement and other data to aid in analysis

Description of Outcomes

SHSP/HSIP Coordination:

As required under MAP-21 legislation, the goal of this planning document is to complement and coordinate with the State's Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Plan (HSIP). This process will use complementary funding wherever possible to improve safety on highway and transportation systems through projects that address the "4 E's" – Education, Engineering Enforcement and Emergency Medical Services. Areas such as pedestrians, bicyclists, teen drivers (impaired driving) and distracted driving will be targeted under this coordinated process and will account for the overlap of countermeasures in their respective areas. At the time of publication of this document, the 2017 SHSP process was approved and accepted by the Federal Highway Administration (FHWA) . Please note the above concerning shared goal setting coordination already taking place across these documents. The Fiscal 2019 HSP reflects targets in the SHSP/HSIP for this planning cycle.

SHSP Emphasis Areas:

1. Infrastructure (Roadway Departure and Intersections)
2. Non-Motorized Users

3. Driver Behavior (Unbelted, Substance-Involved, Speeding, Aggressive Driving and Distracted Driving)

4. Young Drivers

5. Motorcyclists

6. Incident Management

Tier II/Secondary Emphasis Areas:

1. Traffic Records and Information Systems

2. Rail-Highway Grade Crossings

3. Work Zones

4. Commercial Vehicles

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

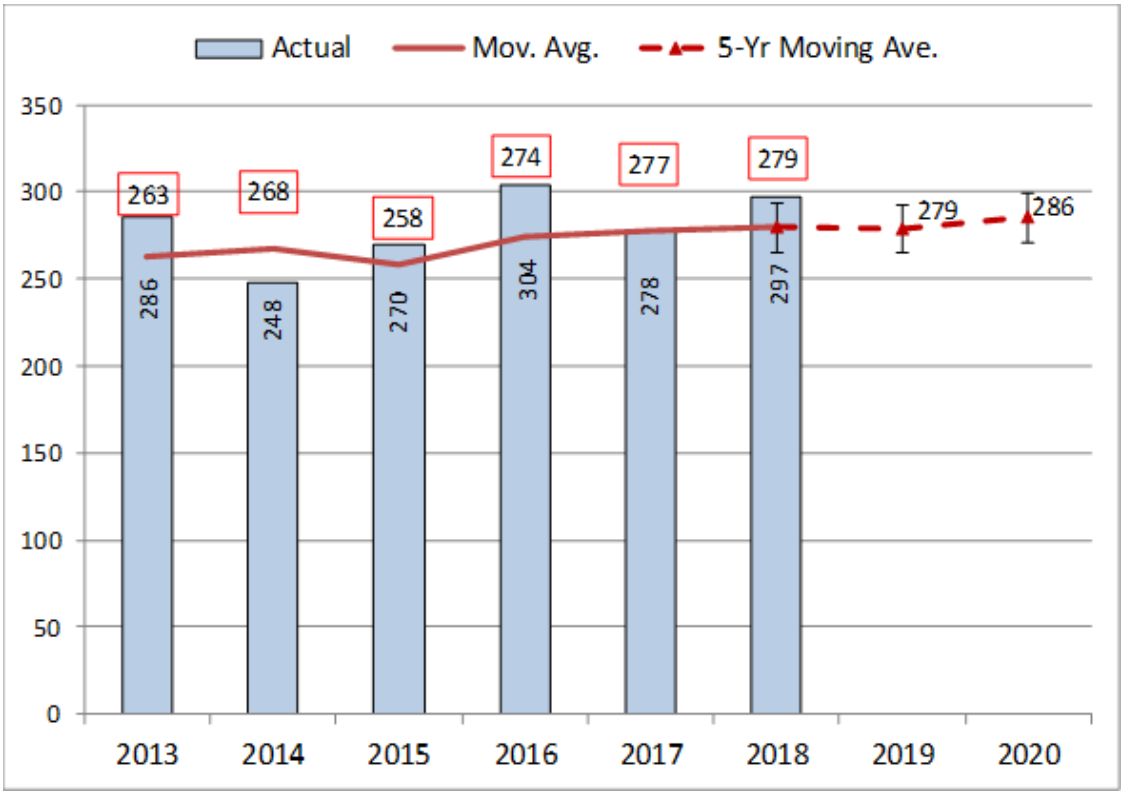
Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met
13	Number of Agencies participating in Distracted Driving High Visibility Enforcement	Met
13	Traffic Records	In Progress
13	Traffic Stop Data Collection	In Progress

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Fatalities 2013-2018



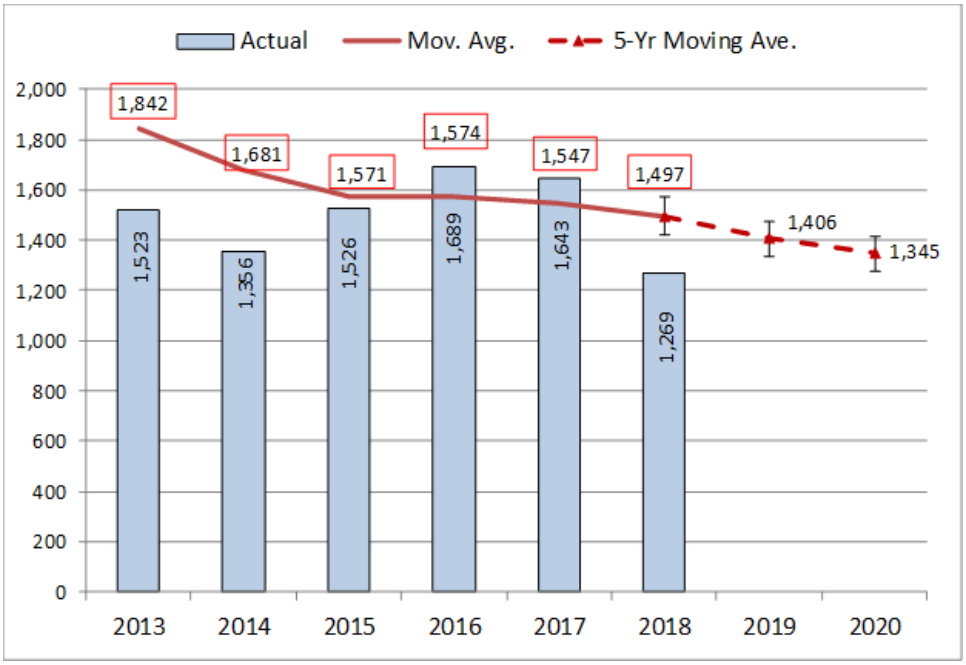
1. There were 278 Fatalities in 2017, a single year decrease from the 304 recorded in 2016.
2. Although the single year fatality total decreased, the five-year average continued to rise to 277 in 2017.
3. The most current preliminary data show there were 297 Fatalities in 2018, a single year increase from the 278 recorded in 2017. The 2018 five-year moving average value of 279 also represents an increase from the previous year. This figure is also the highest five-year moving average recorded during the reporting period.
4. The projected five-year moving average predicts an increase in fatalities for the period for which this target will be set.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: **In Progress**

Program-Area-Level Report

Serious (A) Injuries 2013-2018



1. There were 1,643 Serious (A) Injuries in 2017, a single year decrease from the 1,689 recorded in 2016.

2. The 2017 five-year moving average of 1,547 Serious (A) Injuries in 2017 also decreased from the 1,574 recorded in 2016.

3. The most current preliminary data show there were 1,269 Serious (A) Injuries in 2018, a single year decrease from the 1,643 recorded in 2017. The 2018 Serious (A) Injury total could be an anomaly, based on recent single year totals and trends. It is the lowest single year value recorded during the reporting period. The 2018 five-year moving average value of 1,497 also represents a decrease from the previous year and is the lowest recorded during the reporting period.

4. The projected five-year moving average projects a decrease in Serious (A) Injuries for the period for which this target will be set.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

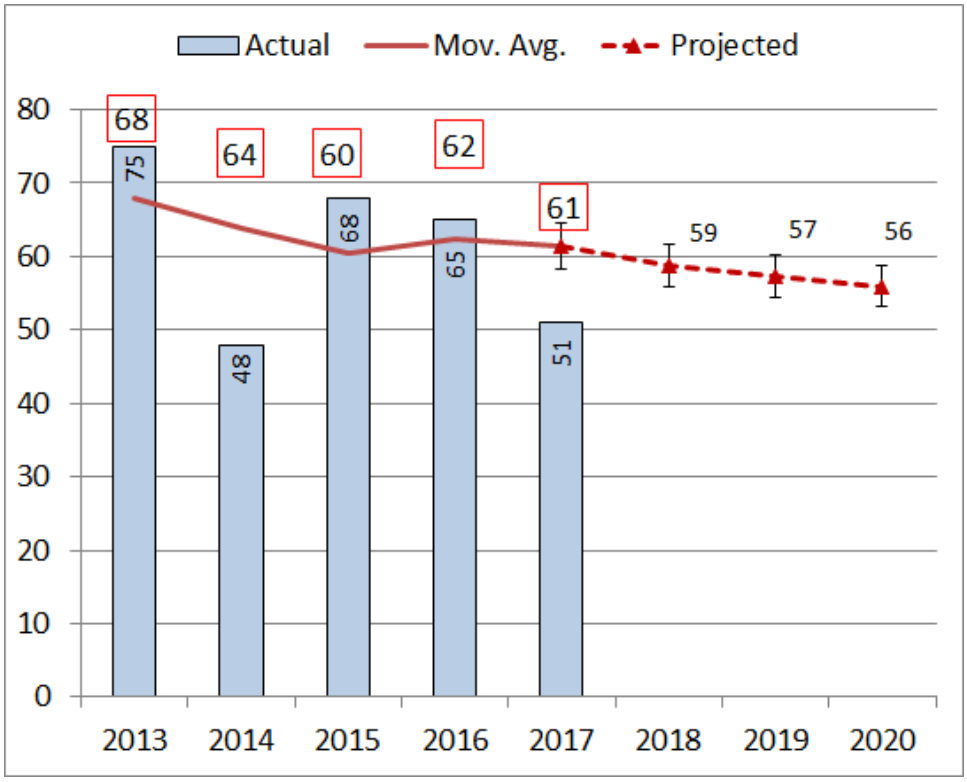
Progress: **In Progress**

Program-Area-Level Report

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: **In Progress**

Unrestrained Fatalities



5. While unbelted occupant fatality figures have fluctuated during the five year reporting period, the five year moving average trend projects a decrease in this measure.

6. Although the five year moving average trend projects a decrease in this measure, preliminary 2018 data show an increase from previous years in the five year moving average period.

7. For this reason, the fatality trend, along with unbelted occupant fatalities are expected to increase during the planning period.

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: **In Progress**

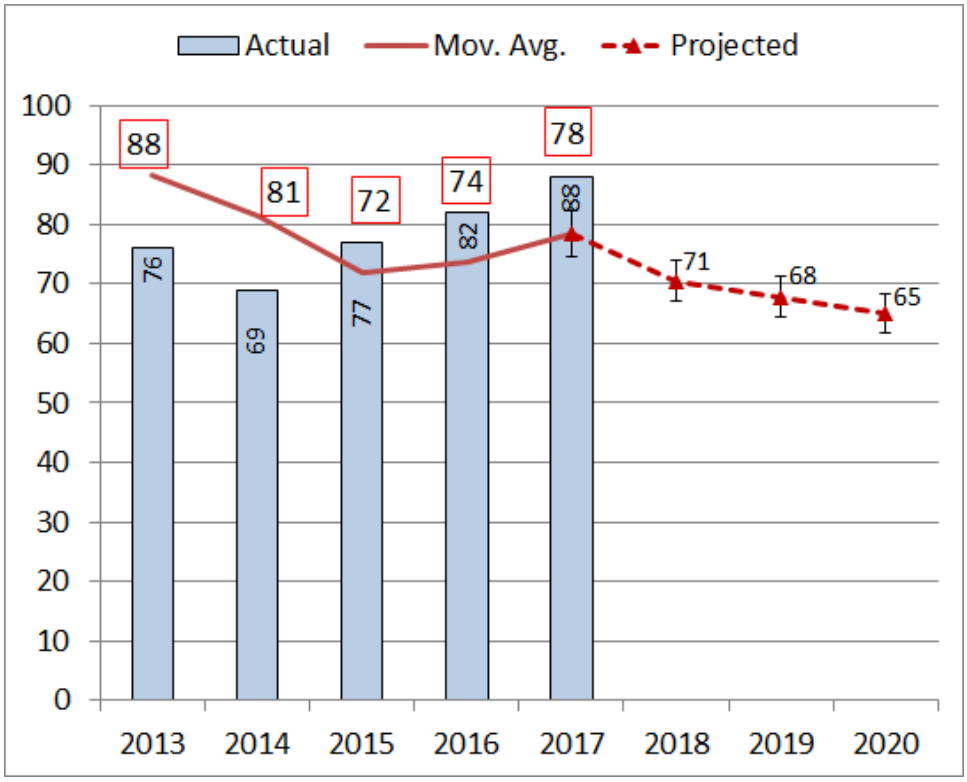
Program-Area-Level Report

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Speeding Related Fatalities



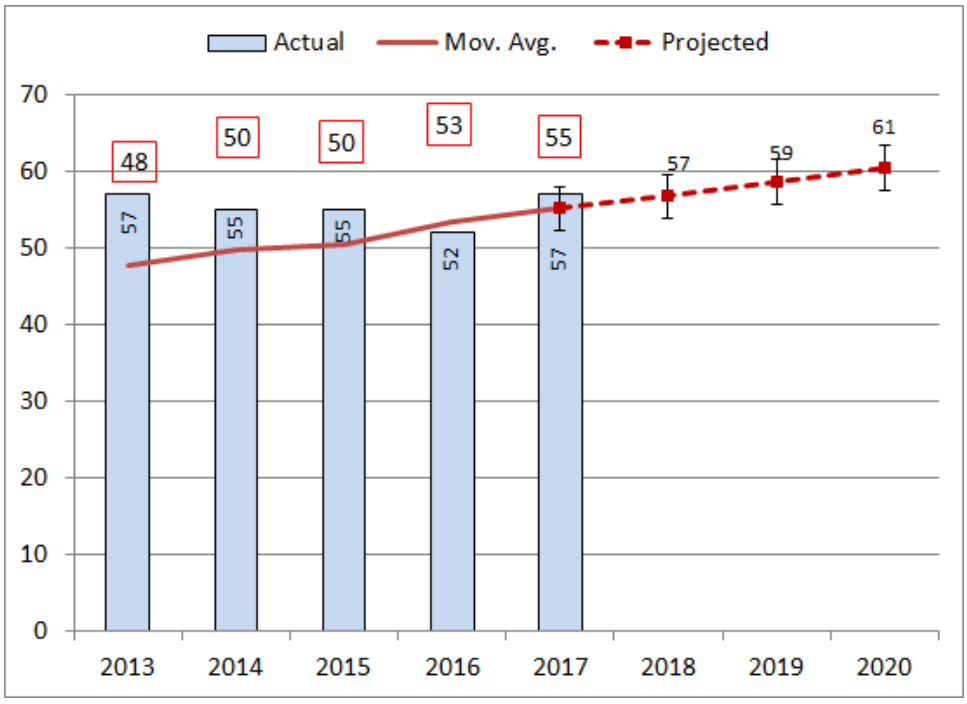
8. Speeding related fatalities have increased during the last three years of the five year reporting period yet the five year moving average trend projects a decrease in this measure. Although the five year moving average trend projects a decrease in this measure, preliminary data indicate this measure will increase or remain consistent with previously reported data during the planning period. Lower speeding related fatality figures will be dropped from future five-year moving averages in the next planning period(s).

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Motorcyclist Fatalities, 2013-2017



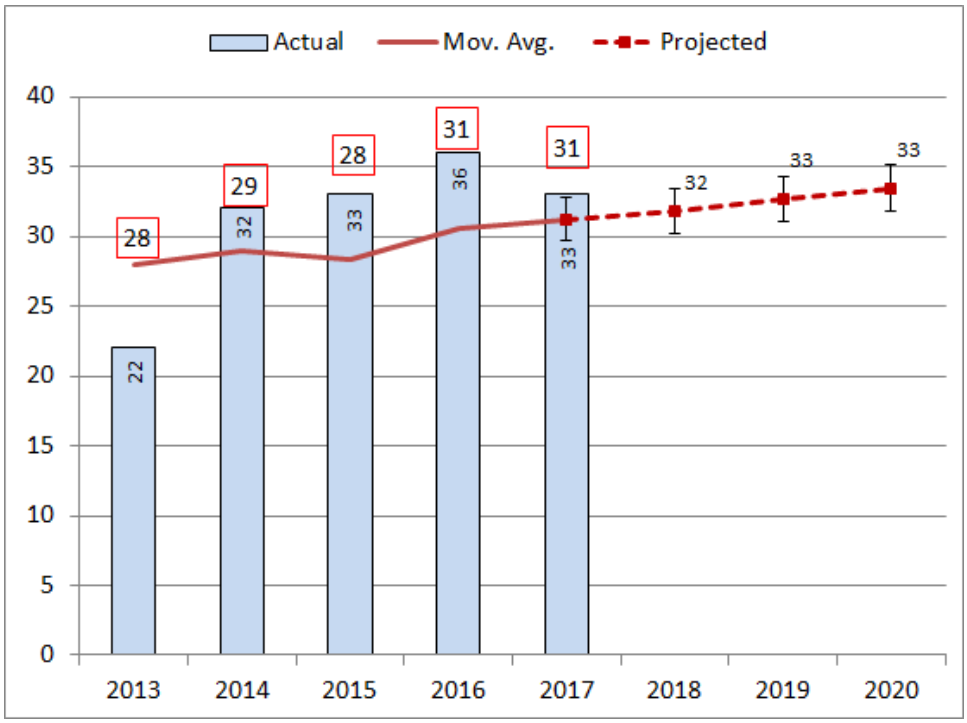
9. Motorcyclist fatalities have generally stayed flat during the five year reporting period. The five year moving average trend projects an increase in this measure. Although preliminary data for 2018 shows a decrease in motorcyclist fatalities, the five year moving average is predicted to remain flat or slightly increase for the next planning period.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Unhelmeted Motorcyclist Fatalities, 2013-2017



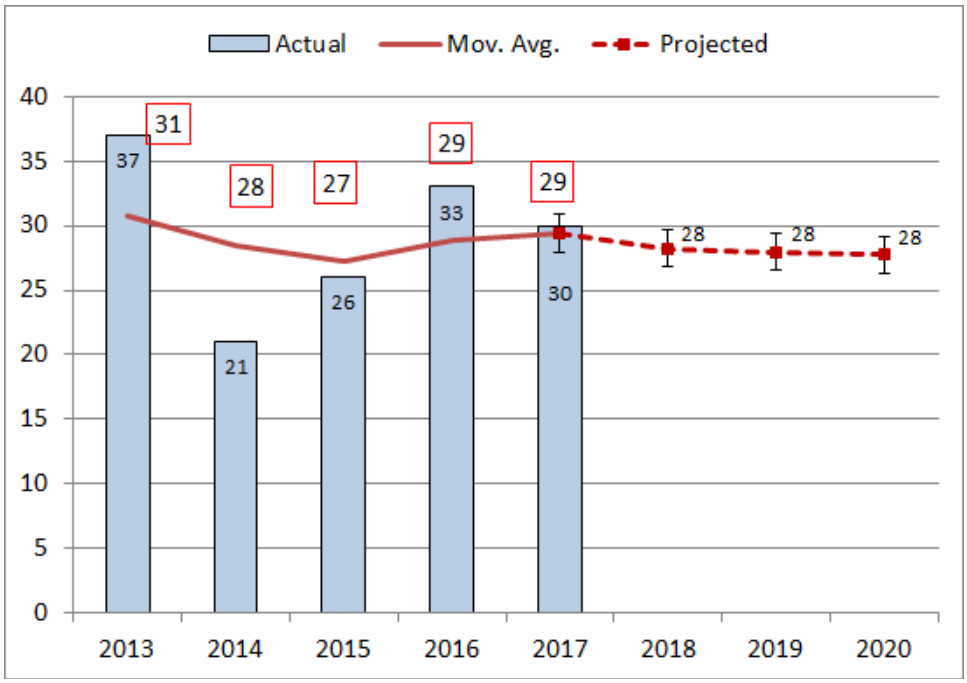
10. Unhelmeted Motorcyclist fatalities have increased slightly during the five year reporting period. The five year moving average trend projects an increase in this measure. A targeted "Share the Road" media campaign began in May of 2020 and will run through the end of September. This campaign will stressed the importance of personal protective equipment through visual messaging. A component was added to mandatory motorcycle license training that stresses the importance of personal protective equipment.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: **In Progress**

Program-Area-Level Report

Fatalities Involving Drivers Age 20 and Under



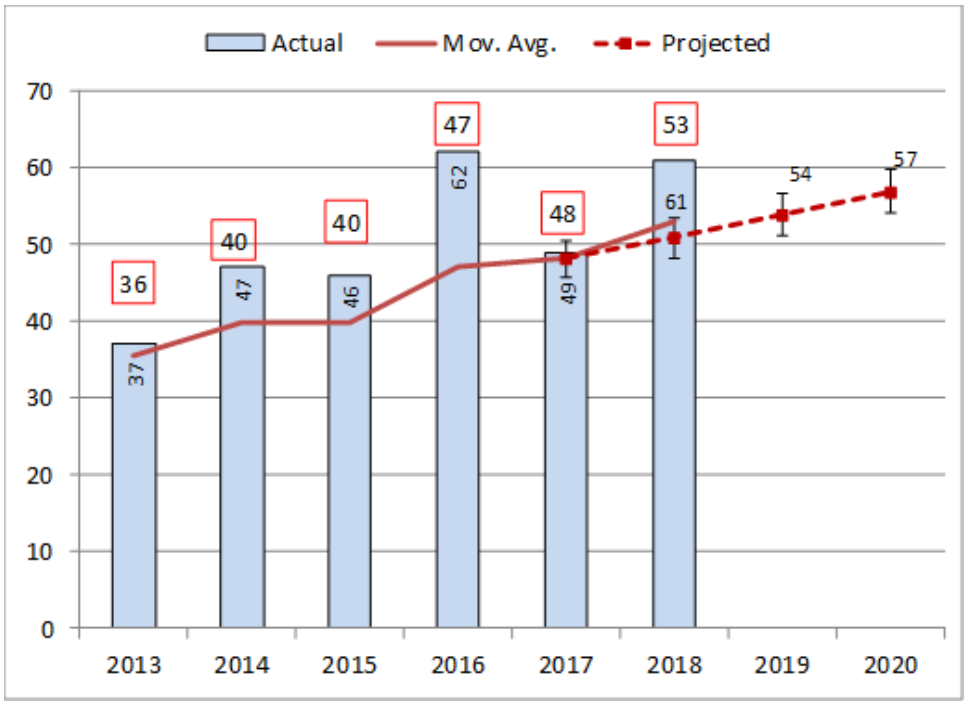
11. Fatalities involving a driver aged 20 or younger have generally increased since 2014 during the five year reporting period. The five year moving average trend projects a decrease in this measure. Although the five year moving average trend projects a decrease in this measure, preliminary data indicate this measure will increase during the planning period.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Pedestrian Fatalities



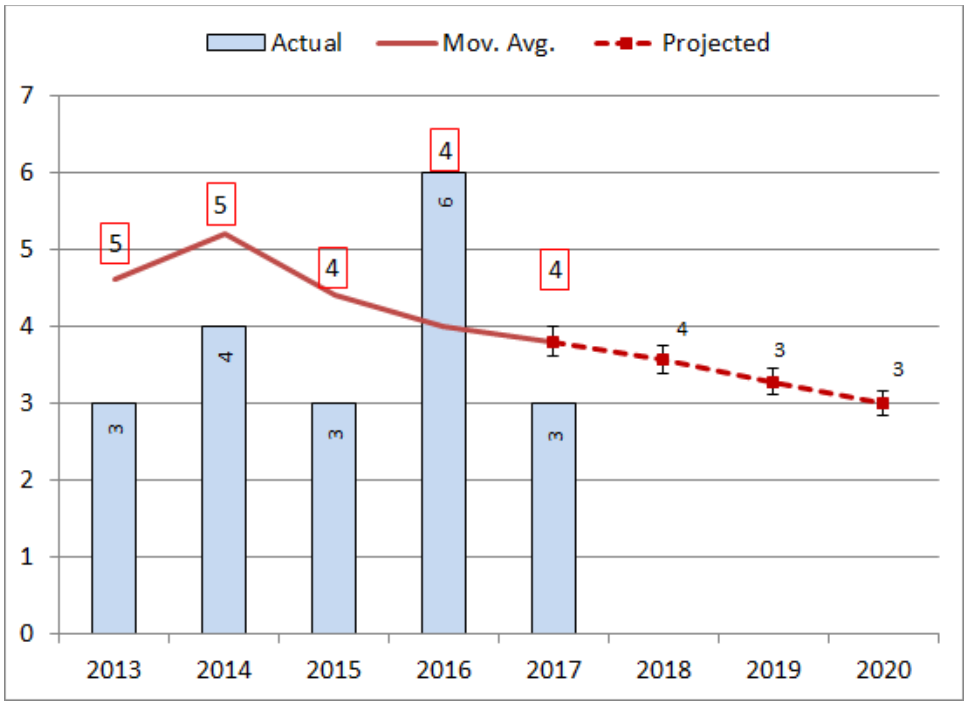
12. In 2016, Connecticut experienced 62 pedestrian fatalities, 13 of which were in December. This number is the highest total for any single month of that year. In 2017, Connecticut experienced 49 fatalities overall with the two highest months included January with eight and seven in December. In 2018, Connecticut in experienced 61 fatalities, of which seven occurred in January and five in December. 2018 had higher numbers of pedestrian fatalities in July (nine), October (nine) and November (eight) for each month respectively. Nine* pedestrian fatalities occurred in January 2019. *There are reports submitted currently for four of the nine crashes. The five without reports were not part of the analysis of the 41 pedestrian fatalities.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Bicyclist Fatalities



13. Bicyclist fatalities have remained fairly steady. The five year moving average trend projects a decrease in this measure.

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

Progress: **Met**

Program-Area-Level Report

Performance Measure: Number of Agencies participating in Distracted Driving High Visibility Enforcement

Progress: **Met**

Program-Area-Level Report

Although there will be a limited observation component, coupled with the 2019 distracted driving HVE campaign, this measure will still be under development during the time of the writing of this planning document. It is anticipated observation data will be tested and used during the 2020 Federal Fiscal Year as a performance measure. As such this program area will rely on activity measures as performance goals during the early stages of this project. The main activity measure will be as follows: Agencies participating in HVE distracted driving enforcement in 2019: 54

Performance Measure: Traffic Records

Progress: **In Progress**

Program-Area-Level Report

The TRCC's focus is on Crash Accessibility of crash records in the Crash Data Repository (CDR) for its primary performance measure for the 2018 -2019 Safety Data Grant application. Specifically, the recommended performance measure as outlined in the NHTSA Performance Measure White Paper, DOT HS 811 441, is the percentage of success for principal users – accessibility of crash records in the CDR. Measure of accessibility achieved – Improvement of the accessibility from 93.5 percent of accessibility of the CDR by Principal Users during July 2016-June 2017, to 96.0 percent during July 2017-June 2018. Refer to the next two pages for the Interim Progress Report, submitted as a requirement for the State Traffic Safety Information System Improvements Grant. This report details the actual 12-month baseline and performance period comparison of the crash accessibility measure used for this year's grant application.

The ongoing source for a significant performance measure for traffic records stakeholders has been the Crash Data Repository (CDR) at the University of Connecticut (UConn). The CDR now boasts over 700 registered users, with access to crash, roadway and traffic volume data. The CDR is a component of the Transportation Safety Research Center (TSRC), supported by the State Department of Transportation (ConnDOT). Many users of the CDR responded that they were satisfied with benefits they already receive from online access and data query tools, the number of years of data already contained on the repository and the ability to use linked data and to generate rates based on traffic volume.

Performance Measure: Traffic Stop Data Collection

Progress: **In Progress**

Program-Area-Level Report

Connecticut Statute requires that nearly all law enforcement agencies with the power to make a traffic stop report race and ethnicity data to the Office of Policy and Management. 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. The goal is that one hundred percent of agencies required to report this data do so electronically.

Reporting Year	# of agencies required to report traffic stop records to the state	% of agencies reporting data	% of agencies reporting data electronically at time of stop
10/1/13 to 9/30/14	105	96%	76%
10/1/14 to 9/30/15	105	100%	81%
10/1/15 to 9/30/16	106	97%	93%

10/1/16 to 9/30/17	107	100%	93%
10/1/17 to 9/30/18	107	100%	95%
10/1/18 to present	107	100%	95%

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	277
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	1,547.00
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	0.883
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	61.00
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	112
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	78.00
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	55
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	31.00
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	29.00
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	48.00
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	4.00
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2020	2020	93.00
13	Number of Agencies participating in Distracted Driving High Visibility Enforcement	Annual	2020	2020	55
14	Traffic Records	Annual	2020	2020	77.62
15	Traffic Stop Data Collection	Annual	2020	2020	100.00

Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	277	5 Year	2016

Performance Target Justification

Fatalities 2013-2018

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	1,547.00	5 Year	2016

Performance Target Justification

Serious (A) Injuries 2013-2018

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Percentage	0.883	5 Year	2016

Performance Target Justification

Fatality Rate per 100M VMT 2013-2018

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	61.00	5 Year	2016

Performance Target Justification

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	112	5 Year	2016

Performance Target Justification

14. To maintain the five year moving average of 112 (2013-2017) alcohol impaired driving fatalities (BAC =.08+) during 2020. Alcohol impaired driving fatality figures have generally increased during the five year reporting period, the five year moving average trend projects this measure to remain flat for the planning period.

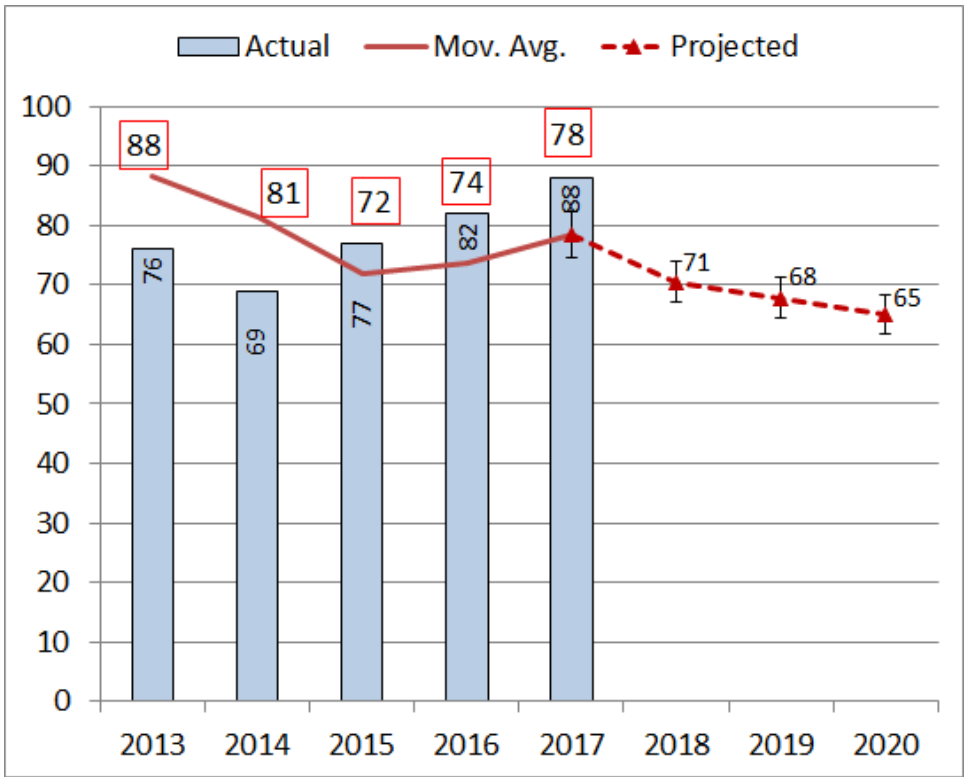
Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	78.00	5 Year	2016

Performance Target Justification

Speeding Related Fatalities



To maintain the five year moving average of 78 (2013-2017) speeding related fatalities during 2020.

Speeding related fatalities have increased during the last three years of the five year reporting period yet the five year moving average trend projects a decrease in this measure. Although the five year moving average trend projects a decrease in this measure, preliminary data indicate this measure will increase or remain consistent with previously reported data during the planning period. Lower speeding related fatality figures will be dropped from future five-year moving averages in the next planning period(s).

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	55	5 Year	2016

Performance Target Justification

15. Motorcyclist fatalities have generally stayed flat during the five year reporting period. The five year moving average trend projects an increase in this measure. Although preliminary data for 2018 shows a decrease in motorcyclist fatalities, the five year moving average is predicted to remain flat or slightly increase for the next planning period.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	31.00	5 Year	2016

Performance Target Justification

16. Unhelmeted Motorcyclist fatalities have increased slightly during the five year reporting period. The five year moving average trend projects an increase in this measure. A targeted "Share the Road" media campaign began in May of 2020 and will run through the end of September. This campaign will stressed the importance of personal protective equipment through visual messaging. A component was added to mandatory motorcycle license training that stresses the importance of personal protective equipment.

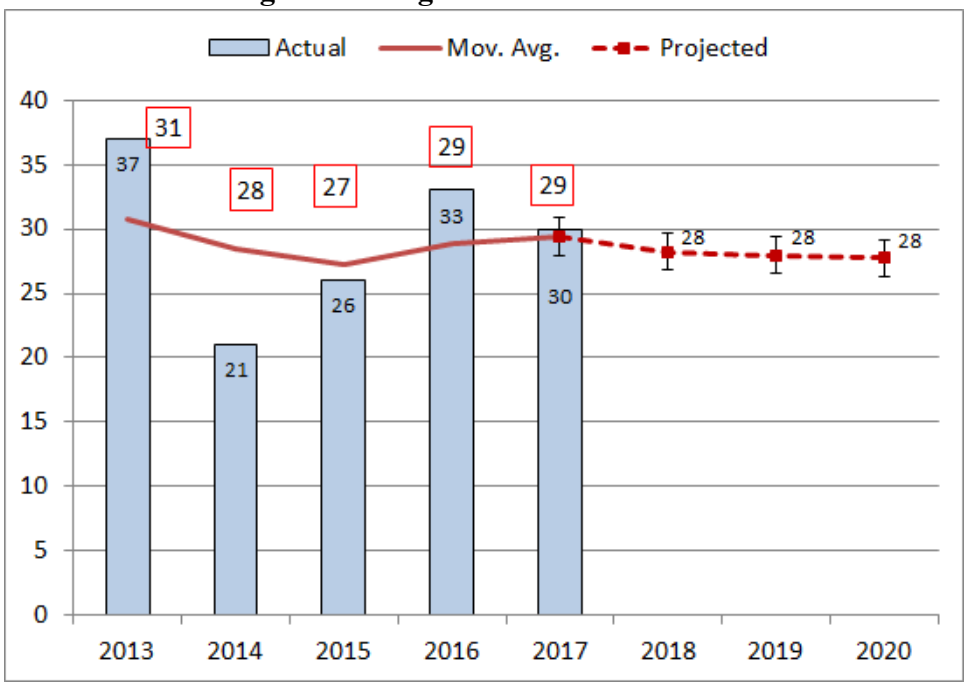
Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	29.00	5 Year	2016

Performance Target Justification

Fatalities Involving Drivers Age 20 and Under



To maintain the five year moving average of 29 (2013-2017) fatalities involving a driver aged 20 or younger during 2020. Fatalities involving a driver aged 20 or younger have generally increased since 2014 during the five year reporting period. The five year moving average trend projects a decrease in this measure. Although the five year moving average trend projects a decrease in this measure, preliminary data indicate this measure will increase during the planning period.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	48.00	5 Year	2016

Performance Target Justification

17. To maintain the 2017 moving average of 48 pedestrian fatalities in 2020.

In 2016, Connecticut experienced 62 pedestrian fatalities, 13 of which were in December. This number is the highest total for any single month of that year. In 2017, Connecticut experienced 49 fatalities overall with the two highest months included January with eight and seven in December. In 2018, Connecticut in experienced 61 fatalities, of which seven occurred in January and five in December. 2018 had higher numbers of pedestrian

fatalities in July (nine), October (nine) and November (eight) for each month respectively. Nine* pedestrian fatalities occurred in January 2019. *There are reports submitted currently for four of the nine crashes. The five without reports were not part of the analysis of the 41 pedestrian fatalities.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	4.00	5 Year	2016

Performance Target Justification

18. To maintain the five year moving average of 4 (2013-2017) bicyclist fatalities during 2020.

Bicyclist fatalities have remained fairly steady. The five year moving average trend projects a decrease in this measure.

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

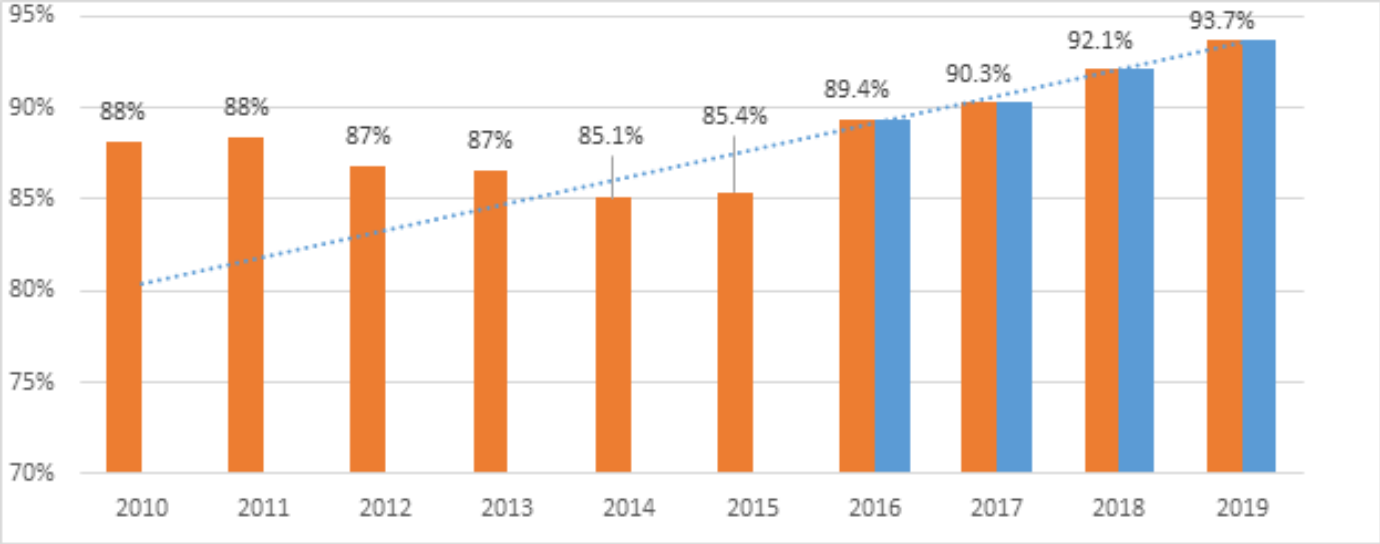
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	93.00	Annual	2020

Performance Target Justification

To increase the statewide observed seat belt use rate from 92.1 percent in 2019 to 93 percent or above in 2020. Observed seat belt use peaked in Connecticut in 2019. The goal was chosen to

attain a seat belt use rate above 92 percent.



Performance Measure: Number of Agencies participating in Distracted Driving High Visibility Enforcement

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of Agencies participating in Distracted Driving High Visibility Enforcement-2020	Numeric	55	Annual	2020

Performance Target Justification

Although there will be a limited observation component, coupled with the 2019 distracted driving HVE campaign, this measure will still be under development during the time of the writing of this planning document. It is anticipated observation data will be tested and used during the 2020 Federal Fiscal Year as a performance measure. As such this program area will rely on activity measures as performance goals during the early stages of this project. The main activity measure will be as follows: Agencies participating in HVE distracted driving enforcement in 2019: 54

Performance Measure: Traffic Records

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Traffic Records-2020	Percentage	77.62	Annual	2020

Primary performance attribute: **Accessibility**

Core traffic records data system to be impacted: **Citation/Adjudication**

Performance Target Justification

19. The Connecticut Traffic Records Coordinating Committee (TRCC) continued to focus on the Electronic Citation and Adjudication System. An On-Line Adjudication System was deployed which allows for timely adjudicating and disposition of motor vehicle violation with immediate posting to Driver History File. The state crash system continued to mature. Ongoing training and daily follow up with law enforcement agencies throughout the state result in an improvement of crash timelines from occurrence to available in the centralized crash database for analysis and reporting. Citation Adjudication & Disposition Timeliness - Decrease the number of days for Citation Adjudication and posting of disposition to Driver History File. Crash Timelines – Decrease the number of crash occurrence to when it is available in the State Central Database for analysis and report. **Demonstrated Improvement CT-CA-002- Citation/Adjudication Timeliness Performance Measure Based on C/A-T-2- Model (Timeliness) Citation Adjudication through the Online Disposition System** Connecticut Judicial Branch deployed an **Online Adjudication System** which enabled individuals who pled "not guilty" to an infraction to participate in the court electronically process, rather than be required to physically appear in court (not including trials). Currently available in all locations in the State, the online dockets have reduced costs, improved the quality and timeliness of hearings, and improved the convenience and efficiency of the process for both the court and the individual who receives the infraction. These adjudications results are subsequently available in a timely manner to members of the highway safety community for use in subsequent offender sanctioning, training, and education of high-risk driver populations. Prosecutors have real time access to driver histories, pending cases and registration information to consider when disposing infractions. Disposition results are now enter immediately to the Drive History File **C/A-T-2- Citation/Adjudication Timeliness –** The mean number of days from the date a citation is issued to the date the citation/adjudication disposition is entered into the Driver Record file. ***Connecticut methods for calculation is the total number of days and hours from Citation adjudication disposition to posting of the disposition outcome to the Driver History File***

Performance Measure: Traffic Stop Data Collection

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

Traffic Stop Data Collection-2020	Percentage	100.00	Annual	2020

Performance Target Justification

At the outset of the project in 2012 only 27 police agencies reporting traffic stop data to the state. Of those 27 agencies, most were not reporting electronically (less than 10). The current (updated) law that went into effect on October 1, 2013 required that departments submit data for each traffic stop in an electronic format on a monthly basis. At the time there were 105 police departments that were required to submit traffic stop records. As of today, there are 107 police agencies that must submit traffic stop records and they are broken down as follows: 94 municipal departments (One municipal department created in 2016 and one created in 2017) State Police 12 special police agencies All data be submitted electronically, but that doesn't mean that all agencies are collecting data electronically at the time of the stop. Some departments collect records on paper forms and then have a records clerk enter the information into an electronic system. Below is a breakdown of the percentage of agencies that reported data (complied with the law) and the percentage of agencies that reported data electronically at the time of the stop (in other words, the information was not entered at a later date by a records clerk). Reporting Year # of agencies required to report traffic stop records to the state % of agencies reporting data % of agencies reporting data electronically at time of stop 10/1/13 to 9/30/14 105 96% 76% 10/1/14 to 9/30/15 105 100% 81% 10/1/15 to 9/30/16 106 97% 93% 10/1/16 to 9/30/17 107 100% 93% 10/1/17 to 9/30/18 107 100% 95% 10/1/18 to present 107 100% 95%

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: **Yes**

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: **8,809**

Fiscal Year A-1: **2018**

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: **1.050**

Fiscal Year A-2: **2018**

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: **13,202**

Fiscal Year A-3: **2018**

Program areas

Program Area: Community Traffic Safety Program

Description of Highway Safety Problems

This problem identification data in this program area represents two main behavioral groups: younger drivers and bicyclists/pedestrians.

Younger Drivers

Table OA-1 outlines the age distribution of licensed drivers in Connecticut and the nation as a whole during calendar years 2015 to 2017. The data show that the percentage of Connecticut licensed drivers age 19 and younger is slightly higher than the U.S. percentage (3.9% vs. 3.6%, respectively), and that the percentage of drivers age 70 and older is slightly higher in Connecticut (13.2%) than in the U.S. as a whole (12.49%).

Table OA-1. Licensed Drivers by Age Group, 2015-2017

Licensed Drivers by Age		2015		2016		2017	
		N	%	N	%	N	%
Connecticut	Under 16	0	0.0%	0	0.0%	0	0.0%
	16-17	27,545	1.1%	46,776	1.8%	30,423	1.2%
	18-19	60,719	2.4%	66,831	2.6%	62,974	2.4%
	19 and under	88,264	3.4%	113,607	4.4%	93,397	3.6%
	20	35,634	1.4%	37,465	1.4%	36,016	1.4%
	16-20	123,898	4.8%	151,072	5.8%	129,413	5.0%
	21-24	159,982	6.2%	163,436	6.3%	158,362	6.1%
	25-34	422,383	16.5%	435,503	16.7%	429,275	16.6%
	35-44	393,886	15.3%	401,103	15.4%	395,944	15.3%
	45-54	497,298	19.4%	496,288	19.0%	481,832	18.6%
	55-64	471,489	18.4%	470,597	18.0%	477,296	18.4%
	65-69	175,736	6.8%	174,939	6.7%	174,515	6.7%
	70 up	322,001	12.5%	318,069	12.2%	340,357	13.2%

Nationwide	**Under 16**	65,115	0.0%	63,337	0.0%	76,599	0.0%
	16-17	2,985,342	1.4%	3,093,662	1.4%	3,089,428	1.4%
	18-19	5,540,192	2.5%	5,659,183	2.6%	5,677,312	2.5%
	19 and under	8,590,649	3.9%	8,816,182	4.0%	8,843,339	3.9%
	20	3,224,310	1.5%	3,224,310	1.5%	3,253,151	1.4%
	16-20	11,749,844	5.4%	12,002,717	5.4%	12,019,891	5.3%
	21-24	14,406,138	6.6%	14,460,176	6.5%	14,358,274	6.4%
	25-34	38,385,563	17.6%	39,194,065	17.7%	39,831,017	17.7%
	35-44	36,194,823	16.6%	36,500,347	16.5%	37,090,912	16.5%
	45-54	39,475,801	18.1%	39,407,317	17.8%	39,175,690	17.4%
	55-64	37,715,222	17.3%	38,379,823	17.3%	39,178,953	17.4%
	65-69	14,788,404	6.8%	15,417,301	7.0%	15,625,640	6.9%
	70 up	25,020,638	11.5%	26,286,835	11.9%	27,989,281	12.4%

Source: Federal Highway Administration

Table OA-2 contains 2015, 2016, and 2017 fatal crash rates per 100,000 licensed drivers by driver age group for Connecticut operators and the U.S. as a whole. The data indicate that younger drivers (under 25) consistently have a much higher involvement in fatal crashes than older drivers. The data also show that the involvement rate of Connecticut drivers in fatal crashes is lower than that for the U.S. in all age groups.

Table OA-2. Number of Drivers Involved in Fatal Crashes by Age Group

Per 100,000 Licensed Drivers*, 2015-2017

	2015		2016		2017	
	CT	**US**	**CT**	**US**	**CT**	**US**
Under 16	n/a	238.0	n/a	281.0	n/a	189.3
16-17	18.2	35.0	15.0	36.2	26.3	36.1
18-19	23.1	37.4	18.0	37.7	17.5	36.2
19 and under	23.8	38.1	17.6	38.9	20.3	37.5
20	14.0	35.4	34.7	37.2	22.2	34.0
16-20	19.4	36.2	21.2	37.1	20.9	35.6
21-24	20.6	34.8	25.1	36.5	24.6	34.9
25-34	21.1	26.0	21.4	27.8	19.8	27.3
35-44	15.2	21.5	17.5	22.4	15.4	22.2
45-54	12.1	20.0	14.5	20.4	11.4	20.7
55-64	12.5	17.3	14.2	18.3	9.8	18.6
65-59	10.8	15.2	8.6	16.2	8.6	14.8
70 up	7.5	17.2	11.9	17.8	12.3	17.5

***** Licensed drivers within each age group.

Source: FARS Final Files 2015-2016, Annual Report File 2017

Table OA-3 shows the 2015, 2016 and 2017 non-fatal injury crash rates per 100,000 licensed drivers by driver age group. There was an increase in involvement rate for all ages 20 and under, and an increase in involvement rate for 35-44 and 65 and older age groups.

Table OA-3. Number of Drivers Involved in Injury Crashes by Age Group

Per 100,000 Licensed Drivers*, 2015-2017

	2015	2016	2017
16-17	3,448	2,240	3,662
18-19	3,142	3,108	3,268
19 and under	3,286	2,783	3,425
16-20	3,190	2,882	3,327
21-24	3,115	3,174	3,142
25-34	2,550	2,607	2,600
35-44	1,928	2,002	2,061
45-54	1,565	1,686	1,664
55-64	1,262	1,320	1,303
65-74	991	1,004	1,023
75 up	851	881	915

* Licensed drivers within each age group

Source: Connecticut Crash Data Repository

Bicyclists and Pedestrians

In Connecticut in 2017, 3 bicyclists were killed and 444 were injured in motor vehicle crashes whereas 48 pedestrians were killed and 1,307 were injured. Table OA-6 outlines the characteristics of pedestrian and bicyclist fatalities.

Pedestrian fatalities occurred more frequently during December through February (33.7%) than during other months of the year (Table OA-6). The majority (59.3%) of pedestrian fatalities occurred in the 3pm to midnight time period. The largest number of pedestrian fatalities occurred in Fairfield (64), New Haven (63), and Hartford (56) counties, accounting for about 77 percent of the victims.

Most bicyclist fatalities occurred during August through October (53%) and 63 percent occurred between 9am and 6pm. Hartford, New Haven, and Fairfield counties accounted for 74 percent of all bicyclist fatalities in the period 2013-2017.

TABLE OA-6. Connecticut Pedestrian and Bicycle Fatalities

Month, Time of Day, and County 5-Year Total: 2013-2017

	Pedestrian Fatalities		Bicyclist Fatalities	
	(N=237)	%	(N=19)	%
Month				
January	19	8.0%	0	0.0%
February	25	10.5%	0	0.0%
March	18	7.6%	0	0.0%
April	13	5.5%	1	5.3%
May	15	6.3%	1	5.3%
June	12	5.1%	2	10.5%
July	21	8.9%	4	21.1%
August	15	6.3%	3	15.8%
September	20	8.4%	2	10.5%
October	22	9.3%	5	26.3%
November	21	8.9%	1	5.3%
December	36	15.2%	0	0.0%
Time of Day				
Mid-3am	24	10.2%	0	0.0%
3am-6am	10	4.2%	1	5.3%
6am-9am	21	8.9%	2	10.5%
9am-Noon	20	8.5%	2	10.5%
Noon-3pm	21	8.9%	5	26.3%

3pm-6pm	28	11.9%	5	26.3%
6pm-9pm	75	31.8%	2	10.5%
9pm-Mid	37	15.7%	2	10.5%
County				
Fairfield	64	27.0%	4	21.1%
Hartford	56	23.6%	6	31.6%
Litchfield	10	4.2%	3	15.8%
Middlesex	12	5.1%	1	5.3%
New Haven	63	26.6%	4	21.1%
New London	14	5.9%	1	5.3%
Tolland	8	3.4%	0	0.0%
Windham	10	4.2%	0	0.0%

Source: FARS Final Files 2013-2016, Annual Report File 2017

The majority of pedestrians and bicyclists killed in crashes had one or more factors reported (Table OA-7). The most common action for both pedestrians and bicyclists was "crossing the roadway." The next most commonly cited contributing factor for pedestrians were "dart out/dash" (50), followed by "not visible" (37) and "in roadway improperly" (30). For bicyclists, the next most common factors were "failure to yield right-of- way"" (6) and "failure to obey traffic signs, signals, or officer", cited for 4 of the 19 bicycle fatalities occurring from 2013 to 2017.

Table OA-7. Connecticut Pedestrian and Bicyclist Fatalities Related

Factors for Pedestrians and Bicyclists 5-year Total: 2013-2017

Fatalities	**Pedestrian (N=237)**	**Bicyclists (N=19)**
Non-Motorist Condition/Action	N=465	N=33

Crossing Roadway	122	8
Dart/Dash	50	1
Not visible	37	1
In roadway improperly	30	0
Improper crossing of roadway or intersection	24	4
Under the influence of alcohol, drugs, or med.	17	6
Failure to yield right-of-way	20	1
Failure to obey traffic signs, signals, or officer	19	0
Moving along roadway against traffic	13	4
Inattentive	6	2
All Other Factors	127	6

Source: FARS Final Files 2013-2016, Annual Report File 2017

Bicyclist fatalities accounted for less than 2 percent of the total number of traffic fatalities in Connecticut in 2017. Annual bicyclist fatalities ranged from 3 to 6 during the 2013 to 2017 period. There were 444 non-fatally injured bicyclists involved in motor vehicle crashes in Connecticut in 2017, the second lowest number in the last 5 years. The 2017 injury figure represents 1.1 percent of all motor vehicle related injuries.

Table OA-8. Bicyclists Killed and Injured, 2013-2017

	2013	**2014**	**2015**	**2016**	**2017**
Killed	3	4	3	6	3
Injured	495	513	439	448	444

Sources: Connecticut Crash Data Repository, FARS

Table OA-9 shows that bicyclist fatalities have remained stable in Connecticut between 2013 and 2017+0.0%. During the 5-year period of 2013 to 2017, the number of bicyclist fatalities in Connecticut each year ranged between 3 and 6.

TABLE OA-9. Connecticut Bicyclist Fatalities

	2013	2014	2015	2016	2017	Change 2013-17 %
Connecticut	3	4	3	6	3	0.0%

Source: FARS Final Files 2012-2015, Annual Report File 2017

Bicyclist fatalities have generally represented less than 2 percent of all Connecticut fatalities.

TABLE OA-10. Connecticut Bicyclist Fatalities as Percent of Total Fatalities

	2013	2014	2015	2016	2017
Connecticut	1.0%	1.6%	1.1%	2.0%	1.1%

Source: FARS Final Files 2013-2016, Annual Report File 2017

Table OA-11 shows that the number of pedestrian fatalities in Connecticut fluctuated over the 5-year period of 2013 to 2017. In 2017, there were 48 pedestrian fatalities, a 30 percent increase from the 37 fatalities observed in 2013. The pedestrian fatality rate for Connecticut in 2017 was 1.3 per 100,000 population (Table OA-11). Pedestrian fatalities in Connecticut accounted for 17.3 percent of all motor vehicle crash victims in 2017.

Table OA-11. Connecticut Pedestrian Fatalities

	2013	2014	2015	2016	2017	Change 2013-17 %
Fatalities	37	47	46	59	48	29.7%
% of Total Fatalities	12.9%	19.0%	17.0%	19.4%	17.3%	
Fatality Rate per 100k pop	1.0	1.3	1.3	1.6	1.3	30.0%

Sources: FARS Final Files 2013-2016, Annual Report File 2017

Table OA-12 shows the number of fatally and non-fatally injured pedestrians in the State over the 2013 to 2017 period. The 2017 State's non-fatal injury pedestrian rate was 36 per 100,000 population, the highest rate in the last five years.

Table OA-12. Number of Pedestrians Killed and Injured

	2013	2014	2015	2016	2017
Killed	36	47	46	59	48
Total Injured	1,018	1,020	1,173	1,384	1,307
Serious (A) Injury	175	160	194	247	241
Moderate (B) Injury	412	464	570	694	643
Minor (C) Injury	431	396	409	443	423
Fatality Rate per 100,000 Pop.	1.0	1.3	1.3	1.6	1.3
Non-Fatal Injury Rate	28	28	33	33	36

per 100,000 Pop.

Sources: Connecticut Crash Data Repository; FARS Final Files 2013-2016, Annual Report File 2017

Figure OA-2. Pedestrian Fatalities

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	29.00
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	48.00
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	4.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Education, Communications and Outreach
Enforcement of Traffic Violations

Countermeasure Strategy: Education, Communications and Outreach

Program Area: **Community Traffic Safety Program**

Project Safety Impacts

This countermeasure will continue the promotion of the statewide media, education and outreach campaign aimed at reducing non-motorized crashes, injuries and fatalities. This correlates directly to the efforts of the Watch for Me CT program and community engagement efforts.

Linkage Between Program Area

Pedestrian fatalities and injuries have continued to fluctuate significantly on an annual basis in Connecticut. In previous years, the HSO did not have dedicated funding to target non-motorized safety. In an effort to address this issue, the HSO adopted the Watch for Me program in Connecticut and allocated both 402 and 405 dollars to develop new programs and materials aimed at reducing non-motorized crashes, injuries and fatalities. This effort includes a statewide media campaign as well as a program manager working with the Connecticut Children's Medical Center dedicated to increasing pedestrian and bicycle safety awareness in the state. This also includes a website, social media presence and appearances at walking and biking events throughout Connecticut that furthers the safety campaign's exposure. Collaborating with law enforcement in high volume pedestrian areas for educational opportunities and positive reward campaigns has also occurred and generated significant earned media.

Rationale

The reach of the HSO's non-motorized safety campaigns continue to grow and become more recognizable in Connecticut. The Watch for Me CT signage is visible not only in a statewide media campaign but also in sports and entertainment venues throughout the state. The additional continued development of partnerships with non-motorized transportation groups also furthers the reach of this message. The goal is to continue to increase the awareness of this issue in an effort to reduce non-motorized fatalities and injuries due to traffic crashes.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 CTS Task 1	Pedestrian and Bicycle Safety Media and Community Awareness Project
20 CTS Task 2	Public Information and Education/Community Outreach to Pedestrians and Bicyclists
20 CTS Task 5	Bike/Ped Media Buy

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

Planned activity number: **20 CTS Task 1**

Primary Countermeasure Strategy ID:

Planned Activity Description

According to NHTSA, a pedestrian was killed on average every 88 minutes in traffic crashes in 2017 in the United States. In recent years, pedestrian fatalities comprise of more than 15% of annual traffic deaths in the state, and the numbers continue to fluctuate and show a significant issue in Connecticut. In an effort to combat this problem, the HSO will again partner with Connecticut Children's Medical Center (CCMC) to promote the 'Watch for Me CT' campaign

which focuses on pedestrian safety as well as bicycle safety. This campaign will include the continued promotion of the website, digital advertising, billboards, community outreach and social media to spread the message of this campaign throughout Connecticut. CCMC continues to employ a program coordinator dedicated to this campaign who has made strong connections to community groups promoting the safety of road users who are walking and biking.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
405h-2(FHPE)	**0200-0746-2-AC**	**Connecticut Children's Medical Center**	**Pedestrian Safety Awareness Project**	**$350,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Education, Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	$350,000.00		

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

Planned activity number: **20 CTS Task 2**

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

Fund	Project number	Agency	Title	$ Amount
402-PS	**0200-0710-AE**	**CT-DOT/HSO**	**PI&E**	**$15,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Education, Communications and Outreach
Traffic Records Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		$15,000.00		$0.00

Planned Activity: Bike/Ped Media Buy

Planned activity number: **20 CTS Task 5**

Primary Countermeasure Strategy ID:

Planned Activity Description

This project will provide the HSO dedicated funding to address developing trends in pedestrian safety due to the increase in pedestrian fatalities in the state. This funding will provide flexibility to use new data to increase targeted education and awareness regarding pedestrians in an effort to reduce crashes, injuries and fatalities through selected media opportunities.

Intended Subrecipients

Fund	Project number	Agency	Title	$ Amount
405d-ii-4 (M7*PS)	**0200-0740-4-AT**	**CT-DOT/HSO**	**Bike/Ped Media Buy**	**$65,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Education, Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Int		$65,000.00		

Countermeasure Strategy: Enforcement of Traffic Violations

Program Area: **Community Traffic Safety Program**

Project Safety Impacts

This countermeasure will further the Pedestrian and Bicycle Safety Law Enforcement Workshop developed for Connecticut in partnership with NHTSA. This effort will expand in FY20 to allow police departments that have attended the training to receive funding for targeted non-motorized safety enforcement aimed at reducing pedestrian and bicyclist crashes, injuries and fatalities.

Linkage Between Program Area

The HSO has used the Crash Data Repository data to target the major problem municipalities in Connecticut for non-motorized safety. These municipalities will have the opportunity to take the Pedestrian and Bicycle Safety Law Enforcement Workshop and receive funding for enforcement to address this issue in Connecticut. Pedestrian fatalities in particular have been trending upward, and the numbers have been varying significantly in recent years. Building on the momentum generated by the media and public outreach and education efforts, this project will incorporate law enforcement officers taking a refresher course on the relevant non-motorized safety violations followed by enforcing these violations at problem locations. This will be the first time in Connecticut that funding is provided to police departments for non-motorized safety enforcement.

Rationale

Incorporating law enforcement efforts into Connecticut's pedestrian and bicycle safety efforts will build on the paid and earned media garnered by the program outreach and education efforts. Law enforcement buy-in on this issue will be crucial in decreasing the number of non-motorized crashes, injuries and fatalities in Connecticut. Targeted enforcement will demonstrate that municipalities are taking this problem seriously with the goal of improving safety and increasing awareness for those walking and biking in their respective communities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 CTS Task 3	Pedestrian Training for Law Enforcement
20 CTS Task 4	Non-Motorized Enforcement

Planned Activity: Pedestrian Training for Law Enforcement

Planned activity number: **20 CTS Task 3**

Primary Countermeasure Strategy ID:

Planned Activity Description

In 2018, the HSO worked closed with NHTSA and the UConn Technology Transfer Center to develop a Connecticut specific curriculum for police officers focusing on pedestrians and non-motorized safety. Following this first pilot course, the curriculum was edited to be again rolled out to police departments that are in municipalities that are overrepresented in pedestrian related fatalities and crashes. This training will focus on the specifics of pedestrian and bicycling laws in an effort to provide a refresher course to officers to target behaviors contributing to the crashes, injuries and fatalities involving non-motorized road users.

Intended Subrecipients

Fund	Project number	Agency	Title	$ Amount
405h-2(FHPE)	**0200-0746 -2-AD**	**CT-DOT/HSO**	**Law Enforcement Training**	**$5,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Enforcement of Traffic Violations
Traffic Records Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$5,000.00		

Planned Activity: Non-Motorized Enforcement

Planned activity number: **20 CTS Task 4**

Primary Countermeasure Strategy ID:

Planned Activity Description

Task 4

Project Title: Non-Motorized Safety Overtime Enforcement

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

Countermeasure: Pedestrians, 4.4 *Countermeasures That Work*

In conjunction with the pedestrian and bicycle safety law enforcement training, the HSO plans to provide overtime enforcement funding to police departments that have a demonstrated non-motorized crash problem in their municipality. This enforcement will include municipalities that not only have a pedestrian crash problem but also attend the training course and dedicate officers to reducing crashes, injuries and fatalities in their communities upon its completion. This pilot program will look to target approximately 10 municipalities to participate in this enforcement program in Connecticut and focus on problem areas such as improper yielding and crossing, distraction, speed and impairment.

Intended Subrecipients

Fund	Project number	Agency	Title	$ Amount
405h-3(FHLE)	**0200-0746-3-ZZ**	**Municipal Police Agencies**	**Non-Motorized Enforcement**	**$125,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Enforcement of Traffic Violations

Traffic Records Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$125,000.00		

Program Area: Distracted Driving

Description of Highway Safety Problems

To date, identifying the role distracted driving has played in fatality and injury crashes has been a challenge in Connecticut, due to the way crash data is collected and the nature of law enforcement's ability to determine the role of distraction as crash causation. This is especially true for the role mobile electronic devices play in causing crashes. Often, data on crashes caused by drivers distracted by a mobile phone can only be collected in very serious crashes with injuries and fatalities or where witness testimony exists. For this reason, the crash data available underreport the number of crashes caused by distracted drivers. Generally, seven percent of all crashes, four percent of fatal crashes and nine percent of injury crashes are attributed to some form of driver distraction in the State of Connecticut.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Number of Agencies participating in Distracted Driving High Visibility Enforcement	2020	Annual	55

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
High Visibility Cellphone/Text Messaging Enforcement

Countermeasure Strategy: Communication Campaign

Program Area: **Distracted Driving**

Project Safety Impacts

Countermeasure: HVE media messaging will follow guidelines tested and developed during Connecticut's two pilot research programs "Phone in One Hand. Ticket In the Other"

Media Component:

The HSO will work through a media contractor to purchase ad space across multiple media platforms to compliment the National NHTSA media buy "U Drive. U Text. U Pay". This advertising will be purchased to run during the month of April, designated by NHTSA as "Distracted Driving Awareness Month".

Observation Component:

The HSO may choose to fund observation research to test the effectiveness of HVE campaigns. The observation will follow designs tested during NHTSA run research projects and seatbelt observations.

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1. Public outreach and education campaigns:

The HSO will work with its media contractor to develop multiple products to be used throughout the year to provide educational "social norming" messaging to raise motorist awareness of the dangers of distracted driving. These products will include the development of the following:

- Connecticut specific social norming messaging campaign to be used across various media platforms as well as in venue advertising as used in other programs (i.e. Buckle up Connecticut etc.)

- A Public Service Announcement (PSA) to educate motorists about Connecticut's hand held mobile phone ban. A service directly requested from both state and local law enforcement. Connecticut motorists have been encouraged to pull over in "safe place" to use their mobile phones but often the average person's definition of a "safe place" is different from what law enforcement know to be a legally "safe place". This PSA will discuss this topic.

Linkage Between Program Area

HVE media messaging will follow guidelines tested and developed during Connecticut's two pilot research programs "Phone in One Hand. Ticket In the Other"

Rationale

Projected traffic safety impact as a result of countermeasures selected in this area:

21. Slowing the increasing number of distracted driving crashes

22. Greater awareness among motorists of law enforcement's efforts to identify and cite distracted drivers

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 DD Task 3	Distracted Driving – Media Buy
20 DD Task 4	Public Outreach and Education Campaigns
20 DD Task 5	Distracted Driving Education Programming and Younger Driver Education

Planned Activity: Distracted Driving – Media Buy

Planned activity number: **20 DD Task 3**

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
405e-6 (M8*PM)	**0200-0745-6-DX**	**CT-DOT/HSO**	**Distracted Driving Media Buy**	**$700,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Comprehensive Distracted Driving	405e Public Education (FAST Comprehensive)	$700,000.00		

Planned Activity: Public Outreach and Education Campaigns

Planned activity number: **20 DD Task 4**

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
405e-1 (M8PE)	0200-0745 -1-DY	CT-DOT/HSO	Distracted Driving Messaging at Outreach venues	$100,000

Funding Source	Project Number	Agency	Title	$ Amount
405e-1 (M8PE)	0200-0745- 1 -DZ	CT-DOT/HSO	Distracted Driving Citation Holders	$20,000

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Comprehensive Distracted Driving	405e Public Education (FAST Comprehensive)	$120,000.00		

Planned Activity: Distracted Driving Education Programming and Younger Driver Education

Planned activity number: **20 DD Task 5**

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
405e-5 (M8*TSP)	**0200-0745-5-EA**	**CT-DOT/HSO**	**Save a Life Tour**	**$240,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Comprehensive Distracted Driving		$240,000.00		

Countermeasure Strategy: High Visibility Cellphone/Text Messaging Enforcement

Program Area: **Distracted Driving**

Project Safety Impacts

To decrease fatalities and injuries as a result of crashes caused by driver distraction, especially those caused by hand held mobile phone use by:

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1. Increasing enforcement, especially HVE of Connecticut's hand held mobile phone ban for drivers

1. Number of Citations written during grant funded overtime for hand-held mobile phone use will be used as a tracking measure for this objective

HVE of traffic safety laws has proven an effective way to change driver behavior.

Linkage Between Program Area

HVE of traffic safety laws has proven an effective way to change driver behavior. For federal fiscal year 2020 there will up to 60 agencies selected to participate in this enforcement mobilization. Past Enforcement mobilizations have resulted in nearly 20,000 citations issued to motorists for violation of Connecticut's distracted driving statute.

An HVE campaign to coincide with NHTSA's April "Distracted Driving month". This enforcement mobilization will pair an enforcement mobilization with a media campaign using the NHTSA slogan "U Drive. U Text. U Pay."

Enforcement mobilization:

Both State and municipal police will be selected to participate in grant funded overtime enforcement of Connecticut's hand held mobile phone ban for drivers. Municipal Police departments will be selected based on the distracted driving crash/roadway data index, as prepared by Pruesser Research Group.

Rationale

HVE of traffic safety laws has proven an effective way to change driver behavior. Previous experience in this program area has proven this to be true.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 DD Task 1	HVE Distracted Driving - Enforcement
20 DD Task 2	HVE Distracted Driving – Enforcement - CSP/DESPP
20 DD Task 6	Data Analysis & Surveys

Planned Activity: HVE Distracted Driving - Enforcement

Planned activity number: **20 DD Task 1**

Primary Countermeasure Strategy ID:

Planned Activity Description

This task provides funding for HVE distracted driving enforcement by up to 60 municipal law enforcement agencies. In each of the past two years, about 50 agencies participated in HVE as part of this project. This evidence based enforcement program uses data sourced from table DD-1 to prioritize funding levels based on various types of crash data based on crash type, severity,

population and roadway data. The primary goal of this task is to support NHTSA's national "U Drive. U Text. U Pay" mobilization in April, 2020, and a second, two-week campaign in August 2020. Participating agencies will be able to choose dates throughout the month of April and during two weeks of August to carry out HVE enforcement targeting drivers who use mobile phones behind the wheel.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
405e-2 (M8DDLE)	**0200-0745 -2-ZZ**	**Municipal Police Agencies**	**Distracted Driving Enforcement**	**$2,500,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Comprehensive Distracted Driving	405e DD Law Enforcement (FAST Comprehensive)	$2,500,000.00		

Planned Activity: HVE Distracted Driving – Enforcement - CSP/DESPP

Planned activity number: **20 DD Task 2**

Primary Countermeasure Strategy ID:

Planned Activity Description

This task provides funding for HVE distracted driving enforcement by Connecticut State Police. This evidence based enforcement program uses data sourced from table DD-1 to prioritize funding levels based on various types of crash data based on crash type, severity, population and roadway data. The primary goal of this task is to support NHTSA's national "U Drive. U Text. U Pay" mobilization(s) in April and August, 2020. CSP choose dates throughout the month of April

and two weeks in August to carry out HVE enforcement targeting drivers who use mobile phones behind the wheel.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
405e-2 (M8DDLE)	**0200-0745 -2-DW**	**DESPP**	**Distracted Driving Enforcement**	**$100,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Comprehensive Distracted Driving	405e DD Law Enforcement (FAST Comprehensive)	$100,000.00		

Planned Activity: Data Analysis & Surveys

Planned activity number: **20 DD Task 6**

Primary Countermeasure Strategy ID:

Planned Activity Description

The goal of this project is to provide data to the Highway Safety Office . This project will provide funding for annual evaluation and support. The project will include Distracted Driving observations, as well as data evaluation and support for annual planning documents. This project will also include NHTSA core performance measure mandated attitude and awareness surveys and analysis. Knowledge and awareness surveys at DMV offices to track the impact of mobilization enforcement activities funded under this task.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
405e-8 (M8X)	**0200-0745-8-EO**	**CT-DOT/HSO**	**Data Analysis & Surveys**	**$150,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Cellphone/Text Messaging Enforcement

Funding sources

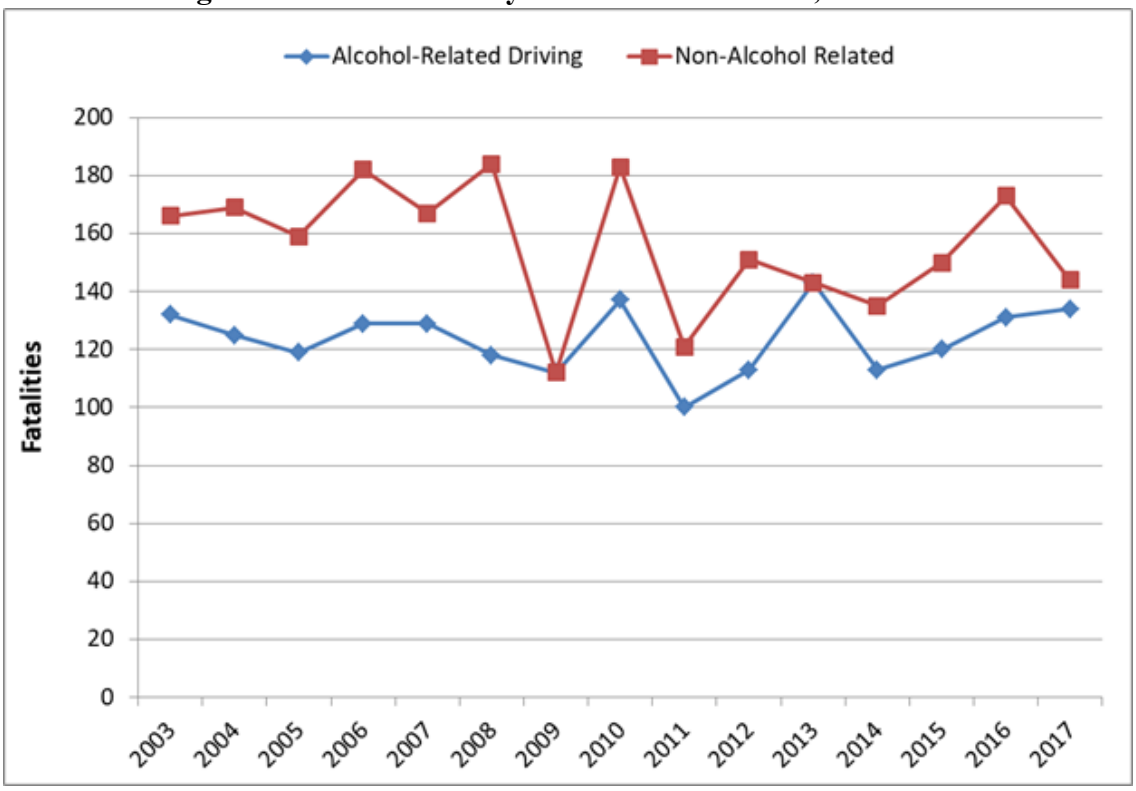
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Comprehensive Distracted Driving		$150,000.00		

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Alcohol-related driving **fatalities are fatalities involving drivers or motorcycle operators with a Blood Alcohol Content (BAC) of 0.01 or higher whereas** ***alcohol-impaired driving*** **fatalities are those fatalities involving drivers or motorcycle operators with a BAC of 0.08 of higher.** The 15-year trends in Connecticut's alcohol-related driving and non-alcohol-related driving fatalities are shown in Figure AL-1. Alcohol-related driving fatalities showed a generally decreasing trend until 2009. The year 2011 had the lowest number of alcohol-related driving fatalities (100), and then increased through 2013. Since 2014, the trend has been moving upward and there were 134 alcohol-related driving fatalities in 2017, the second highest number in the last five years.

Figure AL-1. Fatalities by Alcohol Involvement, 2003-2017



In 2017, Connecticut recorded BAC test results for 60 percent of fatally injured drivers and 13 percent of surviving drivers involved in fatal crashes. The state rates were below the national figures of 62 percent for fatally injured drivers and 24 percent for surviving drivers (when it was known if the test was given).

Table AL-1 shows that the percentage of alcohol-related driving (BAC ≥ 0.01) fatalities in Connecticut during 2017 (48%) was higher than the national average of 34 percent. Thirty-four

percent (41%) of Connecticut's fatal crashes were estimated to have been alcohol-impaired driving crashes (BAC≥ 0.08), a higher rate than that seen nationwide (29%).

Table AL-1. Alcohol-Related (BAC ≥ 0.01+) Driving Fatalities/ Alcohol-Impaired (BAC ≥ 0.08+) Driving Crashes, 2017

	Connecticut	U.S.
Percentage of Alcohol-Related Driving Fatalities	48.2%	34.%
Percentage of Alcohol-Impaired Driving Crashes	41.1%	29.0%

When BAC test results are either not available or unknown, NHTSA employs a statistical model to estimate alcohol involvement. Multiple imputation data has been used in this Plan; Table AL-2 presents the imputed results. Note: using this method can produce slight differences in totals due to rounding.

Table AL-2. Alcohol-Impaired Driving Crashes/Fatalities

State Of Connecticut	2013	2014	2015	2016	2017
Number of Alcohol-Impaired Driving Fatal *Crashes*	116	92	96	110	107
Percent Alcohol-Impaired	44%	39%	37%	38%	41%

Driving Fatal *Crashes*					
Number of Alcohol-Impaired Driving *Fatalities*	126	97	103	116	120
Percent Alcohol-Impaired Driving *Fatalities*	44%	39%	38%	38%	43%

The year 2013 had the highest number of alcohol-impaired driving fatal crashes in the last 5 years before dropping in 2014. Since then, there has been an increasing trend in the number of alcohol-impaired driving fatal crashes. In 2017, the number of alcohol-impaired driving fatal crashes was the third highest in five years. The number of alcohol-impaired driving fatalities showed a similar pattern, increasing from 2014 to 2017. The number of 2017 alcohol-impaired driving fatalities was the second highest level in five years. The percentage of all crashes related to alcohol-impaired driving was the second highest in the five-year period reviewed. The percentage of all fatalities related to alcohol-impaired driving was also the second highest in five years. These figures, defined as a percentage of the total number of crashes and fatalities, remain unacceptably high and fluctuate from year to year. Table AL-3 shows Connecticut BAC test results for the years 2013 to 2017.

Table AL-3. BACs of Fatally Injured Drivers

BAC	2013	2014	2015	2016	2017
0.00	51	54	92	82	49
0.01-0.07	5	7	7	10	11
0.08 –Up	53	47	61	65	48
No/Unknown Result	82	54	22	41	75

Table AL-4 shows the number of alcohol-related driving fatalities both by county and statewide for the years 2013 to 2017, the percentage of these that were known or estimated to have been alcohol-related, and the rate of alcohol-related driving fatalities per 100,000 population. Hartford and Middlesex counties had the highest percentage of alcohol-related driving fatalities for the year 2017 (each at 52%), followed by Fairfield and Litchfield counties (both at 50%). The statewide data at the bottom of the table indicate that, for the 5-year period shown, the percentage of alcohol-related fatalities ranged from 43.2 to 50.0 percent.

New London, Tolland, and Litchfield counties consistently have amongst the highest alcohol-related driving fatality rates per 100,000 of the population.

Table AL-4. Alcohol-Related (BAC ≥ 0.01+) Driving Fatalities by County

County	2013	2014	2015	2016	2017
Fairfield Total	50	47	35	73	59
% Alcohol	45.4%	38.7%	55.4%	37.9%	50.3%
Alcohol Rate/100,000	2.41	1.93	2.05	2.93	3.13
Hartford Total	79	56	63	60	60
% Alcohol	54.7%	50.7%	35.1%	47.5%	52.3%
Alcohol Rate/100,000	4.81	3.16	2.47	3.19	3.51
Litchfield Total	19	16	22	16	20
% Alcohol	55.8%	38.1%	55.0%	37.5%	50.0%
Alcohol Rate/100,000	5.68	3.30	6.59	3.29	5.49
Middlesex Total	17	13	21	18	10
% Alcohol	61.8%	18.5%	39.0%	46.7%	52.0%

Alcohol Rate/100,000	6.35	1.46	5.00	5.14	3.18
New Haven Total	63	52	65	82	75
% Alcohol	47.9%	42.3%	46.0%	46.0%	43.7%
Alcohol Rate/100,000	3.50	2.55	3.48	4.40	3.81
New London Total	29	31	29	27	28
% Alcohol	33.1%	62.9%	50.7%	53.0%	44.3%
Alcohol Rate/100,000	3.50	7.13	5.41	5.30	4.61
Tolland Total	17	18	17	12	12
% Alcohol	64.1%	53.9%	51.2%	40.8%	48.3%
Alcohol Rate/100,000	7.18	6.41	5.75	3.24	3.83
Windham Total	12	15	18	16	14
% Alcohol	45.0%	44.0%	28.9%	23.8%	47.1%
Alcohol Rate/100,000	4.59	5.64	4.46	3.27	5.67
Statewide					
Total Fatalities	286	248	270	304	278
% Alcohol	50.0%	45.5%	44.6%	43.2%	48.2%
Alcohol Rate/100,000	3.98	3.14	3.35	3.67	3.73

The number of alcohol-related driving fatalities has decreased statewide from 143 in 2013 to 113 in 2014, but has increased every year since, reaching 134 in 2017 (see "Performance Measures" table at the end of this section). Overall fatalities have decreased from 286 in 2013 to 278 in

2017 (-3%). The percentage of fatalities that are alcohol-related was highest in 2013 (50.0%) and second highest in 2017 (48.2%). The alcohol-related driving fatality rate has shown an increase over the last 4 years, from 3.14 per 100,000 population in 2014 to 3.73 in 2017.

Table AL-5 shows the age groups of drinking drivers (BAC ≥ .01) killed during the 5-year period from 2013 to 2017, along with the numbers of licensed drivers in these same age groups. The table also shows the rate of drinking drivers killed (fatalities per 100,000 licensed drivers).

The table indicates that persons between the ages of 25 and 44 made up 47 percent of the drinking drivers fatalities. The table shows that approximately 7 percent of the fatally injured drinking drivers were under the legal drinking age.

The substantial over-representation (percent licensed drivers versus percent drivers killed) of the 21-24, 25-34, and 35-44 year old age groups and the under-representation of the 55+ age group is also of significance.

Table AL-5. Fatally Injured Drinking Drivers by Age Group (BAC ≥ 0.01)

Age	Drinking Drivers Killed (2013-2017)		Licensed Drivers (2017)		Rate[3]
	Number[1]	Percent of Total	Number[2]	Percent of Total	
<16	0	0.0%	0	0.0%	n/a
16-20	27	6.7%	129,413	5.0%	21.2
21-24	55	13.4%	158,362	6.1%	34.7
25-34	110	26.9%	429,275	16.6%	25.6
35-44	82	20.0%	395,944	15.3%	20.7
45-54	66	16.2%	481,832	18.6%	13.7

55-64	45	10.9%	477,296	18.4%	9.4
65-69	9	2.1%	174,515	6.7%	5.0
>69	15	3.6%	340,357	13.2%	4.4
Total	409	100.0%	2,586,994	100.0%	15.8

Table AL-6 shows additional characteristics of these drivers and their crashes. The table shows that the fatally injured drinking drivers were predominately males (83% overall) and were most often killed in single vehicle crashes (68%). Overall, 81 percent of the victims had valid licenses, 6 percent had a previous DUI conviction, and 91 percent were Connecticut residents. Approximately 70 percent of the fatalities took place on arterial type roadways, 13 percent were on collector roadways, and 17 percent were on local roadways. The second part of Table AL-6 shows that during the period of 2013-2017 drinking driver fatalities were most likely to have occurred on overnight periods on Saturdays and Sundays (these are likely in the overnight periods of Friday into Saturday and Saturday into Sunday). Friday, Saturday and Sunday account for approximately 59 percent of all alcohol-related driving fatalities. The table shows that 39 percent of the fatalities occurred during the late night hours of midnight to 5:59 a.m., 26 percent took place between 8:00 p.m. and midnight, and 35 percent occurred during the daytime hours from 6:00 a.m. to 7:59 p.m.

Table AL-6. Characteristics of Fatality Injured Drinking Drivers (BAC ≥ 0.01), 2013-2017

	2013 (N=89)	**2014 (N=73)**	**2015 (N=76)**	**2016 (N=86)**	**2017 (N=85)**	**Total (N=408)**
Age						
<21	11.2%	4.8%	6.7%	6.0%	3.8%	6.6%
21-34	43.4%	46.6%	32.1%	40.3%	39.4%	40.4%
35-49	30.1%	26.2%	30.5%	24.2%	29.2%	28.0%
50+	15.3%	22.4%	30.6%	29.5%	27.6%	24.9%
Sex						
Male	77.6%	87.9%	81.3%	84.7%	81.9%	82.5%
Female	22.4%	12.1%	18.7%	15.3%	18.1%	17.5%

Number of Vehicles						
Single Vehicle	75.5%	74.9%	71.6%	61.3%	57.5%	68.0%
Multiple Vehicle	24.5%	25.1%	28.4%	38.7%	42.5%	32.0%
License Valid	85.0%	76.3%	81.3%	82.9%	76.4%	80.5%
Previous DUI	5.6%	4.1%	4.6%	7.1%	7.2%	5.8%
Connecticut Resident	85.9%	90.9%	94.3%	95.7%	89.5%	91.1%
Road Type						
Arterial	64.2%	71.4%	73.1%	66.0%	74.7%	69.7%
Collector	12.5%	10.1%	14.7%	16.6%	12.8%	13.4%
Local	23.3%	18.6%	12.2%	17.4%	12.5%	16.9%

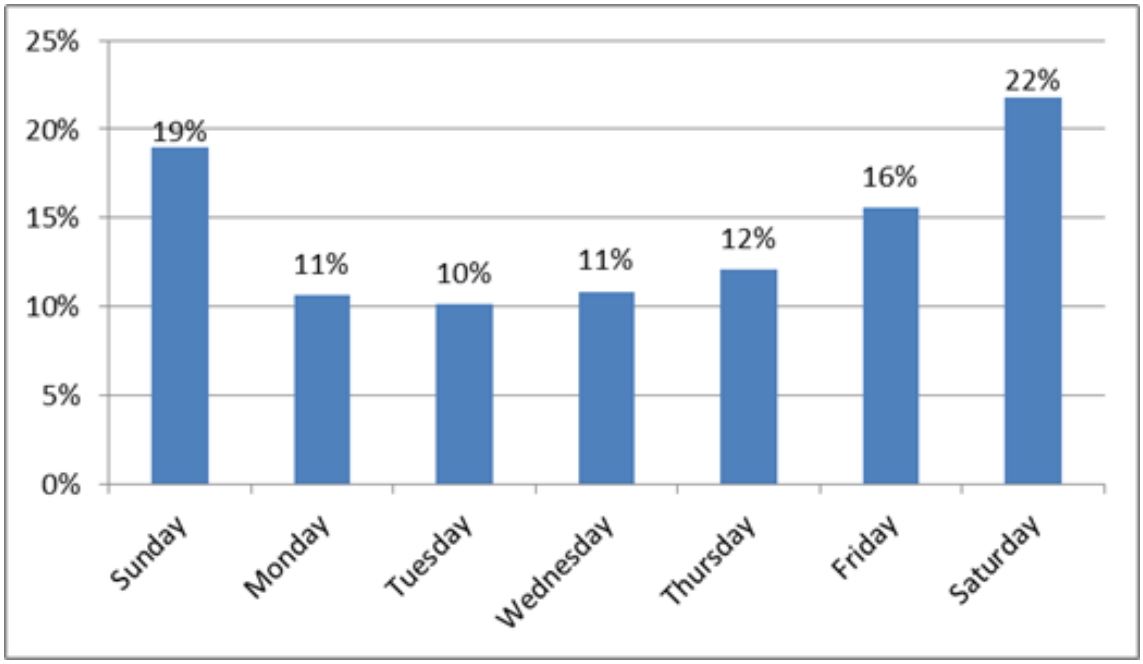
Table AL-6. Characteristics of Fatality Injured Drinking Drivers (BAC ≥ 0.01) 2013-2017 (Continued)

	2013 (N=89)	**2014 (N=73)**	**2015 (N=76)**	**2016 (N=86)**	**2017 (N=85)**	**Total (N=408)**
Day						
Sunday	25.1%	26.7%	27.1%	17.9%	18.5%	22.9%
Monday	4.5%	9.8%	9.4%	13.2%	12.2%	9.8%
Tuesday	14.1%	12.3%	8.9%	6.0%	12.2%	10.7%
Wednesday	4.4%	7.9%	11.9%	12.2%	9.6%	9.1%
Thursday	7.3%	11.7%	11.9%	11.8%	15.0%	11.5%
Friday	13.5%	18.0%	8.5%	15.1%	8.9%	12.8%

Saturday	31.1%	13.5%	22.4%	23.7%	23.7%	23.2%
Time						
Midnight-05:59	50.9%	30.6%	39.2%	40.3%	33.9%	39.3%
06:00-19:59	21.8%	43.2%	39.6%	30.1%	40.4%	34.6%
20:00-23:59	27.2%	26.2%	21.3%	29.6%	25.7%	26.1%
Month						
January	3.6%	7.0%	4.0%	5.8%	6.0%	5.2%
February	4.0%	7.4%	4.6%	7.4%	11.1%	6.9%
March	9.8%	2.7%	5.8%	9.5%	2.8%	6.3%
April	10.4%	7.6%	6.3%	7.0%	14.7%	9.3%
May	12.0%	11.2%	10.6%	8.6%	14.1%	11.3%
June	9.0%	11.2%	11.9%	12.9%	12.5%	11.5%
July	5.9%	9.7%	2.6%	11.3%	7.1%	7.4%
August	17.5%	12.7%	8.1%	9.6%	1.8%	10.0%
September	7.4%	10.0%	10.7%	8.4%	13.7%	10.0%
October	8.1%	7.5%	12.6%	6.0%	4.1%	7.6%
November	7.2%	5.9%	14.8%	6.0%	7.6%	8.2%
December	5.1%	7.2%	7.9%	7.4%	4.4%	6.3%

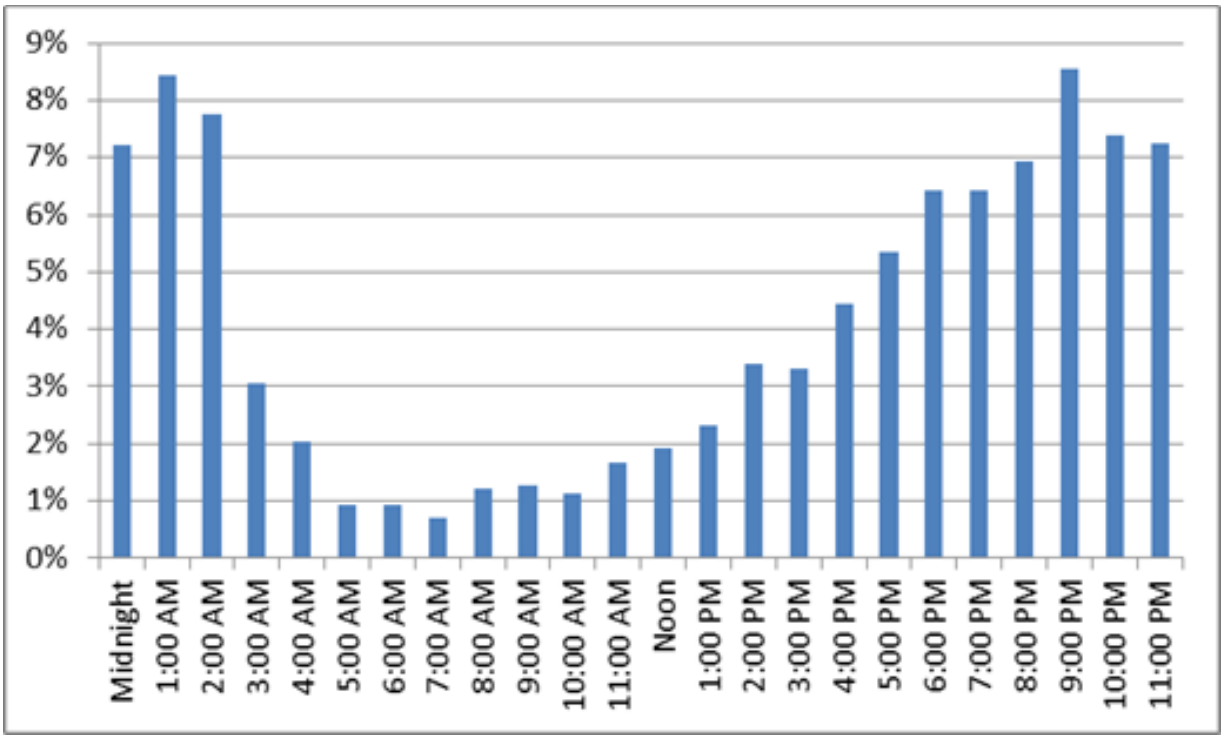
The distributions of crashes related to *alcohol, medication or other drugs* by time of day and day of week are shown in Figures AL-2 and AL-3. Note that 2015-2017 injury crash data reporting does not allow for separate computation of alcohol-related crashes from the more general impaired crashes. As such, the 2015-2017 impaired-related injury data presented here includes impairment related to alcohol, medication, or other drug. Monday through Thursday have fewer crashes and the frequency then builds through the weekend days. The frequency of crashes builds up in the afternoon and evening hours, peaking during the 11p.m. to 3a.m. period.

Figure AL-2. Alcohol-Related and Other Impaired-Related Crashes by Day of Week 2017



Source: Connecticut Crash Data Repository

Figure AL-3. Alcohol-Related and Other Impaired-Related Crashes by Time of Day 2017



Source: Connecticut Crash Data Repository

Table AL-7 shows the percentage of Connecticut non-fatal crashes in the year 2017 in which police reported that *alcohol, medication or other drug* was involved. The table shows that alcohol, medication or other drug is a greater factor in severe crashes than less severe crashes. For instance, 2017 results indicate 11 percent of "A"-injury crashes and 6 percent of "B"-injury crashes involved an impairing substance compared to 3 percent of "C"-injury and 2 percent of Property Damage Only crashes. Note that these data are not comparable to previous years due to changes in crash data reporting in 2015.

The lower percentage of impairing substance involvement in injury and property-damage only crashes also reflects the general unstated policy of many law enforcement agencies that unless a DUI arrest is made, alcohol, medication or other drug involvement is not indicated as a contributing factor in the crash. Crashes which result in property damage only or B and C type injuries are generally less likely to involve alcohol, medication or other drug.

Table AL-7. Percent of Crashes Police Reported Alcohol, Medication, or Other Drug Involved

Maximum Severity Level	2017
A Injury	10.8%
B Injury	6.1%

C Injury	3.2%
No Injury	2.1%
Injury Crashes	4.6%
Total Crashes	2.8%

Source: Connecticut Crash Data Repository

As indicated in Figure AL-1, alcohol-related fatalities are on an upward trend within Connecticut, since 2014. To reverse this trend, enforcement-related initiatives will be undertaken to expand awareness that impaired driving will not be tolerated and such behavior will be detected and prosecuted. Enforcement-related initiatives will be selected based on an algorithm that takes into account crash data and past performance for every municipality within Connecticut. From this data, municipalities will be ranked from most in need to least. Funding decisions will be made accordingly. Please refer to Table AL-8 for the rankings. Table AL-8 will be uploaded as a supplement in the "documents" section of GMSS.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	112

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign

DWI Courts
Enforcement of Drug-Impaired Driving
High Visibility Enforcement
Highway Safety Office Program Management
Prevention Intervention Communications and Outreach
SFST training for Law Enforcement Officers
Youth Program - Other Issues

Countermeasure Strategy: Communication Campaign

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Paid advertising and earned media will be part of a comprehensive program designed to address specific highway safety goals identified in this section. Public education will be aimed at specific target groups: 21 to 34 year old males and drivers under 21 who are most over-represented in alcohol-related cr ashes in relation to the number of licensed drivers in those age groups. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for both the entire campaign as well as the target audience.

Education efforts will be undertaken through a variety of venues. Paid advertising in the form of television, radio, internet, billboards and bus panels in support of national holiday mobilizations (i.e. Drive Sober or Get Pulled Over, Buzzed Driving is Drunk Driving and specific holiday messaging) will be utilized to compliment associated enforcement and is the major component of this activity.

Additional advertising campaigns at local sport and concert venues will be funded to support sustained year round impaired driving enforcement.

Linkage Between Program Area

Public education will be aimed at specific target groups: 21 to 34 year old males and drivers under 21 who are most over-represented in alcohol- related crashes in relation to the number of licensed drivers in those age groups.

Rationale

Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for both the entire campaign as well as the target audience.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name

20 ID Task 6	Impaired Driving Public Information and Education
20 ID Task 9	DUI Media Campaign

Planned Activity: Impaired Driving Public Information and Education

Planned activity number: **20 ID Task 6**

Primary Countermeasure Strategy ID:

Planned Activity Description

This task will fund the purchase and distribution of public outreach and education materials. This comprehensive campaign will include the development and purchase of public information and education materials in the form of brochures and posters carrying messaging to discourage impaired driving and provide information about related laws and associated risks. Delivery of public information and education materials will be accomplished through outreach at sporting and concert venues, public safety fairs, school safety days, corporate safety days and other community events. These venues will provide the opportunity to directly communicate with the driving public about the importance of safe driving practices. Underage drinking prevention has two goals: prevent harm to the individual drinker and prevent young operators from injuring or killing innocent victims.

Information and education for the general public is provided by a number of sources, including governments, health agencies nongovernmental organizations and law enforcement agencies. Responsibility messages are also part of the overall effort to educate the general public and are found on literature, billboards and other advertising avenues. While these approaches may not always result in the desired level of behavior change, they are considered necessary in informing individuals and equipping them to make decisions about their own drinking and choosing to drive. Alcohol education efforts are a necessary and integral part of any balanced and comprehensive approach to policy. When public information and education items are used as part of a multi-pronged approach to changing behavior, there is evidence that, as part of a combined and multi-pronged strategy, it is a useful and important tool.

Reaching our young adults before they make the decision to drink and drive is imperative to keeping them alive behind the wheel. These informational/educational materials provide the mechanism to break the ice and begin the conversation with younger less experienced drivers on the dangers, risks and consequences for driving while impaired.

Public information and education efforts will be conducted through a variety of public outreach venues. Impaired Driving messages and images including “Drive Sober or Get Pulled Over”, “Buzzed Driving is Drunk Driving” and “Fans Don’t Let Fans Drive Drunk” that are prominently placed at several of the States entertainment venues (including but not limited to: Dunkin Donuts Park, Hartford XL Center, Ives Center, Rentschler Field, Dodd Stadium, Live Nation Theatres, Gas Station Television, Lime Rock Park, Stafford Motor Speedway and Thompson International Speedway through the paid media project. In support of the visual messages (see task 9), public

outreach will be conducted at these venues through tabling which will provide the opportunity to educate motorists about the importance of not driving impaired.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	**0200-0722-BG**	**CT-DOT/HSO**	**Impaired Driving Public Information and Education brochures**	**$20,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL		$20,000.00		$0.00

Planned Activity: DUI Media Campaign

Planned activity number: **20 ID Task 9**

Primary Countermeasure Strategy ID:

Planned Activity Description

Funding will be used for paid advertising in support of NHTSA scheduled crackdown periods (i.e. Labor Day, Memorial Day and Thanksgiving/Christmas/New Year holiday crackdown periods). Paid advertising in the form of television, radio, internet, billboards and bus panels in support of national holiday mobilizations (i.e. Drive Sober or Get Pulled Over and specific holiday messaging) will be utilized to compliment associated enforcement and is the major component of this activity. Also included are special holiday periods which NHTSA has identified as high-risk periods for increased impaired driving including Super Bowl Sunday, Saint Patrick's Day and Cinco de Mayo. Paid media buys will include the development of a creative concept and images

targeting the over-represented alcohol- related crash demographic of 21 to 34 year old males and will include a bi-lingual component for Spanish speaking audiences. Paid media buys will also promote awareness of issues such as daytime DUI and increased criminal penalties for DUI with a child in the vehicle. In accordance with NHTSA messaging, the focus will be placed on the fear of being caught and receiving substantial penalties. Earned media, supplementing paid buys, will be sought by inviting television reporters to live checkpoints and ride-alongs on DUI patrols for broadcast. Media will be tracked and measured through required reports from media agencies and attitude and awareness surveys conducted.

Advertising impaired driving messages (including "Drive Sober or Get Pulled Over", "Buzzed Driving is Drunk Driving" and "Fans Don't Let Fans Drive Drunk") in the form of signage, in-event promotions and message specific promotions related to the respective partners will also be purchased at the following venues: Dunkin' Donuts Park, Hartford XL Center, Rentschler Field, Dodd Stadium, Live Nation theatres, Lime Rock Park, Stafford Motor Speedway and Thompson International Speedway. **Anticipated Media Campaign Costs:**

2. **Anticipated Media Campaign Costs:**
3. Thanksgiving, Christmas, New Year crackdown (November 21, 2019 - January 1, 2020) - $600,000
4. Memorial Day/July 4th/Labor Day crackdown (May 21, 2020 to September 7, 2020) – $100,000
5. Super Bowl, St. Patrick's Day, Cinco de Mayo, etc. (various dates)
6. $100,000
7. Venue Advertising (October 1, 2019 – September 30, 2020) - $500,000
8. Spanish Language Media Campaign – Comprehensive Media campaigns to be used in conjunction with crackdown and mobilization advertising buys – $200,000

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
154-PM	**0200-0720-AA**	**CT-DOT/HSO**	**DUI Media Campaign**	**$1,5000,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-PM		$1,500,000.00		$0.00

Countermeasure Strategy: DWI Courts

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

The presence of specialized court staff and attorneys have proven effective in the prosecution of drivers arrested under suspicion of impaired driving.

Linkage Between Program Area

Due to the complexity of DUI cases, funding a full-time TSRP who specializes in the prosecution of these cases will improve the handling of impaired driving cases throughout the State. Projected impacts are an increase in the successful prosecution and conviction of DUI offenders due to better trained field prosecutors and law enforcement officers. Project activities will include prosecutorial consultant activity, DUI enforcement related training, statewide DUI law coordination, DUI program related activity, DUI law review and Connecticut DUI legislation. The countermeasure strategy selected specifically includes TSRP activities.

Because the loss of a driver's license often means an individual's loss of mobility, accused motorists enlist the best legal representation possible for Per Se hearings. The two Per Se Hearing Officers hired through this project have been a vital tool in representing the State's interest in these cases in support of the State's Administrative Per Se law.

Rationale

Projected impacts include a high success rate in regard to having DUI license suspensions upheld during the Administrative Per Se process. Project activities will include reviewing all upcoming cases, providing procedural oversight during hearings, providing input on DMV hearing policies, providing training for law enforcement and drafting legislation and regulations.

This project is projected to enhance the State's ability to successfully prosecute drivers who are impaired by alcohol and/or drugs by developing a bank of qualified experts to testify on behalf of the prosecution in DUI cases.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 ID Task 10	Administrative Per Se Hearing Attorney(s)
20 ID Task 11	Ignition Interlock Program Analysts
20 ID Task 5	Traffic Safety Resource Prosecutor (TSRP)

Planned Activity: Administrative Per Se Hearing Attorney(s)

Planned activity number: **20 ID Task 10**

Primary Countermeasure Strategy ID:

Planned Activity Description

Funding will be provided to the Department of Motor Vehicle (DMV) for two (2) Per Se Administrative Hearing Attorneys. Funding these positions provides legal counsel and representation for the DMV, thereby supporting the arresting officer during selected DMV administrative per se hearings. By having counsel advocate on behalf of the DMV and the officer, fewer DUI-related license suspensions will be overturned during the Per Se Hearing process and this in turn will result in more administrative license suspensions and increased use of ignition interlock devices (IIDs) aimed at changing the behavior of offenders and reducing recidivism. In addition, these attorneys are utilized to conduct targeted formal training for law enforcement officers to increase the probability that a DUI arrest will result in a license suspension. DMV conducts approximately 18 dockets of hearings each week. This is necessary due to the statutory window for hearing eligibility. The schedule is as follows: Connecticut has greatly expanded its Ignition Interlock Device (IID) program. Legislation which went into effect in July 2015 ties the IID program to the administrative suspension of a license. Specifically, it expands IID usage to persons who receive a first DUI administrative suspension, even if those persons are eligible for a diversion program and will not ultimately face a DUI conviction. The DMV is responsible for monitoring violations of the IID program, and must offer a hearing to anyone who contests a violation. Activities under this task will also include DMV representation at IID violation hearings, IID vendor oversight and administrative oversight of components of the IID program, such as gathering data and developing tracking reports. It will also include law enforcement training about the devices and how to detect circumvention and other noncompliance. Monthly case reporting to the HSO will be required for project monitoring and reimbursement.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
	0200-0722 -EH	**DMV**	**Admin.**	**$455,000**

154-AL **Per Se Hearing Attorney(s)**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
DWI Courts

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL		$455,000.00		$0.00

Planned Activity: Ignition Interlock Program Analysts

Planned activity number: **20 ID Task 11**

Primary Countermeasure Strategy ID:

Planned Activity Description

Funding will be provided for two positions at the Connecticut Department of Motor Vehicles. They will be trained to understand sanctioning process, Connecticut ignition interlock law and procedure. Once proficient, they will answer Driver Services customer e-mails and phone calls, review documents, including the driving history, prepare correspondence and process changes to driver history including restorations **in accordance with the ignition interlock program grant guidelines**. These positions will analyze requests for reconsideration prior to hearing to determine if violations should be removed or referred for administrative review, and will prepare documentation and appear to represent CT DMV at any administrative hearing. To continue to effectively administer the expansion of the IID Program, DMV is seeking to continue funding for these two full time positions.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	**0200-0722 -EI**	**DMV**	**Admin. IID Ignition Interlock Analysts**	**$175,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
DWI Courts

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL		$175,000.00		$0.00

Planned Activity: Traffic Safety Resource Prosecutor (TSRP)

Planned activity number: **20 ID Task 5**

Primary Countermeasure Strategy ID:

Planned Activity Description

A Statewide Traffic Safety Resource Prosecutor (TSRP) position will be funded within the Office of the Chief State's Attorney. The TSRP will assist in successfully prosecuting DUI and other drug/impaired related cases through training/education programs for professionals from all related fields and provide monthly activity reports. This training will include up to two Statewide Prosecutor's meeting (s) and up to 15 local geographical area trainings. The groups include but are not limited to, prosecutors, law enforcement personnel, judges and hearing officers. The TSRP will also act in an advisory capacity to State and local law enforcement agencies and the Highway Safety Office on all DUI and/or impaired driving legislation. The TSRP will also develop and update training manuals aiding successful identification and prosecution of DUI offenders for both law enforcement and judicial officials. The TSRP will coordinate and conduct two DUI Investigation and Trial Advocacy Trainings for non-specialized DUI State p rosecutors and judges to educate them in reconstruction methodologies, operator ID issues, direct cross examination, evaluation of defense expert reports, toxicology and DUI specific trial skills.

Intended Subrecipients

CT-DOT/HSO

Funding Source	Project Number	Agency	Title	$ Amount
402-PT	**0200-0707-AF**	**CT-DOT/HSO**	**Criminal Justice**	**$260,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
DWI Courts

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		$260,000.00		$0.00

Countermeasure Strategy: Enforcement of Drug-Impaired Driving

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

The goal of the DEC program is to train and certify law enforcement officers in drug recognition and provide the basic foundation training opportunity to become a Drug Recognition Expert (DRE). This certification will allow the qualified officer to effectively evaluate someone suspected of operating a motor vehicle under the influence of alcohol and/or drugs. The HSO will make an extra effort to add additional DRE's to saturation patrols and checkpoints during national crackdown periods to fulfill Impaired Driving Program countermeasures.

Linkage Between Program Area

The latest version of NHTSA's Traffic Safety Facts, February 2015 Roadside Survey of Alcohol and Drug Use by Drivers, found that the number of drivers with alcohol in their system has declined by nearly one-third since 2007, and by more than three-quarters since the first Roadside Survey in 1973. But that same survey found a large increase in the number of drivers using marijuana or other illegal drugs. In the 2014 survey, nearly one in four drivers tested positive for at least one drug that could affect safety.

Rationale

This countermeasure will aid in training qualified officers to effectively evaluate someone suspected of operating a motor vehicle under the influence of alcohol and/or drugs. The HSO will make an extra effort to add additional DRE's to saturation patrols and checkpoints during national crackdown periods to fulfill Impaired Driving Program countermeasures. The HSO will offer law enforcement agencies with certified DRE's funding for overtime call outs that utilize the expertise of current certified DRE's.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 ID Task 12	Drug Evaluation and Classification Program (DECP)
20 ID Task 13	Drug Recognition Expert Field Materials
20 ID Task 19	DRE Overtime Call Out & Instructor Support

Planned Activity: Drug Evaluation and Classification Program (DECP)

Planned activity number: **20 ID Task 12**

Primary Countermeasure Strategy ID:

Planned Activity Description

Funding will be provided to train personnel in the latest methods of drug evaluation and classification and certify law enforcement officials as Drug Recognition Experts (DRE). The HSO will be working with NHTSA and the Highway Safety Advisory Committee of the International Association of Chiefs of Police

(IACP) to participate in the development and national expansion of this DRE program. Once the request for training dates have been approved by the IACP, Connecticut will be able to host approximately two training sessions during the fiscal year and in turn and in turn up to 36 additional officers may become certified DREs. Also included in this task is recertification and instructor training for approximately 5 instructor candidates. The DECP State coordinator will coordinate two two-day recertification courses taught by a qualified DRE trainer. This task will ensure that IACP approved DRE's evaluations are implemented uniformly by practitioners throughout the State. Site monitoring visit to DRE course and field certification locations will be conducted. Funding can include overtime expenses, travel and lodging for instructors as well as DRE Course and Field certification materials to support this task, including special testing (Drug Check) kits with working lunch.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
402-PT	**0200-0707 -AL**	**CT-DOT/HSO**	**DRE Training**	**$150,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Enforcement of Drug-Impaired Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		$150,000.00		$0.00

Planned Activity: Drug Recognition Expert Field Materials

Planned activity number: **20 ID Task 13**

Primary Countermeasure Strategy ID:

Planned Activity Description

The purchase of DRE kits will be used by the certified Drug Recognition Experts. This task directly supports the DRE training program and provides expert field material for newly trained DRE's. The kit contains eight separate items and must be assembled and contained within a carrying case. These DRE kits will only be distributed to law enforcement officers who have completed the DRE Field certifications. One durable nylon bag containing items such as: Portable Breath Testing (PBT) , UV light, Sphygmomanometer, Stethoscope, Penlight, (Duracell/Rayovac, Not Streamlight), Pupilometer, Digital Thermometer including 50 sleeves, magnified light, AA and AAA batteries, 51 6GB flash drives for student manuals and study papers, Drug Identification Bible, drug matrix form, and a printed drug reference guide clipboard. All of these items will be used as tools to gather Probable Cause, in addition to the Standardized Field Sobriety Test, when they are used properly in the hands of a trained and certified DRE officer. Purchase of tablets will be provided to new DRE's to expedite the reporting the reporting to the national tracking system. Tablets will remain state property and will be subject to monitoring evaluation activity. Tablet purchases will be in compliance with the Buy America Act.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
405d-1 (M5HVE)	**0200-0707-AL**	**CT-DOT/HSO**	Drug Evaluation and Classification Program.	**$135,000**
405d-1 (M5HVE)	**0200-0707-1-AL**	**CTSRC**	**Drug Evaluation and Classification Program.**	**$160,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Enforcement of Drug-Impaired Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid		$295,000.00		

Planned Activity: DRE Overtime Call Out & Instructor Support

Planned activity number: **20 ID Task 19**

Primary Countermeasure Strategy ID:

Planned Activity Description

DRE call out objectives will be accomplished through coordinated call out list yet to be determined. Law Enforcement agencies will be offered DRE overtime call out enforcement grants. In order to fulfill the Impaired Driving Program countermeasures, the HSO will make an extra effort to add additional DRE's to saturation patrols and checkpoints during the national crackdowns of the Thanksgiving, Christmas and New Year's holidays, as well as other holiday periods. The HSO will offer law enforcement agencies with certified DRE's funding for overtime call outs that utilize the expertise of current certified DRE's.

Grant opportunities will also be made available to the seven Connecticut DRE instructors and will include the State Police and six municipal police departments. Project activities will include 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 and newly trained Connecticut DREs throughout the state.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
402-PT	**0200-0707 -AI**	**CT-DOT/HSO**	**DRE Overtime call out**	**$300,000**
402-PT	**0200-0707-AM**	**DESPP**	**DRE Instructor Support**	**$35,000**
402-PT	**0200-0707-AN**	**Manchester**	**DRE Instructor Support**	**$35,000**
402-PT	**0200-0707-AO**	**Montville**	**DRE Instructor Support**	**$35,000**
402-PT	**0200-0707-AP**	**Newtown**	**DRE Instructor Support**	**$35,000**
402-PT	**0200-0707-AQ**	**Norwich**	**DRE Instructor Support**	**$35,000**
402-PT	**0200-0707-AR**	**South Windsor**	**DRE Instructor Support**	**$35,000**
402-PT	**0200-0707-AS**	**Waterford**	**DRE Instructor Support**	**$35,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Enforcement of Drug-Impaired Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		$545,000.00		$0.00

Countermeasure Strategy: High Visibility Enforcement

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

High-visibility enforcement objectives will be accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Law Enforcement agencies will be offered DUI overtime enforcement grants. In order to fulfill the Impaired Driving Program countermeasures, the HSO will make 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 other holiday periods. These grants will be available to police departments for the holiday/high travel periods and for non-holiday travel periods creating year- round sustained enforcement. Enforcement will be targeted at high DUI activity periods identified in the statewide problem identification and by local police departments based on specific community core hours of related alcohol activity through this task. The Highway Safety Office will make every effort to encourage DUI checkpoint activity every weekend throughout the year. It is anticipated that approximately 80 agencies will participate as sub-grantees and an estimated 100 DUI checkpoints and approximately 5,000 roving/saturation patrols will be conducted statewide throughout 2019-2020. Enforcement will target high risk regions and communities where DUI activity is known to be significant, based on a multi-year data analysis of passenger vehicle injury crashes.

Linkage Between Program Area

The most significant deterrent to driving under the influence (DUI) of alcohol and/or drugs is the fear of being caught. Enforcement objectives will be accomplished through the Comprehensive DUI Enforcement Program which will include funding sobriety checkpoints and/or roving patrols and associated equipment purchases.

Police departments will be offered DUI overtime enforcement grants. Enforcement will be aimed at high DUI activity periods identified in the problem ID section (i.e. weekend nights between 5p.m. – 4a.m.) through established overtime funding parameters. The enforcement will be comprehensive in nature will include all NHTSA impaired driving holiday mobilization periods and expanded DUI initiatives to sustain enforcement year round.

The Highway Safety Office (HSO) review of DUI enforcement grants is a comprehensive process which takes into account many different factors relating to a municipality's DUI statistics. The review process begins by documenting the municipality's scheduled participation in the NHTSA national mobilization campaigns. This includes determining the number of scheduled DUI checkpoints, if/how many expanded enforcement dates are proposed, and if any 'special event' enforcement will occur.

The second phase of the process is the review of the municipality's crash data, crash rankings, and crash statistics. This is done by using the Preusser Research Group's (PRG) crash ranking sheet which includes all 169 Connecticut municipalities (see Table AL-8a). The municipality's overall crash ranking is extracted from this list and used to determine in which percentile the applying town ranks in Connecticut. The municipality's number of DUI arrests, alcohol related crashes, and alcohol related fatalities over the prior three years are then analyzed to determine if there are any trends or spikes in the data for a variety of possible reasons (i.e. increased enforcement, road work, multiple fatality crashes, etc.). The HSO then refers to the Fatality Analysis Reporting System (FARS) list to determine if the municipality has any outstanding reports that must be concluded prior to the grant process moving forward.

Rationale

After this thorough review of the application and the related statistics, the HSO then looks to past applications and compares previous funding information with the municipality's DUI figures. It is determined how much of the federal funds previously obligated to the municipality were used, how many DUI arrests occurred in total per hour of enforcement, and the cost of each DUI based on the final billed amount of their funding. These figures are then analyzed and it is concluded which municipalities are following through with scheduled enforcement and using the allotted funding appropriately.

Using all of this information the HSO then makes a formal decision on approving the application as submitted, approving the application at a lesser amount, or recommending that the applying municipality take steps to strengthen their application prior to resubmitting.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 ID Task 15	Toxicology Laboratory Personnel/Equipment/Supplies
20 ID Task 2	DUI Overtime Enforcement

20 ID Task 3	Data Analysis & Surveys
20 ID Task 8	DUI Enforcement Equipment/Testing Equipment

Planned Activity: Toxicology Laboratory Personnel/Equipment/Supplies

Planned activity number: **20 ID Task 15**

Primary Countermeasure Strategy ID:

Planned Activity Description

This task will provide for a full-time position at the State Toxicology Laboratory and would be divided equally between support of the Breath Alcohol Testing (BAT) program, and analysis of toxicology samples in DUI cases. Activities in BAT will include instrument evaluation and certification, training of instructors, coordinating statistical data, presenting expert testimony regarding alcohol testing in general and breath alcohol testing in specific. Administrative Duties will be limited to impaired driving cases.

This task will also provide funding for a full-time Office Assistant to provide administrative duties including, but not limited to, administrative reviews of forensic toxicology reports, case management of DUI and OCME cases (e.g., correspondence, evaluation of case statistics, prioritization of casework), management of quality documents, management of case paperwork related to sample retention and disposition, JusticeTrax/LIMS data entry, Quality Assurance document coordination, and other duties as needed. OCME cases will be related/limited to fatal car crashes.

This task will also provide funding for toxicology lab supplies and service contracts to be used in toxicology testing of blood and urine samples of fatally injured motorists.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
405d-5 (M5BAC)	**0200-0743 -5-BQ**	**DESPP**	**Toxicology Lab Personnel**	**$296,000**
405d-5 (M5BAC)	**0200-0743-5-DO**	**DESPP**	**Toxicology Supplies**	**$80,000**
405d-5 (M5BAC)	**0200-0743-5-DN**	**DESPP**	**Warranties for Equipment**	**$75,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid		$451,000.00		

Planned Activity: DUI Overtime Enforcement

Planned activity number: **20 ID Task 2**

Primary Countermeasure Strategy ID:

Planned Activity Description

High-visibility enforcement objectives will be accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Law Enforcement agencies will be offered DUI overtime enforcement grants. In order to fulfill the Impaired Driving Program countermeasures, the HSO will make 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 other holiday periods. These grants will be available to police departments for the holiday/high travel periods and for non-holiday travel periods creating year- round sustained enforcement. Enforcement will be targeted at high DUI activity periods identified in the statewide problem identification and by local police departments based on specific community core hours of related alcohol activity through this task. The Highway Safety Office will make every effort to encourage DUI checkpoint activity every weekend throughout the year. It is anticipated that approximately 80 agencies will participate as sub-grantees and an estimated 100 DUI checkpoints and approximately 5,000 roving/saturation patrols will be conducted statewide throughout 2019-2020. Enforcement will target high risk regions and communities where DUI activity is known to be significant, based on a multi-year data analysis of passenger vehicle injury crashes. Equipment purchases as part of this planned activity will be less than $5,000 per unit.

Intended Subrecipients

High-visibility enforcement objectives will be accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Law Enforcement agencies will be offered DUI overtime enforcement grants. The Highway Safety Office will make every effort to encourage

DUI checkpoint activity every weekend throughout the year. It is anticipated that approximately 80 agencies will participate as sub-grantees.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL		$4,165,000.00		$0.00
2019	FAST Act 405d Impaired Driving Mid		$1,240,000.00		

Planned Activity: Data Analysis & Surveys

Planned activity number: **20 ID Task 3**

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	**0200-0722-AD**	**CT-DOT/ HSO**	**Data Analysis & Surveys**	**$150,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL		$150,000.00		$0.00

Planned Activity: DUI Enforcement Equipment/Testing Equipment

Planned activity number: **20 ID Task 8**

Primary Countermeasure Strategy ID:

Planned Activity Description

The HSO will continue 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) (i.e. 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). These instruments are used for DUI Enforcement activity.

Intended Subrecipients

Funding Source	Project Number	Agency	Item (#'s)	$ Amount
154-AL	**0200-0722-UU**	**Municipal Police Agencies**	**DUI Enforcement Equipment**	**$100,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2019	154 Transfer Funds-AL		$100,000.00		$0.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Program management provides oversight of the Impaired Driving program to:

24. Slow the increasing number of alcohol and drug impaired driving crashes
25. Achieve greater awareness among motorists of law enforcement's efforts to identify and arrest impaired drivers

Linkage Between Program Area

Program management provides oversight of the Impaired Driving program to:

26. Slow the increasing number of alcohol and drug impaired driving crashes
27. Achieve greater awareness among motorists of law enforcement's efforts to identify and arrest impaired drivers

Rationale

Program management provides oversight of the Impaired Driving program to:

28. Slow the increasing number of alcohol and drug impaired driving crashes
29. Achieve greater awareness among motorists of law enforcement's efforts to identify and arrest impaired drivers

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 ID Task 1	Alcohol Program Management

Planned Activity: Alcohol Program Management

Planned activity number: **20 ID Task 1**

Primary Countermeasure Strategy ID:

Planned Activity Description

The task will include 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 will be provided for personnel, employee-related expenses and overtime, professional contracted data consultant services and additional outside professional services if the need arises, staff members travel, classroom and teaching materials, supplies and other related operating expenses. The majority of these projects will be used to fund salary while a small portion is used for staff travel along with travel for traffic safety professionals outside of the program staff members and program operating expenses.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
402-AL	**0200-0704-AA**	**CT-DOT/HSO**	**Alcohol Program Management**	**$10,000**
154-AL	**0200-0722-AA**	**CT-DOT/HSO**	**Alcohol Program Management (154)**	**$150,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL		$150,000.00		$0.00
2019	FAST Act NHTSA 402		$10,000.00		$0.00

Countermeasure Strategy: Prevention Intervention Communications and Outreach

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Linkage Between Program Area

Communications and outreach strategies seek to inform the public of the dangers of driving while impaired by alcohol and to promote positive social norms of not driving while impaired. As with prevention and intervention, education through various communications and outreach strategies is especially important for youth under 21 years old.

Rationale

Public outreach will take place at sporting and concert venues, MADD sponsored events, health fairs and school safety days and other civic sponsored opportunities where the HSO is invited to attend. Public information and educational brochures will be distributed in support of these efforts.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 ID Task 7	Mothers Against Drunk Driving (MADD) Initiatives

Planned Activity: Mothers Against Drunk Driving (MADD) Initiatives

Planned activity number: **20 ID Task 7**

Primary Countermeasure Strategy ID:

Planned Activity Description

Power of Parent's It's Your Influence

The Mothers Against Drunk Driving (MADD) educational outreach program "Power of Parents", would receive funding consideration under this task. "Power of Parents" is a 30-minute workshop given to parents. The program is based on the parent handbook, which motivates parents to talk with their teens about alcohol. Handbooks are presented to every parent in attendance at each workshop. The workshops are presented by trained facilitators who have each attended a facilitator training led by the MADD Connecticut Youth Department. A Program Specialist will oversee the implementation of this program. Approximately 50 presentations will be conducted over the course of the grant. This project supports salary of the program coordinator, travel expenses and educational material including brochures handbooks and calendars.

Intended Subrecipients

Funding Source	Project number	Agency	Title	$ Amount
154-AL	**0200-0722-EE**	**MADD**	**Power of Parents**	**$65,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Prevention Intervention Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL		$65,000.00		$0.00

Countermeasure Strategy: SFST training for Law Enforcement Officers

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

SFST basic and refresher training for police officers will be offered for the purpose of increasing the pool of SFST practitioners and instructors and to ensure that field officer practitioners making DUI arrests are properly trained in the detection and apprehension of drunk drivers, and follow standardized the NHTSA Standardized Field Sobriety Testing procedures that will hold up in court. Officers working under DUI enforcement grants will be strongly encouraged to attend and complete an update of the most current SFST curriculum.

A priority for the 2019 Fiscal year is to provide basic and refresher Standardized Field Sobriety testing (SFST) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training and continue training for the State of Connecticut's ongoing Drug Evaluation and Classification (DEC) Program.

Linkage Between Program Area

SFST basic and refresher training for police officers will be offered for the purpose of increasing the pool of SFST practitioners and instructors and to ensure that field officer practitioners making DUI arrests are properly trained in the detection and apprehension of drunk drivers, and follow standardized the NHTSA Standardized Field Sobriety Testing procedures that will hold up in court.

Rationale

SFST basic and refresher training for police officers will be offered for the purpose of increasing the pool of SFST practitioners and instructors and to ensure that field officer practitioners making DUI arrests are properly trained in the detection and apprehension of drunk drivers, and

follow standardized the NHTSA Standardized Field Sobriety Testing procedures that will hold up in court.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 ID Task 4	Alcohol Related Program Training

Planned Activity: Alcohol Related Program Training

Planned activity number: **20 ID Task 4**

Primary Countermeasure Strategy ID:

Planned Activity Description

Funding will be provided for judicial and law enforcement agencies to train personnel in the latest methods of DUI enforcement. It is anticipated that approximately 10 training sessions will be conducted and 300 officers will be trained through this program. This task will ensure that NHTSA approved SFST procedures are implemented uniformly by practitioners throughout the state. The expansion of the SFST curriculum by the HSO sponsored trainings will provide law enforcement partners ample opportunity to become proficient in detecting operators who are under the influence of alcohol. Funding can include overtime, travel, and lodging. Funding will also be provided for SFST curriculum manuals, SFST stimulus pens, printed drug reference guide clipboards, stimulus light pens, SFST reference notebooks, and reimbursement for specified working lunches during portions of training. A projector (LCD) and wireless scanner/printer will be utilized by the Law Enforcement Liaison and POSTC Certified Instructors for classroom training at POSTC and regional law enforcement training. Funding can include overtime expenses, facility rental, travel, and lodging for instructors, as well as materials to support this task, including SFST stimulus pens and SFST reference notebooks.

TRAINING CLASS	2016	2017	2018
SFST - High Visibility Enforcement Trained Officers	61	100	21
ARIDE - Advanced Roadside Impaired Driving Enforcement	62	35	87
TOTAL Law Enforcement Trained	123	135	108

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
154-AL	**0200-0722-AB**	**CT-DOT/ HSO**	**Alcohol Related Program Training**	**$50,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SFST training for Law Enforcement Officers

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL		$50,000.00		$0.00

Countermeasure Strategy: Youth Program - Other Issues

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

The drinking age in Connecticut is 21 and consumption of alcohol by anyone under 21 is illegal (there are a few exceptions). Because underage drinkers cause a disproportionate number of alcohol-related auto fatalities, the efforts to educate the under 21 population on the risks, dangers and consequences must be visible, aggressive and ongoing.

Linkage Between Program Area

Underage drinkers cause a disproportionate number of alcohol-related auto crashes.

Rationale

Youth education programs have proven to be effective.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 ID Task 14	Underage Alcohol Enforcement Grant Program
20 ID Task 18	'Choices Matter' Impaired Driving Program Featuring Chris Sandy

Planned Activity: Underage Alcohol Enforcement Grant Program

Planned activity number: **20 ID Task 14**

Primary Countermeasure Strategy ID:

Planned Activity Description

Funding will be provided for up to 20 municipal, college, and university law enforcement agencies for underage drinking enforcement in partnership with MADD, community organizations, and youth groups. Consideration will be given to communities with higher underage drinking violation rates weighted by population and injury and fatal crash data. Eligible activities will include: concert parking lot patrols, compliance checks, party patrols, surveillance patrols, Cops in Shops, and shoulder taps. Grant award(s) will range from $25,000 to $100,000 per department for overtime enforcement.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
405d-1 (M5HVE)	**0200-0743 -1-YY**	**Connecticut State Colleges and Universities**	**Underage Alcohol Enforcement Grant**	**$350,000**
154-AL	**0200-0722-YY**	**Municipal Police Agencies**	**Underage Alcohol Enforcement Grant**	**$140,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Youth Program - Other Issues

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL		$140,000.00		$0.00
2019	FAST Act 405d Impaired Driving Mid		$350,000.00		

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

Planned activity number: **20 ID Task 18**

Primary Countermeasure Strategy ID:

Planned Activity Description

The 'Choices Matter' program continues to be extremely well received by Connecticut high schools and again plans to return with its impaired driving message to 60 schools during the 2019-2020 school year. When Chris Sandy was 22 years old he was charged and convicted on two counts of vehicular homicide by DUI and spent eight and a half years in prison for his crime. In prison, he 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. He is considered one of the most talented speakers in the youth industry. Chris has spoken to over one million students in 40 in states. Chris partners with Eric Krug, a victim of a deadly alcohol related crash, creating an incredible presentation featuring an offender and victim. Due to Eric's injuries he is unable to attend all of the shows but does attend for a portion in Connecticut during the year. An impaired driving simulator will be included for students as a hands-on portion of this program to allow them the experience to see the potentially devastating consequences of driving impaired in a safe setting. Surveys are 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, and return for the 2019-2020 school year due to the overwhelming requests to bring it back to Connecticut.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount

154-AL 0200-0722 -AY CT DOT/HSO Choices Matter $250,000

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Youth Program - Other Issues

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL		$250,000.00		$0.00

Program Area: Motorcycle Safety

Description of Highway Safety Problems

In 2017, a total of 57 motorcycle operators and passengers were killed on Connecticut roadways, representing 21 percent of the State's total traffic fatalities. Based on 91,321 registered motorcycles, the fatality rate per 10,000 registered vehicles was 6.2, an increase from the 2016 rate of 5.6 per 10,000 registered vehicles.

Nationally, motorcycle fatalities in 2017 accounted for 14 percent of motor vehicle crash victims with a fatality rate of 5.9 per 10,000 registered motorcycles. Table MS-1 indicates that, from 2016 to 2017, the fatality rate per 10,000 registered motorcyclists increased in Connecticut while decreasing nationwide. The percentage of total fatalities represented by motorcycles increased in Connecticut and decreased slightly nationwide.

Table MS-1. Motorcyclists Killed/Fatality Rate: 2016 and 2017

	Connecticut		U.S.	
	2016	**2017**	**2016**	**2017**
% of all fatalities	17.1%	20.5%	14.1%	13.9%
Fatality Rate per 10k Motorcyclists	5.6	6.2	6.1	5.9
Motorcycles Registered	93,154	91,321	8,679,380	8,715,204

Sources: FARS, FHWA, Connecticut DMV

Tables MS-2 & MS-3 show the numbers of motorcyclists killed and injured during the 2013 to 2017 period. In 2017, the number of motorcyclists killed (57) was the highest in five years. However, the number of operator and passenger injuries in 2017 (1,061) was the highest number for the 5-year period shown. The injury rate of 116 injuries per 10,000 registered motorcycles was the second highest in the 5-year period.

Table MS-2. Motorcyclists Killed

	Connecticut		U.S.	
	2016	**2017**	**2016**	**2017**
% of all fatalities	17.1%	20.5%	14.1%	13.9%
Fatality Rate per 10k Motorcyclists	5.6	6.2	6.1	5.9
Motorcycles Registered	93,154	91,321	8,679,380	8,715,204

Table MS-3. Motorcyclist

	2013	**2014**	**2015**	**2016**	**2017**
Operators Injured	913	899	987	1,085	947
Passengers Injured	64	59	95	123	114
Total Injured	977	958	1,082	1,208	1,061
Injuries per 10,000 Registrations	107	107	116	131	116
Total Number of Crashes*	1,324	1,242	1,311	1,407	1,250

s Injured

Sources: Connecticut Crash Data Repository, Department of Motor Vehicles

*Includes Property Damage Only

Sixty (60%) percent of fatally injured motorcycle operators in Connecticut were tested for alcohol in 2017 (Table MS-4), the second lowest rate of testing in five years. The year 2013 had the lowest rates of testing (52%). As shown in Figure MS-3 (see performance measure section below), during these years 38 to 61 percent of those tested were found to have been drinking (any trace of alcohol). For 2017, 61 percent had been drinking and 45 percent (15 of 33) had BACs of 0.08 percent or more.

Table MS-4. BACs of Fatally Injured Motorcycle Operators

BAC	2013	2014	2015	2016	2017
0	18	16	22	19	13
0.01-0.07	3	2	1	2	5
0.08 - up	8	17	19	17	15
No/Unknown	27	18	10	12	22
Percent tested	51.8%	66.0%	80.8%	76.0%	60.0%

Table MS-5 shows the distribution of the age and gender of motorcycle operators involved in fatal and injury crashes during the 2013 to 2017 period. The table indicates that the majority of riders are under the age of 45 (60 percent in 2017). Of significance is the high percentage of riders in the 45-54 and 55-64 year old age groups. These two groups alone made up 34 percent of the operators involved in fatal/injury crashes in 2017. Overall, riders 35 or older accounted for 55 percent of riders involved in fatal crashes. This tendency toward an older ridership follows national trends. This table also shows that males are predominant among the riders involved in fatal and injury crashes (97% in 2017).

Table MS-5. Motorcycle Operators Involved by Age and Sex

Fatal/Injury Crashes: 2013-2017

		2013 (N= 989)	2014 (N=969)	2015 (N=993)	2016 (n=1,083)	2017 (n=982)
Age	**Under 16**	0.2%	0.1%	0.0%	0.4%	0.0%
	16-20	5.6%	5.6%	5.5%	6.2%	6.7%
	21-24	12.9%	11.1%	10.8%	11.7%	11.5%
	25-34	23.7%	23.0%	25.5%	26.2%	26.8%
	35-44	16.2%	15.4%	17.9%	15.1%	15.2%
	45-54	25.0%	23.7%	21.3%	22.7%	19.3%
	55-64	13.1%	15.0%	14.2%	13.2%	14.4%
	65-69	2.3%	3.9%	3.1%	2.1%	3.7%
	69 - Up	1.0%	2.2%	1.6%	2.3%	2.5%
Gender	**Male**	94.2%	95.3%	95.3%	95.7%	97.1%
	Female	5.8%	4.7%	4.7%	4.3%	2.9%

Source: Connecticut Crash Data Repository (Unknown values are excluded in body of table)

Table MS-6 shows the distributions by month, day of week, and time of day of motorcycle crashes involving fatalities and injuries during the 2013-2017 period. Motorcycle crashes in Connecticut are rare during the colder months with 18 percent having taken place during the 6-month period from November through April. Crashes are more frequent on Saturdays and Sundays (42 percent). In 2017, 66 percent of the crashes occurred between 12:00 p.m. (noon) and 8:00 p.m.

Table MS-6. Motorcycle Operators: Month, Day of Week, and Time of

Fatal and Other Injury Crashes, 2013-2017

	2013 (N=1,060)	2014 (N=1,009)	2015 (N=996)	2016 (n=1,112)	2017 (n=984)
Month					
January	0.8%	0.8%	0.2%	0.7%	1.1%
February	1.6%	1.6%	0.2%	1.3%	2.1%
March	6.0%	6.0%	0.4%	4.9%	1.3%
April	9.6%	9.6%	6.7%	8.6%	10.1%
May	13.8%	13.8%	14.6%	11.8%	11.0%
June	13.3%	13.3%	12.7%	18.6%	13.8%
July	17.3%	17.3%	17.6%	14.7%	15.5%
August	14.6%	14.6%	18.3%	15.7%	16.4%
September	12.5%	12.5%	15.7%	12.1%	15.0%
October	6.4%	6.4%	7.7%	7.8%	10.3%
November	2.3%	2.3%	3.7%	3.1%	2.6%
December	1.7%	1.7%	2.3%	0.7%	0.7%
Day of Week					
Sunday	21.5%	25.4%	20.6%	18.4%	22.1%
Monday	12.2%	10.7%	10.7%	11.1%	9.3%
Tuesday	9.4%	11.3%	8.8%	11.6%	8.7%
Wednesday	9.2%	9.4%	13.7%	12.9%	12.6%
Thursday	13.8%	9.3%	10.6%	12.1%	13.5%
Friday	14.9%	15.4%	17.1%	14.7%	13.6%
Saturday	19.0%	18.5%	18.5%	19.2%	20.1%
Time of Day					
Mid-03:59	4.4%	4.9%	4.3%	4.7%	4.4%
04:00-07:59	4.2%	4.2%	5.1%	4.0%	4.1%
08:00-11:59	12.1%	13.9%	12.4%	12.5%	10.9%

12:00-15:59	30.0%	28.2%	32.7%	27.3%	29.0%
16:00-19:59	34.0%	35.4%	30.1%	37.6%	36.6%
20:00-23:59	15.3%	13.5%	15.3%	13.8%	15.1%

Source: Connecticut Crash Data Repository

Table MS-7 shows the total of fatal and injury motorcycle crashes in each Connecticut county in 2016 and the number of these crashes in the calendar year 2016 per 100,000 population.

Table MS-7. Motorcycle Fatal/Injury Crashes by County, 2017

County	2017 Crashes Total	2017 Crashes Per 100,000 Pop.
Fairfield	205	21.58
Hartford	207	23.12
Litchfield	71	38.97
Middlesex	40	24.48
New Haven	254	29.52
New London	90	33.45
Tolland	57	37.63
Windham	36	30.94

In summary, Department motorcycle crash data shows:

30. A fluctuating number of motorcyclist fatalities in the period 2010 to 2014
31. The majority of motorcycle fatal and injury crashes occurred between the hours of noon and 8 p.m.
32. Saturdays and Sundays being the most common days for fatal and injury crashes
33. Most fatal and injury crashes occurring in the summer months

34. Almost all motorcycle operators involved in crashes were male

35. In multiple vehicle crashes where the other driver was at fault, the major contributing factor in 47 percent of these crashes was failure to grant the right-of-way

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	55
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	31.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
Motorcycle Rider Training
Motorcycle Safety Program Administration

Countermeasure Strategy: Communication Campaign

Program Area: **Motorcycle Safety**

Project Safety Impacts

A recently developed ”share the road” media campaign will seek to inform riders and drivers to be aware of one another. This campaign, “Look Twice Save a Life” will utilize digital media, bus boards billboards, movie theatres and radio.

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name

20 MC Task 3	Public Information and Education/Community Outreach

Planned Activity: Public Information and Education/Community Outreach

Planned activity number: **20 MC Task 3**

Primary Countermeasure Strategy ID:

Planned Activity Description

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Intended Subrecipients

Fund	Project number	Agency	Title	$ Amount
405f-1 (M9MT)	**0200-0701-AC**	**CT-DOT/HSO**	**PI&E**	**$40,000**
405f-2 (M9MA)	**0200-0744-2-AC**	**CT-DOT/HSO**	**PI&E Media**	**$65,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs		$40,000.00		
2019	FAST Act 405f Motorcycle Programs		$65,000.00		

Countermeasure Strategy: Motorcycle Rider Training

Program Area: **Motorcycle Safety**

Project Safety Impacts
This countermeasure will continue existing, and working toward expanding, motorcycle rider education programs, specifically the CONREP (Connecticut Rider Education Program).

Linkage Between Program Area
A newly updated curriculum developed by the Motorcycle Safety Foundation will be adopted. This new curriculum will have a larger focus on rider responsibility and risk awareness. Addressing attitudes and operational skills through a targeted media campaign, including promoting helmet use by all riders (not just those young riders currently covered under existing law), and including motorcyclists in the planned emphasis on reducing impaired driving.

Rationale
36. Decreasing the number of motorcyclists killed and injured in crashes, especially those not wearing helmets

37. Greater awareness among motorists of the need to share the road with motorcyclists

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 MC Task 2	Connecticut Rider Education Program (Training) Administration

Planned Activity: Connecticut Rider Education Program (Training) Administration
Planned activity number: **20 MC Task 2**

Primary Countermeasure Strategy ID:

Planned Activity Description
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 un-helmeted fatalities. This task provides for the oversight of the CONREP in the following ways; the training and monitoring of 100 certified motorcycle safety instructors, providing support services to the Connecticut Rider Education Program 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 www.ride4ever.org website, which is the programs direct point of contact for course students and license waiver information. A Motorcycle Training Coordinator as well as a data consultant is utilized to accomplish this task. Preparing and maintaining project documentation, and evaluating task accomplishments. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies, and other related operating expenses.

Intended Subrecipients

Fund	Project number	Agency	Title	$ Amount
402(MC)	0200-0701-AB	CT-DOT /HSO	CONREP Technical Assist.	$100,000

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Motorcycle Rider Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		$100,000.00		$0.00

Countermeasure Strategy: Motorcycle Safety Program Administration

Program Area: **Motorcycle Safety**

Project Safety Impacts

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.

Linkage Between Program Area

This countermeasure is specifically meant for in-house management of the motorcycle safety program.

Rationale

This task and associated project are specifically meant for in-house management of the motorcycle safety program.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 MC Task 1	Motorcycle Safety Program Administration

Planned Activity: Motorcycle Safety Program Administration

Planned activity number: **20 MC Task 1**

Primary Countermeasure Strategy ID:

Planned Activity Description

The task will include 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. Serve as a direct line of communication between the HSO and Community College system that administers the 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 will be provided for personnel, employee-related expenses, over-time, 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, travel related to training opportunities, providing educational materials for distribution to students and other related operating expenses. This project may be used to fund salary while a small portion is used for travel and operating expenses.

Intended Subrecipients

Fund	Project number	Agency	Title	$ Amount
402(MC)	**0200-0701-AA**	**CT-DOT/HSO**	**Motorcycle Safety Program Administration**	**$15,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Motorcycle Safety Program Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2019	FAST Act NHTSA 402		$15,000.00		$0.00

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

Problem Identification

The primary goals of the occupant protection programs are to increase the observed statewide seat belt use rate and to decrease unrestrained occupant injuries and fatalities. The strategies identified for accomplishing these goals include strengthening existing legislation, high visibility enforcement and public information and education.

Problem Identification: Child Restraints

Table OP-1 shows observed restraint use for children ages 0 to 3 years from the State's child restraint observations. A resample of sites was performed in 2017 in lieu of a child restraint surveys, 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 survey -not be compared to previous years. The table indicates that in 2016, 91 percent of children under age 4 were being restrained and 99 percent were in the rear seat of their vehicles. Young children are less likely to be restrained when their driver is not belted (83.3% versus 91.0% when the driver is belted). Comparing 2016 results with those from the first year of these observations (1997) shows the progress that has been made. Child restraint use has increased by 20 percentage points over the period and more than 99% 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 2010-2016

	1997 (N=247)	**2010** (N=332)	**2011** (N=342)	**2012** (N=338)	**2013** (N=358)	**2014** (N=362)	**2015** (N=165)	**2016** (N=163)
Child Restraint Use	70.4%	85.2%	85.6%	87.4%	89.5%	91.1%	93.9%	90.8%
Driver Belt Use	63.6%	91.6%	89.5%	89.3%	94.4%	91.7%	90.3%	95.7%

When Driver Belted	80.3%	88.6%	88.9%	89.6%	90.1%	92.0%	94.0%	91.0%
When Driver Not Belted	56.3%	62.5%	61.8%	67.9%	83.3%	82.1%	93.3%	83.3%
Children in: Front Seat	23.9%	14.5%	16.4%	14.2%	13.7%	17.4%	1.2%	0.6%
Children in: Rear Seat	76.1%	85.5%	83.6%	85.8%	86.3%	82.6%	98.8%	99.4%

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.

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.

Problem Identification: Occupant Protection

The latest scientific survey of belt observations was conducted in June 2017. It provides the most accurate and reliable statewide estimate of seat belt use available in Connecticut that is comparable to the 1995 baseline estimate accredited by NHTSA in September of 1998 and the statewide survey conducted in 1998. The results of statewide belt observations for the last 10 years are detailed in Table OP-2. Seat belt use was 90% in 2017, the highest level ever.

Table OP-2. Statewide Scientific Observations

	2009	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**
Total	86%	88%	88%	87%	87%	85%	85%	89%	90%	92%

Source: Connecticut Department of Transportation Statewide Scientific Observations

Table OP-3 shows driver and front seat passenger seat belt use rates in 2018 as a function of vehicle, location, and personal characteristics. The year 2012 is used as comparison since it corresponds to the last redesign. Observed seat belt use was highest in SUVs and vans, and lowest in pick-up trucks. Seat belt use was highest on interstates and lowest on local roads, higher among females than males and higher for Caucasians than non-Caucasians. Statewide seat belt use increased by 5 percentage points from 2012 (the year of the last redesign) to 2018 (87% to 92%). Comparing 2013 results with those from 2012 shows that seat belt use increased in every category.

Table OP-3. Observed Driver and Front Seat Passenger Seat Belt Use-2012 & 2018

	Drivers		**Passengers**	
	2012	**2018**	**2012**	**2018**
Vehicle Type				
Passenger Car	88.8%	91.6%	87.8%	91.9%
Pick Up Truck	80.1%	83.9%	77.8%	78.1%
SUV	90.4%	94.1%	89.7%	96.3%
Van	90.6%	94.0%	90.3%	95.4%
Roadway Type				
Interstate	89.8%	92.8%	89.5%	94.0%
Principal Arterial	88.0%	90.9%	86.8%	92.0%
Minor Arterial	88.0%	91.2%	87.4%	90.7%
Collector	88.2%	91.7%	87.7%	94.4%
Local Road	86.1%	90.2%	84.8%	87.8%
Gender				
Male	86.8%	90.4%	84.9%	89.9%

Female	90.8%	94.4%	89.5%	95.3%
Race				
Caucasian	88.9%	90.4%	88.2%	92.9%
Non-Caucasian	83.4%	83.9%	83.1%	80.6%

Source: Connecticut Department of Transportation Statewide Scientific Observations

Table OP-4 shows belt use in fatally injured passenger vehicle occupants as a function of time of day. Belt use rates are consistently lower at night than during the daytime. Over the period 2013-2017, daytime belt use in fatal crashes has been 21 percentage points higher than nighttime belt use.

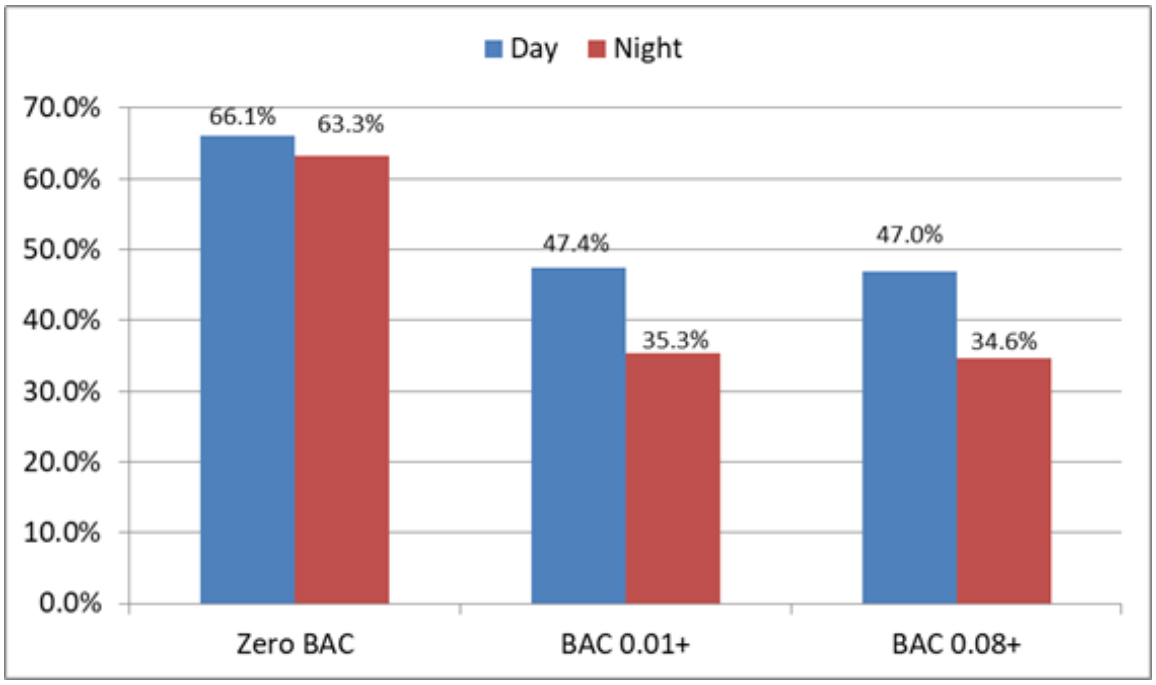
Table OP-4. Percent of Belt Use by Time of Day, Fatally Injured Passenger Vehicle Occupants, 2013-2017

% belted	2013	2014	2015	2016	2017	2013-17
Day (5:00am - 8:59pm)	63.1%	63.1%	57.7%	56.6%	70.9%	62.2%
Night (9:00pm to 4:59am)	39.1%	27.3%	39.7%	45.3%	48.1%	40.8%

Source: FARS Final Files 2012-2015, Annual Report File 2016

Figure OP-1 shows that, in addition to time of day, alcohol involvement is a factor to be considered in seat belt use by fatally injured drivers. Indeed, daytime seat belt use by drivers with zero BAC is 19 percentage points higher than drivers with BAC of 0.01 or above, and 19 percentage points higher than impaired drivers (BAC $\geq$ 0.08). A similar trend is seen at night. Seat belt use for drivers with zero BAC at night is 28 percentage points higher than drivers with BAC of 0.01 and above, and 29 percentage points higher than impaired drivers.

Figure OP-1. Fatally Injured Driver Belt Use by Time of Day and Alcohol Involvement, 2013-2017



Source: FARS

Table OP-5, shows driver seat belt use among those killed or seriously injured ("A" injury) on a county-by-county basis in 2017. The data indicate that seat belt use in serious crashes varies around the State, ranging from a low of 67 percent in Litchfield County to a high of 82 percent in New Haven County. Table OP-6 shows that belt use in passenger vehicle fatalities has increased between 2015 (43.9%) and 2017 (50.6%).

Table OP-5. Driver Belt Use by Injury and County, 2017

Driver Injury	Fairfield	Hartford	Litchfield	Middlesex	New Haven	New London	Tolland	Windham
Killed or A Injury	77.9%	78.9%	67.4%	76.7%	82.1%	77.1%	75.0%	70.0%

Source: Connecticut Crash Data Repository

Table OP-6. Belt Use in Passenger Vehicle Fatalities, 2015-2017

	2015		2016		2017	
	N	**Percent**	**N**	**Percent**	**N**	**Percent**
Belt	68	43.9%	73	42.0%	82	50.6%
No Belt	68	43.9%	65	37.4%	51	31.5%
Unknown	19	12.3%	36	20.7%	29	17.9%
Total	155	100.0%	174	100.0%	162	100.0%

Table OP-7 represents towns with the lowest belt use in serious and fatal injury crashes during the 2013-2017 period. Towns were ranked for seat belt use by vehicle occupants who were injured ("A/B" injuries) or fatally injured. Only crashes occurring on non-interstates were included. This was done so that the data would be more representative of local traffic (and not traffic merely traveling through town). Ranks were created based on number of unbelted occupants, the percent belted, the number of unbelted occupants per population, and the number of unbelted occupants per VMT (non-Interstates). Each rate produced a unique rank per town and these ranks were averaged to create an overall rank, from lowest to highest. Table OP-7 shows the towns with 20 or more people injured or killed by rank.

Table OP-7. Belt Use by Seriously and Fatally Injured Occupants by Town, 2013-2017

Town	County	Belted	Unbelted	Total	Percent Belted	Rate per 10k pop	Rate per 100k vmt	Rank Order
Bridgeport	Fairfield	191	61	252	24%	5.21	5.21	1
New Haven	New Haven	228	42	270	16%	3.85	3.85	2
Waterbury	New Haven	134	53	187	28%	4.17	4.17	3
Hartford	Hartford	194	38	232	16%	3.72	3.72	4
Wolcott	New Haven	19	18	37	49%	8.78	8.78	5
Stratford	Fairfield	56	23	79	29%	3.09	3.09	6
Orange	New Haven	35	15	50	30%	2.28	2.28	7
New Milford	Litchfield	32	19	51	37%	3.37	3.37	8
Southington	Hartford	36	20	56	36%	3.87	3.87	9
Suffield	Hartford	22	13	35	37%	4.88	4.88	10
Bristol	Hartford	49	20	69	29%	2.87	2.87	11
Manchester	Hartford	59	17	76	22%	2.56	2.56	12
Berlin	Hartford	35	13	48	27%	1.88	1.88	13
Naugatuck	New Haven	17	16	33	48%	3.71	3.71	14
Middlebury	New Haven	15	8	23	35%	4.41	4.41	15
Plainville	Hartford	22	10	32	31%	2.48	2.48	16
Ledyard	New London	11	12	23	52%	5.14	5.14	17
East Hartford	Hartford	51	16	67	24%	1.94	1.94	18
Wallingford	New Haven	44	18	62	29%	1.93	1.93	18
Canton	Hartford	25	5	30	17%	2.29	2.29	21
Meriden	New Haven	98	13	111	12%	1.81	1.81	22
Seymour	New Haven	18	9	27	33%	2.14	2.14	24
Danbury	Fairfield	52	20	72	28%	1.97	1.97	25
Newington	Hartford	43	10	53	19%	1.65	1.65	26
Cheshire	New Haven	10	13	23	57%	3.16	3.16	29
Hamden	New Haven	73	14	87	16%	1.56	1.56	30
Brookfield	Fairfield	17	8	25	32%	1.94	1.94	31
Norwich	New London	23	12	35	34%	2.39	2.39	31
Vernon	Tolland	24	8	32	25%	2.29	2.29	33
Newtown	Fairfield	20	11	31	35%	2.03	2.03	34
North Haven	New Haven	23	11	34	32%	1.52	1.52	34
Shelton	Fairfield	44	12	56	21%	1.32	1.32	36
Bloomfield	Hartford	34	7	41	17%	1.43	1.43	37
West Haven	New Haven	31	9	40	23%	2.45	2.45	38
Woodbridge	New Haven	23	5	28	18%	1.20	1.20	40
New Britain	Hartford	28	16	44	36%	2.00	2.00	42
Stamford	Fairfield	86	16	102	16%	1.22	1.22	42
Wethersfield	Hartford	24	7	31	23%	1.43	1.43	49
Stonington	New London	20	5	25	20%	1.64	1.64	52
Norwalk	Fairfield	33	16	49	33%	1.32	1.32	54
Farmington	Hartford	84	6	90	7%	0.87	0.87	55
Branford	New Haven	16	6	22	27%	2.04	2.04	56
Torrington	Litchfield	21	8	29	28%	1.45	1.45	58

Town	County	Belted	Unbelted	Total	Percent Belted	Rate per 10k pop	Rate per 100k vmt	Rank Order
Groton	New London	15	9	24	38%	1.89	1.89	61
Guilford	New Haven	19	5	24	21%	1.66	1.66	61
Windsor	Hartford	25	7	32	22%	1.14	1.14	61
Ridgefield	Fairfield	20	6	26	23%	1.40	1.40	64
Fairfield	Fairfield	56	9	65	14%	0.85	0.85	65
Watertown	Litchfield	16	6	22	27%	1.26	1.26	69
Trumbull	Fairfield	20	11	31	35%	0.88	0.88	70
East Hampton	Middlesex	20	3	23	13%	1.60	1.60	72
Middletown	Middlesex	38	7	45	16%	0.84	0.84	75
Enfield	Hartford	28	5	33	15%	0.91	0.91	78
Cromwell	Middlesex	18	4	22	18%	0.76	0.76	80
South Windsor	Hartford	26	4	30	13%	0.91	0.91	82
West Hartford	Hartford	32	5	37	14%	0.69	0.69	89
New London	New London	25	3	28	11%	1.14	1.14	91
Monroe	Fairfield	30	3	33	9%	0.85	0.85	94
Darien	Fairfield	17	3	20	15%	1.10	1.10	97
Milford	New Haven	76	4	80	5%	0.50	0.50	99
North Branford	New Haven	28	2	30	7%	0.75	0.75	108
Westport	Fairfield	23	3	26	12%	0.45	0.45	109
Greenwich	Fairfield	25	3	28	11%	0.29	0.29	113
Waterford	New London	27	1	28	4%	0.24	0.24	130

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	61.00
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	Annual	93.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Child Restraint Administration
Child Restraint System Inspection Station(s)

Communications and Outreach Strategies for Older Children Communications and Outreach Strategies for Booster Seat Use School Programs, Inspection Stations
Communications and Outreach Supporting Enforcement
Highway Safety Office Program Management
Short-term, High Visibility Seat Belt Law Enforcement

Countermeasure Strategy: Child Restraint Administration

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

The goal of this project is to increase Child Passenger Safety in Connecticut. This project will include 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.

Linkage Between Program Area

The goal of this project is to increase child passenger safety in Connecticut.

Rationale

Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services. Travel expenses for training and to attend outreach events, and other related operating expenses. This project may be used to fund salary and a small portion is used for travel and operating expenses.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 OP-CR Task 1	Child Restraint Administration

Planned Activity: Child Restraint Administration

Planned activity number: **20 OP-CR Task 1**

Primary Countermeasure Strategy ID:

Planned Activity Description

This initiative will include coordination of activities and projects as outlined in the Occupant Protection/Child Restraint Program area, training, travel, development, promotion and distribution of public information materials, supplies and provide for a community outreach coordinator. To establish a Child Passenger Safety Advisory Board for the purpose of addressing

and raising awareness of the importance of safe and proper transportation children. Reports will be supplied to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	**0200-0709-AA**	**CT-DOT/HSO**	**Child Restraint Administration**	**$5,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		$5,000.00		$0.00

Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

Efforts to educate the public about the importance and correct use of child restraint systems as children grow and "graduate" from rear-facing, forward facing, booster seats and adult seat belts, will promote greater compliance. The strategies will include educational programs, outreach events and public information campaigns directed towards the general public (i.e., Child Passenger Safety Week); with an emphasis on groups identified as having low safety belt usage rates due to the demonstrated lack of child restraint shown in this situation (Table OP-2).

Promotion of proper child safety restraint use will also take place through technical support for child safety seat installation professionals – through the dissemination of support materials, and safety week planning. In order to better identify and target groups who are over represented in low restraint use, the program manager will coordinate with the HSO data contractor to implement changes in data collection.

Projected traffic safety impact as a result of countermeasures selected in this area:

38. Slowing the increasing number of unrestrained occupants in crashes

39. Greater awareness among motorists of law enforcement's efforts to identify and cite unbelted motorists

40. Greater awareness among motorists of the proper installation and use of child safety seats

Linkage Between Program Area

Efforts to educate the public about the importance and correct use of child restraint systems as children grow and "graduate" from rear-facing, forward facing, booster seats and adult sea t belts, will promote greater compliance. The strategies will include educational programs, outreach events and public information campaigns directed towards the general public (i.e., Child Passenger Safety Week); with an emphasis on groups identified as having low safety belt usage rates due to the demonstrated lack of child restraint shown in this situation (Table OP-2).

Promotion of proper child safety restraint use will also take place through technical support for child safety seat installation professionals – through the dissemination of support materials, and safety week planning. In order to better identify and target groups who are over represented in low restraint use, the program manager will coordinate with the HSO data contractor to implement changes in data collection.

Projected traffic safety impact as a result of countermeasures selected in this area:

41. Slowing the increasing number of unrestrained occupants in crashes

42. Greater awareness among motorists of law enforcement's efforts to identify and cite unbelted motorists

43. Greater awareness among motorists of the proper installation and use of child safety seats

Rationale

Efforts to educate the public about the importance and correct use of child restraint systems as children grow and "graduate" from rear-facing, forward facing, booster seats and adult seat belts, will promote greater compliance. The strategies will include educational programs, outreach events and public information campaigns directed towards the general public (i.e., Child Passenger Safety Week); with an emphasis on groups identified as having low safety belt usage rates due to the demonstrated lack of child restraint shown in this situation (Table OP-2).

Promotion of proper child safety restraint use will also take place through technical support for child safety seat installation professionals – through the dissemination of support materials, and safety week planning. In order to better identify and target groups who are over represented in low restraint use, the program manager will coordinate with the HSO data contractor to implement changes in data collection.

Projected traffic safety impact as a result of countermeasures selected in this area:

44. Slowing the increasing number of unrestrained occupants in crashes

45. Greater awareness among motorists of law enforcement's efforts to identify and cite unbelted motorists

46. Greater awareness among motorists of the proper installation and use of child safety seats

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 OP-CR Task 2	Child Passenger Safety Support - Training
20 OP-CR Task 3	Child Passenger Safety Support – Fitting Stations
20 OP-CR Task 4	Yale-New Haven Children's Hospital Community Traffic Safety Program

Planned Activity: Child Passenger Safety Support - Training

Planned activity number: **20 OP-CR Task 2**

Primary Countermeasure Strategy ID:

Planned Activity Description

This task provides support for child passenger safety technical update training for current certified technicians. Completion of this course helps technicians to maintain their certification by earning the required CEU's necessary for recertification. Child Passenger Safety Basic Awareness Course the participants who successfully complete this class will have developed a basic awareness of child passenger safety issues and practice. Conduct at least one training course for transporting children with special health care needs. This training would be provided for child passenger safety technicians/instructors to provide the latest information on curriculum changes regarding transporting special needs children. It is anticipated up to 15 technicians could attend this training. The date and location of this training have not yet been announced.

This task may also provide funding for technicians to attend national conferences.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	**0200-0709-AB**	**CT-DOT/HSO**	**CPS Training**	**$20,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		$20,000.00		$0.00

Planned Activity: Child Passenger Safety Support – Fitting Stations

Planned activity number: **20 OP-CR Task 3**

Primary Countermeasure Strategy ID:

Planned Activity Description

The goal of this task is solely to support in order to maintain fitting stations to increase proper child restraint use statewide. This support will include materials, supplies as well as child safety seats. Technicians will perform safety seat checks while educating caregivers to reduce the misuse and/or non- use of child saf ety seats and dispel incorrect information regarding child passenger safety. Technicians will explain how to select the correct seat not only for the vehicle but for the caregiver. Fitting stations that receive funds through this grant must participate in CPS Week. These grants are meant to serve multiple communities as they provide for mini grants to serve multiple fitting stations.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	**0200-0709-AC**	**Connecticut Children's Medical Center**	**CPS Fitting Stations Support**	**$75,000**
402-CR	**0200-0709-AD**	**Yale New Haven Children's Hospital**	**CPS Fitting Stations Support**	**$100,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		$175,000.00		$0.00

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

Planned activity number: **20 OP-CR Task 4**

Primary Countermeasure Strategy ID:

Planned Activity Description

This traffic safety program will conduct educational programs, check-up events, conduct certification, renewal and update classes as well as host sign-off sessions to maintain technicians, assist in establishing inspection stations in cities/towns that not only have large populations but reach underserved minority populations and communities of low socioeconomic status. This task will fund or partially fund a coordinator position to assist parents and other caregivers by providing education and raising awareness to get families and communities more involved in child passenger safety. This program will address proper car seat, booster seat and seat belt usage to being the process of ensuring passenger safety into adulthood. This program will conduct checkup events, run certification classes as well as other child passenger safety education programs and events.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
402-CR	**0200-0709-AE**	**Yale-New Haven Children's Hospital**	**Community Traffic Safety Program**	**$150,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		$150,000.00		$0.00

Countermeasure Strategy: Communications and Outreach Strategies for Older Children Communications and Outreach Strategies for Booster Seat Use School Programs, Inspection Stations

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

This program provides support to the HSO in the dissemination of educational programs and materials, specifically in the area of occupant protection.

Linkage Between Program Area

This task also provides support for approximately 10 Child Passenger Safety Technician training classes and supplies for fitting stations to assure that all technicians are provided with the latest available information on changes and updates in the certification process. This includes curriculum, approved practices, child safety seat and booster seat engineering and hardware, as well as informational materials.

Rationale

This task will provide funding for travel, coordinating, and implementation.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 OP Task 5	Waterbury Area Traffic Safety Program

Planned Activity: Waterbury Area Traffic Safety Program

Planned activity number: **20 OP Task 5**

Primary Countermeasure Strategy ID:

Planned Activity Description

This task provides funding for the Waterbury Area Traffic Safety Program Administration. This program provides support to the HSO in the dissemination of educational programs and materials, specifically in the area of occupant protection. This task also provides support for approximately 10 Child Passenger Safety Technician training classes and supplies for fitting stations to assure that all technicians are provided with the latest available information on changes and updates in the certification process. This includes curriculum, approved practices, child safety seat and booster seat engineering and hardware, as well as informational materials. This task will provide funding for travel, coordinating, and implementation.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	**0200-0702-AD**	**Waterbury PD**	**Waterbury Area Traffic Safety Program**	**$150,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communications and Outreach Strategies for Older Children Communications and Outreach Strategies for Booster Seat Use School Programs, Inspection Stations

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		$150,000.00		$0.00

Countermeasure Strategy: Communications and Outreach Supporting Enforcement

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts
The goal of this task is to increase seat belt compliance, which will reduce the number of injuries and fatalities statewide and to increase public education programs through physical demonstrations.

Linkage Between Program Area
The Convincer demonstrates a low speed crash and allows the rider to feel how the seat belt restrains system works to protect them in a car crash. The Rollover simulator allows the public to view the ejection of crash dummies as a direct result of the failure to use seat belts.

Rationale
Funding for this project will be used to have the Seat Belt Convincer and Rollover Simulators demonstrations conducted at schools, fairs, places of employment and community events. Utilizing the Convincer and the Rollover Simulator the Connecticut State Police are able to demonstrate visually and physical the value of wearing a seat belt.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 OP Task 6	Safety Belt Convincer/Rollover Simulator
20 OP Task 8	Occupant Protection Public Information and Education
20 OP-CR Task 5	"Look Before You Lock, Where's Baby"

Planned Activity: Safety Belt Convincer/Rollover Simulator
Planned activity number: **20 OP Task 6**

Primary Countermeasure Strategy ID:

Planned Activity Description
The goal of this task is to increase seat belt compliance, which will reduce the number of injuries and fatalities statewide and to increase public education programs through physical demonstrations. The Convincer demonstrates a low speed crash and allows the rider to feel how the seat belt restrains system works to protect them in a car crash. The Rollover simulator allows the public to view the ejection of crash dummies as a direct result of the failure to use seat belts. Funding for this project will be used to have the Seat Belt Convincer and Rollover Simulators demonstrations conducted at schools, fairs, places of employment and community events. Utilizing the Convincer and the Rollover Simulator the Connecticut State Police are able to demonstrate visually and physical the value of wearing a seat belt.

The goal of this task is to also purchase a rollover simulator or seatbelt convincer to be used by law enforcement to increase seat belt compliance, which will reduce the number of injuries and fatalities. The purchase of this equipment will allow increase demonstrations to be held at

approximately 80 more education programs, school events, health and safety fairs and community events.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
405b-2 (M1PE)	**0200-0741 -2-AE**	**DESPP**	**Safety Belt Convincer/Roll over Simulator**	**$275,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communications and Outreach Supporting Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High		$275,000.00		

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Rollover Simulator	1	$50,000.00	$50,000.00	$50,000.00	$50,000.00
Seatbelt Convincer	1	$21,000.00	$21,000.00	$21,000.00	$21,000.00

Planned Activity: Occupant Protection Public Information and Education

Planned activity number: **20 OP Task 8**

Primary Countermeasure Strategy ID:

Planned Activity Description

Public information and education efforts will be conducted through a variety of public outreach venues. Safety belt messages and images including "Click It or Ticket", "Buckle Up Connecticut" and "Seat Belts Save Lives" that are prominently placed at several of the States sports venues (including but not limited to Dunkin Donuts Park, Hartford XL Center, 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 will be conducted at these venues through tabling opportunities which will provide the opportunity to educate motorists about the importance of safety belt use for themselves and their passengers. This project will include for the purchase of brochures and citation holders to be used during HVE.

Please note this task does not include the purchase of ANY promotional items.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	**0200-0702- AF**	**CT-DOT/HSO**	**Occupant Protection PI&E**	**$20,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communications and Outreach Supporting Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		$20,000.00		$0.00

Planned Activity: "Look Before You Lock, Where's Baby"

Planned activity number: **20 OP-CR Task 5**

Primary Countermeasure Strategy ID:

Planned Activity Description

The "Look Before You Lock, Where's Baby " Education Campaign is to increase child safety by delivering safety messages to increase awareness of the issue of hot cars and to provide strategies for parents and caregivers to be reminded not to forget children, or to leave them purposefully, in a motor vehicle unattended. The campaign will utilize television, radio, billboards, newspapers, online media, social media, community education, and outreach to businesses.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	**0200-0702 -AG**	**Connecticut Children's Medical Center**	**Look Before You Lock Education Campaign**	**$150,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communications and Outreach Supporting Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		$150,000.00		$0.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

The goal of this project is to increase seat belt use in Connecticut. This project will include 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.

Linkage Between Program Area

The goal of this project is to increase seat belt use in Connecticut.

Rationale

Funding will be provided for personnel, employee-related expens es and overtime, professional and outside services. Travel expenses for training and to attend outreach events, and other related operating expenses. This project may be used to fund salary and a small portion is used for travel and operating expenses.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 OP Task 1	Occupant Protection Program Administration

Planned Activity: Occupant Protection Program Administration

Planned activity number: **20 OP Task 1**

Primary Countermeasure Strategy ID:

Planned Activity Description

The goal of this project is to increase seat belt use in Connecticut. This project will include 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 will be provided for personnel, employee-related expenses and overtime, professional and outside services. Travel expenses for training and to attend outreach events, and other related operating expenses. This project may be used to fund salary and a small portion is used for travel and operating expenses.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	**0200-0702-AA**	**CT-DOT/HSO**	**OP Program Administration**	**$15,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		$15,000.00		$0.00

Countermeasure Strategy: Short-term, High Visibility Seat Belt Law Enforcement

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

Countermeasures are based on proven programs and NHTSA mobilizations and are often selected from NHTSA's *Countermeasures That Wo*rk and sharing of best practices at national safety conferences such as the Governor's Highway Safety Association and Lifesavers as well as Transportation Safety Institute training courses. The Department serves as the lead agency for the coordination of occupant protection programs in Connecticut. Participation in the national high visibility safety belt and child safety seat enforcement mobilization: "Click It or Ticket" (CIOT) will continue to be the core component of the program.

Linkage Between Program Area

The HSO will continue to encourage law enforcement agencies to conduct statewide sustained seat belt enforcement during the year. Sustained enforcement was tracked in 2015 and 2016 resulting in sustained enforcement covering at least 70 percent of the areas where unrestrained fatalities occur. The HSO plans to continue to have sustained OP enforcement covering areas where 70 percent of the unrestrained fatalities occurred. Law enforcement agencies conducted sustained OP enforcement during grant-funded overtime projects; this includes both agencies that received grant funding and non-funded agencies. Connecticut State Police will continue to conduct OP sustained enforcement and will be asked to focus on towns with unrestrained fatalities wherever possible. During this activity, efforts were made to participate in sustained enforcement of Connecticut's seat-belt laws as a secondary focus beyond the primary scope of the project(s). The HSO anticipates that this level of enforcement activity will continue during the 2020 planning period.

Rationale

The HSO will offer greater funding priority to towns and agencies that show the greatest need in this area. This increased focus on low belt used 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 participate in the 2020 CIOT mobilization(s) in May and November regardless of funding availability.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 OP Task 2	Data Analysis & Surveys
20 OP Task 3	Click It or Ticket Enforcement
20 OP Task 4	Occupant Protection Enforcement/ Connecticut State Police

Planned Activity: Data Analysis & Surveys

Planned activity number: **20 OP Task 2**

Primary Countermeasure Strategy ID:

Planned Activity Description

The goal of this project is to provide data to the Highway Safety Office to increase the statewide seat belt usage rate. This project will provide funding for annual evaluation and support for the Occupant Protection Program. The project will include the statewide annual seat belt use observations, as well as data evaluation and support for annual planning documents. This project will also include NHTSA core performance measure mandated attitude and awareness surveys and analysis. NHTSA approved Safety Belt Surveys as well as knowledge and awareness surveys at DMV offices to track the impact of mobilization enforcement activities funded under this task.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
402-OP	**0200-0702-AB**	**CT-DOT/HSO**	**Data Analysis & Surveys**	**$150,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy

Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		$150,000.00		$0.00

Planned Activity: Click It or Ticket Enforcement

Planned activity number: **20 OP Task 3**

Primary Countermeasure Strategy ID:

Planned Activity Description

The goal of this project is 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. This project provides funding for enforcement of occupant protection laws through the Selective Traffic Enforcement Program or WAVE in conjunction with the national "Click It or Ticket" mobilization (May and November) including checkpoints and roving/saturation patrols. The WAVE is an enforcement activity that takes place during the National Occupant Protection efforts. Law enforcement agencies will report a pre, post and enforcement survey to the HSO office. We are increasing our focus on the top towns based on data from Connecticut's *2018 Seat Belt Use Report*. Increased effort will focus on low seat belt use towns through increased enforcement and education. This will be accomplished through analysis of crash and observation data to identify towns and areas where low belt use by motorists can best be addressed (see table OP-7 in the problem ID section of this area). This analysis focuses on the combination of low belt use towns identified through observation surveys and pairs it with ranked analysis of unbelted crashes and fatalities as well as population and VMT data over a five year period. This process serves to prioritize funding opportunities for 40-60 participating law enforcement agencies. The HSO will offer greater funding priority to towns and agencies that show the greatest need in this area. This increased focus on low belt used and unbelted crashes will not preclude the HSO from continuing historical practice of attempting to achieve statewide law enforcement participation during national mobilizations.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount

402-OP	**0200-0702-AC**	**CT-DOT/HSO**	**Click It or Ticket Enforcement (November & May Mobilization)**	**$500,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		$500,000.00		$0.00

Planned Activity: Occupant Protection Enforcement/ Connecticut State Police

Planned activity number: **20 OP Task 4**

Primary Countermeasure Strategy ID:

Planned Activity Description

The goal of this project is 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. This project provides funding for enforcement of occupant protection laws through the NHTSA's national "Click It or Ticket" mobilization (May and November) including focused patrols and roving/saturation patrols. The Connecticut State Police covers 82 of the State's 169 towns without their own police departments. The enforcement activities will consist of both spot check points and roving patrol enforcement throughout the state. The State Police Public Information Office will provide the activity totals to the media to act as a deterrent to those drivers who choose not to obey the state's seat belt and child safety seat laws. Increased effort will focus on low seat belt use areas through increased enforcement and education.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
405b-1 (M1HVE)	**0200-0741 -1-AC**	**DESPP**	**Occupant Protection Enforcement/CSP**	**$125,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High		$125,000.00		

Program Area: Planning & Administration

Description of Highway Safety Problems

The Connecticut Office of Highway Safety will serve as the primary agency responsible for ensuring that highway safety concerns for Connecticut are identified and addressed through the development and implementation of appropriate countermeasures.

The Planning and Administration Area includes the costs necessary that are related to the overall management of the programs and projects for the 2018 HSP. The goal is to administer a fiscally responsible, effective highway safety program that is data driven, includes stakeholders, and addresses the State's specific safety characteristics.

HSO will continue to work with traffic safety stakeholders, including state and local law enforcement agencies and all grant recipients. Administer the statewide traffic safety program; Implement the 2018 HSP and develop future initiatives; provide sound fiscal management for traffic safety programs; coordinate state plans with other Federal, state, local agencies; and assess program outcomes.

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
20 P&A Task 1	Planning and Administration	

Planned Activity: Planning and Administration

Planned activity number: **20 P&A Task 1**

Primary Countermeasure Strategy ID:

Planned Activity Description

The task will include coordination of activities and projects outlined in the 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 will be provided for personnel, employee-related expenses and staff members travel; materials, supplies and other related operating expenses.

The Planning and Administration section will also cover the following tasks:

47.

1.

1. Provide data required for Federal and state reports, provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs.

48.

1.

1. Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.

49.

1.

1. Identify and prioritize highway safety problems for future HSO attention, programming, and activities.

50.

1.

1. Conduct program management and oversight for all activities within this priority area.

51.

1.

1. Participate on various traffic safety committees.

52.

1.

1. Promote safe driving activities.

53.

1.

1. Equipment costs related to completion of highway safety plans, reports and grant management.

54.

1.

1. Prepare and submit the 2019 Annual Report by December 31, 2019.

55.

1.

1. Prepare and submit the 2021 HSP and 405 Application by July 1, 2020.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
402-PA	**0200-0733-AA**	**CT-DOT/HSO**	**Planning and Administration**	**$475,000.00**

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		$475,000.00		$0.00

Program Area: Police Traffic Services

Description of Highway Safety Problems

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	78.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Police Traffic Services Program Administration
Prevention, Intervention, Communications and Outreach
Short-term, High Visibility Law Enforcement

Countermeasure Strategy: Police Traffic Services Program Administration

Program Area: **Police Traffic Services**

Project Safety Impacts

The Police Traffic Services section serves to support the maintenance and function of the Law Enforcement Liaison (LEL) position within the HSO.

Linkage Between Program Area

The function of the LEL is to support and address all traffic safety initiatives outlined in this plan.

Rationale

The function of the LEL is to support and address other traffic safety initiatives outlined in this plan.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 PTS Task 1	Police Traffic Services Program Administration

Planned Activity: Police Traffic Services Program Administration

Planned activity number: **20 PTS Task 1**

Primary Countermeasure Strategy ID:

Planned Activity Description

The task will include 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 provide status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies, and other related operating expenses. This project is used to fund a portion of travel and operating expenses for activities and projects outlined in the police traffic services program area.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
402-PT	**0200-0707-AA**	**CT-DOT/HSO**	**PTS Administration**	**$35,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Police Traffic Services Program Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		$35,000.00		$0.00

Countermeasure Strategy: Prevention, Intervention, Communications and Outreach

Program Area: **Police Traffic Services**

Project Safety Impacts
Information will be distributed to municipal agencies, libraries, schools, local businesses, tourist locations, bus shelters, and liquor establishments.

Linkage Between Program Area
This comprehensive initiative will include the development and purchase of public information and education materials in the form of brochures and posters carrying messaging to discourage impaired driving and provide information about related laws and associated risks.

Rationale
Distribution will be provided to all municipal law enforcement agencies to promote traffic safety enforcement programs statewide.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 PTS Task 5	Connecticut Police Chiefs Associations – Public Information and Education

Planned Activity: Connecticut Police Chiefs Associations – Public Information and Education
Planned activity number: **20 PTS Task 5**

Primary Countermeasure Strategy ID:

Planned Activity Description
Purchase materials for social norming and enforcement efforts such as posters public service announcements and public education materials. Distribution will be provided to all municipal law enforcement agencies to promote traffic safety enforcement programs statewide. This comprehensive initiative will include the development and purchase of public information and education materials in the form of brochures and posters carrying messaging to discourage impaired driving and provide information about related laws and associated risks. Impaired Driving messages and images including "Drive Sober or Get Pulled Over", "Buzzed Driving is Drunk Driving", "Buckle Up Connecticut", "When Speeding Kills it's Never An Accident" and "SubtraCT the Distraction". Information will be distributed to municipal agencies, libraries, schools, local businesses, tourist locations, bus shelters, and liquor establishments.

The CPCA will work with interested groups as to a strategy to mitigate the issue, identify a brand or logo. Partners will include the DMV, DOT and other safety partners.

* *Please note this task does not include the purchase of ANY promotional items.*

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
402-PT	**0200-0707 -AD**	**CPCA**	**PI&E**	**$20,000**
402-PM	**0200-0711-AC**	**CPCA**	**Holiday Safety Media Buy**	**$100,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Prevention, Intervention, Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		$120,000.00		$0.00

Countermeasure Strategy: Short-term, High Visibility Law Enforcement

Program Area: **Police Traffic Services**

Project Safety Impacts

Speeding related crashes, injuries and fatalities will be addressed through funding High Visibility Enforcement (HVE) projects.

Linkage Between Program Area

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. HVE campaigns will be supported by speed-related media buys.

Rationale

Funding will be used for comprehensive speed grants and may also include the purchase of speed measuring devices for law enforcement agencies to use during speed enforcement. Grant awards will be based on problem ID data located in PT-5.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 PTS Task 2	Speed and Aggressive Driving Enforcement and Equipment Grants
20 PTS Task 3	Speed HVE Media Buy

Planned Activity: Speed and Aggressive Driving Enforcement and Equipment Grants

Planned activity number: **20 PTS Task 2**

Primary Countermeasure Strategy ID:

Planned Activity Description

This task provides funding for High Visibility Enforcement and speed equipment specific grants. Speed enforcement will focus on the **on where speed related crashes took place**. This task will address speed related crashes, injuries and fatalities in the urban areas. Law enforcement has identified these respective areas as having higher incidences of speed related crashes. The HSO will consider 5-15 grant submissions from police agencies identifying specific speed related crash data within their jurisdictions, substantiated by enforcement and crash data. The projects in this section are meant to be comprehensive speed grants funded at $20,000 - $60,000 for urban areas and cities that have identified speed as a problem. This project may include the purchase of speed equipment to be used for sustained enforcement in areas where high crashes occur. Any equipment purchased under this planned activity would not exceed $5,000.

Grant participants will be chosen based on the major contributing factors in table PT-5. 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 speed related crashes.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
405e-4 (M8*SE)	**0200-0745-4-VV**	**Municipal Police Agencies**	**Speed and Aggressive Driving Enforcement**	**$400,000**
405d-ii -3 (M7*SE)	**0200-0740 -3-AK**	**DESPP**	**Speed and Aggressive Driving**	**$185,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Int		$185,000.00		
2019	FAST Act 405e Comprehensive Distracted Driving		$400,000.00		

Planned Activity: Speed HVE Media Buy

Planned activity number: **20 PTS Task 3**

Primary Countermeasure Strategy ID:

Planned Activity Description

The goal of this project is for a Speed Enforcement Program media campaign for the Highway Safety Office (HSO). This campaign will increase awareness of the dangers of speeding on Connecticut roads. Running this media campaign in concurrence with the high visibility enforcement activity of our law enforcement partners is the most effective way of obtaining results. The media campaign may include cable television, outdoor digital billboards, internet, internet radio, social media, digital banners, gas station, movie theater, print, and malls.

The objectives of this media campaign include creating, developing, and implementing a realistic and effective "speeding" marketing/communications strategy for the HSO. The firm will be responsible for conducting market research on demographics, developing communication materials, and evaluating the awareness campaigns. Provide 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. This media will be purchased both English and Spanish Language.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
405e-6 (M8*PM)	**0200-0745 -6-AB**	**CT-DOT/HSO**	**HVE Speed Campaign Media Buy**	**$250,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Comprehensive Distracted Driving		$250,000.00		

Program Area: Racial Profiling Data Collection

Description of Highway Safety Problems

Since May of 2012, the Institute for Municipal and Regional Policy at Central Connecticut State University has been developed and implemented the Connecticut Racial Profiling Prohibition Project. The project, – with guidance from several national experts on racial profiling – developed a new standardized method to efficiently and effectively collect racial profiling data from traffic stops. The project 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.

Although Connecticut has come a long way in the development of an electronic data collection system and analytical system, there is still much to improve.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Traffic Stop Data Collection	2020	Annual	100.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Expenditure of Federal 1906 Funds in accordance with requirements listed in the Federal Register under the FAST ACT

Countermeasure Strategy: Expenditure of Federal 1906 Funds in accordance with requirements listed in the Federal Register under the FAST ACT

Program Area: **Racial Profiling Data Collection**

Project Safety Impacts

Linkage Between Program Area

56. Collect, maintain and provide public access to traffic stop data

57. Evaluate the results of such data

Rationale

58. Collect, maintain and provide public access to traffic stop data

59. Evaluate the results of such data

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 RP Task 1	1906 Racial Profiling

Planned Activity: 1906 Racial Profiling

Planned activity number: **20 RP Task 1**

Primary Countermeasure Strategy ID:

Planned Activity Description

Although Connecticut has come a long way in the development of an electronic data collection system and analytical system, there is still much to improve. Below is an outline of the next phase of the project and our major goals.

Goals/Objectives:

60.

1.

1. Collect, maintain and provide public access to traffic stop data
2. Evaluate the results of such data

61. Enhance our current analytical system to look at other factors that may impact racial and ethnic disparities in traffic stops. Those other factors might include better understanding driver behavior, special police campaigns (distracted driving, click-it or ticket, etc.), crime, or accident rates across racial and ethnic groups.

62. Develop a statistical methodology to test for distributional equality in stop dispositions. Put simply, we would like to develop a method to test whether minority motorists are treated the same as white non-Hispanic motorists conditional on their age, gender, and the reason why they were stopped.

63. Develop a false discovery rate test, which will correct for any type 1 errors, i.e. false positives that could be caused by testing across multiple hypothesis.

64. Develop a methodology based on the Veil of Darkness method, but which tests for discrimination with surface visibility. This method would test for discrimination using a

measure of horizontal surface visibility obtained through the Automated Weather Observation System.

65. Continue to work with national experts and the academic community to develop additional analytical tools to better understand how to best identify racial and ethnic disparities in traffic stops.

66. Publish annual analysis of additional traffic stop information collected. In addition, conduct an in-depth analysis on any department that is identified as having statistically significant racial and ethnic disparities in traffic stops. The in-depth analysis may include mapping traffic stops and analyzing information by neighborhood. It may also include incorporating localized crime and accident data into the analysis along with any other locally relevant factors.

67. Develop an early warning system for law enforcement administrators that will analyze data on a monthly basis to understand traffic stop patterns. An early warning system could allow law enforcement administrators to analyze individual officer data and department trends prior to an annual report being published.

68. Work with the Connecticut Criminal Justice Information System and records management system vendors to expand the current data collection system to capture additional fields such as latitude and longitude of traffic stops and additional information on stop outcome.

69. Increase the number of departments utilizing the electronic citation/warning system.

70. Work with the Centralized Infraction Bureau to access the statewide citation database and connect it to the traffic stop data portal. This will provide researchers with a more robust dataset to better understand driver behavior. The infraction dataset provides additional details not provided in the traffic stop dataset including additional details regarding the infraction, detailed vehicle description and other relevant information.

71. Work with the Connecticut Data Collaborative to develop a system that will automatically update traffic stop records to the public website on at least a quarterly basis.

72. Improve the on-line data portal for public consumption of the traffic stop data to include additional analytical tools. Currently, the site is capable of summarizing traffic stop data and allowing users to download raw traffic stop information. Enhancements can be made to allow users to analyze traffic stops for a selected period using any of the benchmarks developed by researchers.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount

1906-F1906ER	**0200-0725-AA**	**Central Connecticut State University**	**Racial Profiling Prohibition Project**	**$570,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Expenditure of Federal 1906 Funds in accordance with requirements listed in the Federal Register under the FAST ACT

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 1906 Prohibit Racial Profiling		$570,000.00		

Program Area: Traffic Records

Description of Highway Safety Problems

The Traffic Records Strategic Plan is an active document updated annually to reflect new issues and the changing environment within highway safety / traffic safety data systems. The following link - http://www.ct.gov/dot/cwp/view.asp?a=2094&q=435916 contains the most recent version of the Strategic Plan (July 2019).

A state must work to ensure that complete, accurate, timely, uniform, integrated and accessible traffic records data are collected, analyzed and made available for decision-making at all levels of government. Analyzing reliable traffic records data is central to identifying traffic safety problems and designing effective countermeasures to reduce injuries and deaths caused by crashes.

From real-time data capture in the field, to direct online query capabilities and analysis of timely data in a State data repository, changes are occurring in all phases of Connecticut's traffic records system. Time spent by law enforcement and emergency medical services (EMS) professionals will be directed more to helping injured people, securing an incident location, and traffic flow, and result in officer/EMS responder safety, with less dependence on paper reporting; resulting in better service to the public and improved traffic records data that is more timely, complete, and accurate.

Stakeholders of Connecticut's system continue to make great strides in their push to achieve system wide electronic reporting. Emphasis on **EMS patient care reporting** resulted in nearly all EMS providers in the state achieving electronic reporting, using the National Standard (NEMSIS) in 2010. The focus the in prior years has been on electronic reporting for a motor vehicle crash as well as traffic citation. **Crash reporting** is projected to advance with the adoption of the National MMUCC Guideline that began, January 1, 2015. **Electronic reporting of traffic citations** is nearing the 70 percent mark for all traffic citations issued statewide.

Acknowledging significant gains in the State's traffic records system, many opportunities remain for improving core data systems. Responding to increased emphasis by the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA), and the Federal Motor Carrier Safety Administration (FMCSA), the TRCC places a high priority on integrating planned performance measures with any new proposed system improvements.

Perhaps the greatest impact to the management approach to highway safety with the rollout in January 2015 of the new electronic crash reporting system based on National guidelines is the timeliness of the crash data, less than 10-days from the date of arrival at ConnDOT to entry into the state database, which will ultimately impact the highway safety management process in many ways.

Vision – Mission – Achievements of the TRCC

Provide support for the TRCC in the achievement of its vision and mission as outlined in the Strategic Plan.

Vision – A comprehensive Traffic Records System that provides reliable data critical to the development of policies, and programs that enhance the operation and safety of the Connecticut Highway Transportation (National, State and Local Roads) System.

Mission – Develop and promote a comprehensive Traffic Records System that provides Timely, Accurate, Complete, Uniform, Integrated, and Accessible Traffic Records System data for management of Highway and Traffic Safety Programs.

Achievements as well as ongoing project development and tracking/timelines for TRCC efforts can be found at the TRCC's website - http://www.ct.gov/dot/cwp/view.asp?a=2094&q=435916.

Improving Safety Data Systems

Objectives for reliable safety data systems together with planned performance measures listed above will be accomplished through a variety of avenues, which focus on the development of electronic field data capture of motor vehicle crash, citation, EMS/patient care, commercial vehicle enforcement and other incident reporting, including the back-end systems to receive and report this data.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Traffic Records	2020	Annual	77.62

Countermeasure Strategies in Program Area

Countermeasure Strategy
Traffic Records Program

Countermeasure Strategy: Traffic Records Program

Program Area: **Traffic Records**

Project Safety Impacts

A state must work to ensure that complete, accurate, timely, uniform, integrated and accessible traffic records data are collected, analyzed and made available for decision-making at all levels of government. Analyzing reliable traffic records data is central to identifying traffic safety problems and designing effective countermeasures to reduce injuries and deaths caused by crashes.

Linkage Between Program Area

Vision – Mission – Achievements of the TRCC Provide support for the TRCC in the achievement of its vision and mission as outlined in the Strategic Plan. **Vision** – A comprehensive Traffic Records System that provides reliable data critical to the development of policies, and programs that enhance the operation and safety of the Connecticut Highway Transportation (National, State and Local Roads) System. **Mission** – Develop and promote a comprehensive Traffic Records System that provides Timely, Accurate, Complete, Uniform, Integrated, and Accessible Traffic Records System data for management of Highway and Traffic Safety Programs. Achievements as well as ongoing project development and tracking/timelines for TRCC efforts can be found at the TRCC's website - http://www.ct.gov/dot/cwp/view.asp?a=2094&q=435916. Rationale

Objectives for reliable safety data systems together with planned performance measures listed above will be accomplished through a variety of avenues, which focus on the development of electronic field data capture of motor vehicle crash, citation, EMS/patient care, commercial vehicle enforcement and other incident reporting, including the back-end systems to receive and report this data.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20 CTS Task 2	Public Information and Education/Community Outreach to Pedestrians and Bicyclists
20 CTS Task 3	Pedestrian Training for Law Enforcement
20 CTS Task 4	Non-Motorized Enforcement
20 TR Task 1	Traffic Records Administration

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

Planned activity number: **20 CTS Task 2**

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

Fund	Project number	Agency	Title	$ Amount
402-PS	**0200-0710-AE**	**CT-DOT/HSO**	**PI&E**	**$15,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Education, Communications and Outreach
Traffic Records Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402		$15,000.00		$0.00

Planned Activity: Pedestrian Training for Law Enforcement

Planned activity number: **20 CTS Task 3**

Primary Countermeasure Strategy ID:

Planned Activity Description

In 2018, the HSO worked closed with NHTSA and the UConn Technology Transfer Center to develop a Connecticut specific curriculum for police officers focusing on pedestrians and non-motorized safety. Following this first pilot course, the curriculum was edited to be again rolled out to police departments that are in municipalities that are overrepresented in pedestrian related fatalities and crashes. This training will focus on the specifics of pedestrian and bicycling laws in an effort to provide a refresher course to officers to target behaviors contributing to the crashes, injuries and fatalities involving non-motorized road users.

Intended Subrecipients

Fund	Project number	Agency	Title	$ Amount
405h-2(FHPE)	**0200-0746 -2-AD**	**CT-DOT/HSO**	**Law Enforcement Training**	**$5,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Enforcement of Traffic Violations
Traffic Records Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$5,000.00		

Planned Activity: Non-Motorized Enforcement

Planned activity number: **20 CTS Task 4**

Primary Countermeasure Strategy ID:

Planned Activity Description

Task 4

Project Title: Non-Motorized Safety Overtime Enforcement

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

Countermeasure: Pedestrians, 4.4 *Countermeasures That Work*

In conjunction with the pedestrian and bicycle safety law enforcement training, the HSO plans to provide overtime enforcement funding to police departments that have a demonstrated non-

motorized crash problem in their municipality. This enforcement will include municipalities that not only have a pedestrian crash problem but also attend the training course and dedicate officers to reducing crashes, injuries and fatalities in their communities upon its completion. This pilot program will look to target approximately 10 municipalities to participate in this enforcement program in Connecticut and focus on problem areas such as improper yielding and crossing, distraction, speed and impairment.

Intended Subrecipients

Fund	Project number	Agency	Title	$ Amount
405h-3(FHLE)	**0200-0746-3-ZZ**	**Municipal Police Agencies**	**Non-Motorized Enforcement**	**$125,000**

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Enforcement of Traffic Violations
Traffic Records Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$125,000.00		

Planned Activity: Traffic Records Administration

Planned activity number: **20 TR Task 1**

Primary Countermeasure Strategy ID:

Planned Activity Description

The task will include 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 will also provide status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2. Funding will be provided for personnel, employee-related expenses, overtime, professional and outside services including consulting services that provide TRCC coordination, travel, materials, supplies, assessments and other related operating expenses. This project may be used to fund salary while a small portion is used for travel and operating expenses.

Intended Subrecipients

Funding Source	Project Number	Agency	Title	$ Amount
405c (M3DA)	0200-0742-AA	CT-DOT/HSO	Traffic Records Administration	$65,000
402-TR	0200-0705-AA	CT-DOT/HSO	Traffic Records Administration	$125,000

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Records Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program		$65,000.00		
2019	FAST Act NHTSA 402		$125,000.00		$0.00

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
20 OP Task 3	Click It or Ticket Enforcement
20 ID Task 3	Data Analysis & Surveys
20 OP Task 2	Data Analysis & Surveys
20 DD Task 3	Distracted Driving – Media Buy
20 ID Task 19	DRE Overtime Call Out & Instructor Support
20 ID Task 9	DUI Media Campaign
20 ID Task 2	DUI Overtime Enforcement
20 DD Task 1	HVE Distracted Driving - Enforcement
20 DD Task 2	HVE Distracted Driving – Enforcement - CSP/DESPP
20 CTS Task 4	Non-Motorized Enforcement
20 OP Task 4	Occupant Protection Enforcement/ Connecticut State Police
20 OP Task 7	Occupant Protection Media Buy and Earned Media
20 PTS Task 2	Speed and Aggressive Driving Enforcement and Equipment Grants
20 PTS Task 3	Speed HVE Media Buy
20 ID Task 14	Underage Alcohol Enforcement Grant Program

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

Please see the problem identification statements in the corresponding HVE planned activities for this analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Deployment of Resources

Please see the problem identification statements and countermeasure explanations in the corresponding HVE planned activities/countermeasures for this explanation of the deployment of resources based on the analysis performed.

Effectiveness Monitoring

Traffic safety problems may be resolved with short term solutions, or may continue for extended periods of time. To ensure accurate measurement of progress and to assess the current status of

the targeted traffic safety condition, a clear and systematic evaluation process must be conducted at predetermined scheduled intervals. Consistent measurement and assessment will ensure the project is achieving the objectives it was designed to address and allows the agency to adjust and amend strategies to retain effectiveness. Monitoring and evaluation allows for prudent adjustments in strategies and tactics, if appropriate. Some traffic safety projects may be successfully measured and evaluated on a quarterly basis.

Still other projects may need monthly, weekly or daily scrutiny to accurately assess progress. As previously mentioned, the timeliness of the evaluation schedule should be incorporated into the initial development of strategic countermeasures.

The HSO is responsible for managing the operations of grant and sub grantee supported activities. As such, HSO monitors the sub grantee's activities as necessary to ensure that the grant funding is used for authorized purposes; in compliance with Federal statutes, regulations and the terms and conditions of the grant; and to monitor progress in achieving goals/targets, objectives, and performance measures. Monitoring covers all program functions and/or activities.

Monitoring Guidelines

The HSO maintains regular contact with the all sub grantees' project directors. Some sub grantees may require frequent contact with the HSO to fulfill the obligations of its grant, while others may not. Ongoing contact may come in the form of telephone conversations, face-to-face meetings, and email or written correspondence. These may be required to clarify communications, answer questions, and generally provide support to the sub grantee. The Program Manager must maintain copies of all correspondence in the sub grantee's file and, if applicable, prepare a Telephone Monitoring Report (TMR) to detail specific information discussed during the phone call. The TMR will be placed in the sub grantee's file as well.

All sub grantees are also monitored via administrative reports that they are required to submit monthly (or as appropriate) for review by the HSO. The report must be accompanied by the reimbursement voucher. The report may include different information depending on the objectives outlined in the grant application/project agreement.

For non-law enforcement sub grantees, the monthly report form may request information or reference efforts made to specifically meet the objectives outlined in the grant application. Again, given that all sub grantees' grant applications are different, the specific information requested on the monthly report may differ from one sub grantee to another. For law enforcement grants, the Program Manager monitors the agency's processes for scheduling, approving, tracking, accounting, and supervision of overtime to ensure there are adequate checks and balances.

When reviewing administrative reports, the Program Manager should review the information supplied to ensure that the sub grantee is following the project proposal/project agreement stipulations, managing the project in a responsible and effective manner and that funds are being spent in a timely manner. The Program Manager should contact the sub grantee's project director promptly with any questions or revisions that need to be made to the project.

The frequency of contact with a sub grantee's project director depends on the type of initiative being conducted, the experience of the project director, any problems encountered, and assessments made by the Program Manager toward progress in achieving grant goals. The Program Manager should monitor work under the agreement with sufficient scrutiny to be sure that it is progressing according to the plan and to quickly identify any major problems or variances. Careful monitoring of work is the best way to ensure compliance with the grant terms and conditions and prevent disputes.

Ongoing monitoring may involve any sub grantee personnel responsible for project management or oversight such as the financial officer and any other key personnel to review sub grantees' internal controls. Copies of all correspondence relating to on-going monitoring are to be kept in the HSO grant file. A note to the file should be provided to document all discussions using a Telephone Monitoring form. This documentation becomes essential during the course of the project in case of changes in the project activities, budget, or personnel. The documentation is also used at end of the project to evaluate grant and sub grantee performance.

Warning signs that may indicate a need for closer monitoring include:

73. Late project start
74. Frequent personnel changes
75. Low activity level
76. Revisions to the grant
77. Slow expenditure rate
78. No records or inconclusive records
79. Late reports
80. Evasive answers
81. Low morale/poor attitude
82. Submission of questionable claims or back-up documentation
83. Incorrect claims
84. Failure to obtain required HSO approvals

On-Site Monitoring Guidelines

In addition to on-going monitoring and review of monthly reports, the HSO conducts on-site visits for monitoring purposes. The sub grantees will be randomly selected for on-site monitoring must have participated in several mobilizations and been allocated more than $25,000 during the fiscal year. The HSO staff may, however, determine that an on-site visit is warranted regardless of whether or not the sub grantee was selected at random. Reasons for an on-site visit may include resolution of a problem uncovered during the fiscal year or view of inventory purchased with HSO funds.

In addition, depending upon the assessment of risk posed by the sub grantee the HSO may impose additional monitoring to ensure proper accountability and compliance with program requirements and achievement of performance goals.

On-site visits are conducted by the Program Manager that coordinated the mobilization/grant and take place in advance of the end of the Federal fiscal year (September 30). The HSO Law Enforcement Liaison may be asked to participate as well. On-site monitoring includes an examination of all issues related to the effective and efficient operation of the project. The following, though not all-inclusive, are the most important items to review:

85. Progress toward achievement of objectives and performance goals

1. Samples of evidence of progress might include:
    1. Attendance rosters for training projects or events
    2. Citations and warnings for enforcement projects
    3. Newspaper clippings of events/public information activities
    4. Analyses and reports for data or problem identification projects
    5. Survey or questionnaire results
    6. Personnel training records
2. Adherence to milestones and project agreement
3. Status of budget/accounting records to determine if:
    1. Expenditures are on schedule
    2. Costs are in the approved budget or any subsequent amendment
    3. Any necessary prior approvals for travel, equipment purchases, or changes have been obtained

4. Appropriate procedures have been followed for all expenditures
5. Appropriate supporting documentation is available and filed
6. Reimbursements are up to date

4. Accounting records
5. Any necessary pre-approvals (such as out-of-state travel)
6. Supporting documentation (e.g., signature authority letter, verification of costs, invoices, subcontracts)
7. Equipment purchased or leased as part of the project (e.g., inventory), including inspection to ensure that it is being used for the purpose for which it was bought or leased under the grant agreement

The Program Manager may review personnel records, timesheets, accounting records, and other supporting documentation as they relate to the above monitoring areas. Additional source documents that may need to be reviewed include:

Source Documents Reviewed During Onsite Monitoring

Document Type	**Notes**
Time sheets	Time sheets, pay records, payroll registers, and possibly personnel (salary rate) records must be reviewed to determine that salary and wage costs are fully supported. Check for both supervisor's and employee's signature.
Fringe benefits	If reimbursable, fringe benefits (such as health insurance, pension plan, etc.) must correspond to the Grant agreement.
Travel costs	Only travel directly associated with the grant may be reimbursed and must be preapproved.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Communication Campaign
Communication Campaign
High Visibility Cellphone/Text Messaging Enforcement
High Visibility Enforcement
Short-term, High Visibility Seat Belt Law Enforcement

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
20 DD Task 2	HVE Distracted Driving – Enforcement - CSP/DESPP
20 PTS Task 2	Speed and Aggressive Driving Enforcement and Equipment Grants
20 ID Task 19	DRE Overtime Call Out & Instructor Support
20 ID Task 14	Underage Alcohol Enforcement Grant Program
20 ID Task 2	DUI Overtime Enforcement
20 ID Task 9	DUI Media Campaign
20 ID Task 3	Data Analysis & Surveys
20 OP Task 2	Data Analysis & Surveys
20 OP Task 3	Click It or Ticket Enforcement
20 OP Task 4	Occupant Protection Enforcement/ Connecticut State Police
20 OP Task 7	Occupant Protection Media Buy and Earned Media

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Berlin PD
Bethel PD
Bloomfield PD
Bridgeport PD
Bristol PD
Brookfield PD
Danbury PD
Darien PD
East Hampton PD
Enfield PD
Fairfield PD
Farmington PD
Glastonbury PD
Greenwich PD
Hamden PD
Hartford PD
Manchester PD

Meriden PD
Middletown PD
Monroe PD
Middlebury PD
Milford PD
Naugatuck PD
New Britain PD
New Haven PD
New London PD
North Branford PD
Norwalk PD
Norwich PD
Oragne PD
Plainville PD
Seymour PD
South Windsor PD
Stamford PD
Stonington PD
Stratford PD
Vernon PD
Wallingford PD
Waterford PD
Watertown PD
West Hartford PD
Westport PD
Wilton PD
Windsor PD
New Milford PD
Newington PD

North Haven PD
Shelton PD
Southington PD
Waterbury PD
Canton PD
Cheshire PD
East Hartford PD
Ledyard PD
Newtown PD
Suffield PD
Wolcott PD
West Haven PD
Wethersfield PD
Windham PD
Wolcott PD
Woodbridge PD

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

The Highway Safety Office (HSO) serves as the lead agency for the coordination of occupant protection programs in Connecticut. Participation in the national high visibility seat belt and child safety seat enforcement mobilization: "Click It or Ticket" (CIOT) will continue to be the core component of the program. CIOT enforcement will conducted in November 2019 and during the May 2020 NHTSA mobilization. "Click It or Ticket" high visibility enforcement will include focused and roving/saturation patrols both day and night.

Greater effort will placed on low seat belt usage areas through increased enforcement and education. This will be accomplished through analysis of crash and observation data to identify towns and areas where low belt use by motorists can best be addressed. This process serves to prioritize funding opportunities for participating law enforcement agencies. The HSO will offer greater funding priority to towns and agencies that show the greatest need in this area. 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 participate in the CIOT mobilization(s) in May and November regardless of funding availability. This will involve analysis of State crash data, motorist survey data and safety belt use observation data.
Participation in the national "Click It or Ticket" mobilization and media campaign will be the major component of the occupant protection program. Paid media may include television, radio, web, outdoor buys, gas station, radio stations and movie theaters. Initiatives will be developed to promote awareness to the identified high risk groups (i.e. young males and pick-up truck operators). This activity will be supported by garnering corresponding earned media opportunities through the HSO, safety partners, and law enforcement. Earned and paid media will be used to support the national "Click it or Ticket" enforcement mobilizations, as well as, year round social norming belt messaging. This will also include a bi- lingual component for Spanish speaking audiences.
Click it or Ticket will include state and local enforcement, earned and paid media, and Border to Border with our bordering states of RI, MA and NY.

List of Task for Participants & Organizations

Marisa	Auguste	Behavioral Analyst	CT Trans. Safety Research Center
Kevin	Borrup	Associate Director Injury Prevention Center	CT Children's Medical Center
James	Taylor		Manchester PD
Robbin	Cabelus	Transportation Planning Director	CTDOT
Tony	Cashman	President + CEO	Cashman+Katz
Neil	Chaudhary	CEO	Preusser Group
Ronald	Clark	Asstistant Director	Hospital of Central CT at New Britain Gerneral
Joseph	Cristalli	Principal Safety Program Coordinator	CTDOT
Juliet	Little	Program Manger	CTDOT
Corey	Etters	SGT.	CT State Police
Thomas	Minar		Bridgeport
Kerry	Ross	Supervisor	CTDOT
Chelsea	Fortier	Account Executive	Cashman+Katz
John	Gavallas	Chief	CPCA & Watertown PD
Tim	Gavallas	Lt.	Watertown PD
James	Gosselin	Lieutenant	Berlin
Ron	Gould	Ofc.	Berlin PD
Bill	Greer	Dir. Research & Strategic Planning	Cashman+Katz

Eric	Haglund	Sgt.	CT State Police
Brenda	Hans	State's Attorney	TSRP
Gerald	Hanson	Sgt.	Waterbury PD
Robert	Klin	Law Enforcement Liaison	CTDOT
Eric	Jackson	Associate Research Professor	CT Trans. Safety Research Center
Steven	King	Sgt.	New Britain PD
Daniel	Lauer	Lieutenant	Waterbury
Stacey	Manware	Deputy Director	CT Judical
Fran	Mayko	Public Affairs	AAA Northeast
Daniel	McBride	Officer	New Britain PD
Robin	Tousey-Ayers	Office of Injury Prevention	Department of Public Health
Steve	Morehouse	Officer	West Hartford
Amanda	Mueller	SVP, Public Relations and Social Media	Cashman+Katz
Amy	Parmenter	Public Affairs	AAA
Katie	Raboin	Senior Research Associate	Preusser Research Group
John	Rodriguez	Lt.	New Britain PD
Richard	Simon	Deputy Regional Administrator	NHTSA
Shannon	Trice	Regional Program Manger	NHTSA
Pina	Violano	Manager, Injury Prevention	Yale-New Haven Hospital
Tyler	Weerden	Tropper	CT State Police
Steve	Wolf	Chairman - Emergency Medicine	St. Francis Hospital Emergency Room

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Child Restraint Administration
Child Restraint System Inspection Station(s)

Communications and Outreach Strategies for Older Children Communications and Outreach Strategies for Booster Seat Use School Programs, Inspection Stations

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
20 OP-CR Task 3	Child Passenger Safety Support – Fitting Stations
20 OP-CR Task 2	Child Passenger Safety Support - Training
20 OP Task 5	Waterbury Area Traffic Safety Program
20 OP-CR Task 4	Yale-New Haven Children's Hospital Community Traffic Safety Program

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: **84**

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: **8**

Populations served - rural: **4**

Populations served - at risk: **10**

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
Child Restraint Administration
Child Restraint System Inspection Station(s)
Communications and Outreach Strategies for Older Children Communications and Outreach Strategies for Booster Seat Use School Programs, Inspection Stations

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
20 OP-CR Task 3	Child Passenger Safety Support – Fitting Stations
20 OP-CR Task 2	Child Passenger Safety Support - Training
20 OP-CR Task 1	Child Restraint Administration
20 OP Task 5	Waterbury Area Traffic Safety Program
20 OP-CR Task 4	Yale-New Haven Children's Hospital Community Traffic Safety Program

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: **6**

Estimated total number of technicians: **60**

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
1/19/2019
2/19/2019
4/25/2019

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: **Aaron Swanson**

Title of State's Traffic Records Coordinator: **Transportation Planner 2**

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

Traffic Records System	Role	Name	Organization	Agency
Crash/Citation Roadway	Manager/User	**Joseph T. Cristalli, Jr.,** Transportation Principal Safety Program Coordinator	Highway Safety Office Department of Transportation	ConnDOT
Crash/Citation Roadway	User	**Kerry Ross**, Supervising Planner Highway Safety Office	Highway Safety Office Department of Transportation	ConnDOT
Crash/Citation Roadway	User	**Aaron Swanson**, Traffic Records Coord. Transportation Planner II	Highway Safety Office Department of Transportation	ConnDOT
Crash/Citation Roadway	User	**Juliet Little** Transportation Planner II	Highway Safety Office Department of Transportation	ConnDOT
Crash/Citation Roadway	User	**Robert Klin** LEL - CTDOT	Highway Safety Office Department of Transportation LEL - CTDOT	ConnDOT
Crash	Collector (FARS)/User	**Harley Polverelli** Transportation Planner I / FARS Analyst	Crash Data & Analysis Section	ConnDOT
Crash	User	**Linda Ackerman** Trans. Planning Assistant II / FARS	Crash Data & Analysis Section	ConnDOT
Crash	User	**Scott Schleicher** Trans. Planning Assistant II	Crash Data & Analysis Section	ConnDOT
Crash	User	**Maxine Trout** Trans. Planning Assistant II	Crash Data & Analysis Section	ConnDOT
Crash	Collector/User		Crash Data & Analysis Section	ConnDOT

Crash	User	**Maxine Trout** Trans. Planning Assistant II	Crash Data & Analysis Section	ConnDOT
Crash	Collector/User	**Sean Fogarty** DOT HSO	Crash Data & Analysis Section	ConnDOT
Crash	Management	**Robbin Cabelus** Transportation Planning Director	Transportation Planning	ConnDOT
Crash	Management	**Mike Connors** Assistant Trans Planning Director	Transportation Planning	ConnDOT
Crash	User	**Al Iallonardo** Transportation Supervising Planner	Transportation Planning	ConnDOT
Crash	User	**Greg Ciparelli** Transportation Planner II	Transportation Planning	ConnDOT
Crash/Roadway	User	**James Spencer**, Photolog GeoSpatial Planner	GIS/Construction/Engineering	ConnDOT
Crash/Roadway	User	**Jeff Hunter**, Office of Construction Transportation Engineer	GIS/Construction/Engineering	ConnDOT
Crash/Roadway	User	**Joe Ouellette** Traffic Engineering	GIS/Construction/Engineering	ConnDOT
Crash/Roadway	User	**Eamon Flannery** Traffic Engineering	GIS/Construction/Engineering	ConnDOT
Crash/Roadway	Management	Robert Muzzy	Office of Information Systems	ConnDOT
Driver/Vehicle	Management	**George White** Division Chief	Division Chief	DMV
Driver/Vehicle	User	**Donald Bridge**,(Lt.)	Commercial Vehicle	DMV
Driver/Vehicle	User	**Donald Bridge**,(Lt.) Commercial Vehicle Safety Division	Commercial Vehicle	DMV
Driver/Vehicle	User	**Cindy Zuerblis,** Division Manager, Driver Regulation Division	Driver Regulation	DMV
Driver/Vehicle	Management	**Daniel Silbo**, Division Manager Registry Division	Registry	DMV
Driver/Vehicle	User	**Darlene Labonte**, Driver Services CDL Help Desk, MV Related Programs	Help Desk	DMV
Driver/Vehicle	Collector/User	Catherine Lam	Child Safety	DMV
Driver/Vehicle	Collector/User	Janice Floyd	Child Safety	DMV
Driver	Management	Brian Clarke	Driver Services	DMV
Driver	Collector/User	Grace Hurd	Driver Services	DMV
Crash/Citation/ Adjudication	Collector/User	**Mary Muzzulin, TFC** State Police	State Police	DES&PP
Crash/Citation/ Adjudication	Collector/User	**Kevin Gridley, Sgt** State Police	State Police	DES&PP
Crash/Citation	Support	**Gregory Zeoli**, CAD/RMS NexGen Support, LPR	State Police	DES&PP
Crash/Citation/ Adjudication	Management	**Erik Costa**, Commanding Officer Troop F	State Police	DES&PP
Crash/Citation/ Adjudication	Management	**Mark Tezaris**, CJIS Program Manager	Governing Board Criminal Justice Information System	CJIS

Driver/Vehicle	User	**Donald Bridge**,(Lt.) Commercial Vehicle Safety Division	Commercial Vehicle	DMV
Driver/Vehicle	User	**Cindy Zuerblis,** Division Manager, Driver Regulation Division	Driver Regulation	DMV
Driver/Vehicle	Management	**Daniel Silbo**, Division Manager Registry Division	Registry	DMV
Driver/Vehicle	User	**Darlene Labonte**, Driver Services CDL Help Desk, MV Related Programs	Help Desk	DMV
Driver/Vehicle	Collector/User	Catherine Lam	Child Safety	DMV
Driver/Vehicle	Collector/User	Janice Floyd	Child Safety	DMV
Driver	Management	Brian Clarke	Driver Services	DMV
Driver	Collector/User	Grace Hurd	Driver Services	DMV
Crash/Citation/ Adjudication	Collector/User	**Mary Muzzulin, TFC** State Police	State Police	DES&PP
Crash/Citation/ Adjudication	Collector/User	**Kevin Gridley, Sgt** State Police	State Police	DES&PP
Crash/Citation	Support	**Gregory Zeoli**, CAD/RMS NexGen Support, LPR	State Police	DES&PP
Crash/Citation/ Adjudication	Management	**Erik Costa**, Commanding Officer Troop F	State Police	DES&PP
Crash/Citation/ Adjudication	Management	**Mark Tezaris**, CJIS Program Manager	Governing Board Criminal Justice Information System	CJIS

Citation/Adjudication	Support	**Antonio Pinho**,	Judicial Information Systems	Judicial Branch
Crash/Citation	Management	**Andrew** Cota, Lt., Ansonia PD Local LE Coordinator	Ansonia PD	Local Law Enforcement
Crash/Citation	Collector/User	**Chris Perry, Sgt.**	Newington PD	Local Law Enforcement
Crash/Citation/ Adjudication	Collector/User	**Marc Mikulski, Dept. Chief**	Wallingford PD	Local Law Enforcement
Crash/Citation/ Adjudication	Collector/User	**Kevin Halloran**, Chief	Branford PD	Local Law Enforcement
Crash/Citation/ Adjudication	Collector/User	**Ray Dunbar**, Capt.	Branford PD	Local Law Enforcement
Crash/Citation/ Adjudication	Collector/User	**Rob Daniello**, Lt.	Hamden PD	Local Law Enforcement
Crash/Citation/ Adjudication	Collector/User/Support	**Mario DiNatale**	Hamden PD	Local Law Enforcement
Crash/Citation/ Adjudication	Collector/User	**Mike Krzynowek**	Enfield PD	Local Law Enforcement
Crash/Citation/ Adjudication	Collector/User	**Mark Squires**	Enfield PD	Local Law Enforcement
Crash/Citation/ Adjudication	Collector/User	**Matthew Meier**	Enfield PD	Local Law Enforcement
Crash/Citation/ Adjudication	Collector/User	**Brian Schechter**	Cheshire PD	Local Law Enforcement
Crash/Citation/ Adjudication	Collector/User	**Brian Pichnarcik, Dept Chief**	Cheshire PD	Local Law Enforcement
Crash/Citation/ Adjudication	Collector/User	**Matt Damore**	Plainville PD	Local Law Enforcement
Crash/Citation/ Adjudication	Collector/User	Kevin Gilleran	Bridgeport PD	Local Law Enforcement

Proposed Projects Summary for FY 2020 Funding

The table below provides a summary for each of the projects that are being proposed for funding under the FY
Grant". A detailed description of each project is provided in this section of the application.

Project Title	Project Description	
Electronic Citation Processing System – Version 2	Integration with Online Disposition	
Electronic Citation Processing System – Version 2	Online Disposition	
Electronic Citation	Technology/Software Support for Local Law Enforcement Agencies	
FY2020 BUDGET		

ECitation Processing System – Version 2 with Online Disposition

On-Going

Agency: *Judiciary*	Plan Year: *2020*	Revision Date: *06/18*
Submitted By: *Stacey Manware*	Email: Stacey.Manware@jud.ct.go	

Article I. Deficiencies:

The legislation requires that States list their system deficiencies and how those deficiencies were determined:

Deficiency ID: (For ease of reference, provide each deficiency with an identifier of 10 characters – no spaces)

C/A-T-1 - CT_C/A_001/C/A_002

C/A-I-1 - CT_C/A_006

C/A-A-1 – CT_C/A_003

Deficiency Description: (This section contains a brief statement of the deficiency.)

- Improve the procedures/process flows for the Citation and Adjud systems that reflect best practices identified in the Traffic Records Pr Assessment Advisory.
- Improve the interfaces with the Citation and Adjudication systems that best practices identified in the Traffic Records Program Assessment Adv

Core System: (What core system is referred to by this deficiency? Check One)

- ☐ Crash
- ☐ Driver License / History
- ☐ Injury Surveillance / EMS
- ☐ Roadway
- ☒ Citation / Adjudication
- ☐ Vehicle Registration

Performance Area: (What performance area is referred to by this deficiency? Chec one)

- ☒ Accuracy
- ☒ Completeness
- ☒ Integration
- ☒ Timeliness
- ☒ Uniformity

☒ Accessibility

Source if Deficiency: (How was the deficiency identified? i.e.: TR Assessment)

A Traffic Records Assessment dated April 18, 2017 and NTHSA Go Team evaluation.

Agency: *Judiciary*	Plan Year: *2020*	Revision Date: *06/018/19*
Submitted By: *Stacey Manware*	Email: Stacey.Manware@jud.ct.gov	

Article II. Performance Measures & Goals:

Legislation and the Federal Register call for States to identify performance measure and goals as a basis for demonstrating progress. You may use the following templat to record your Performance Measures and Goals.

Measure ID: (For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters – no spaces)

C/A-T-1 - CT_C/A_001/C/A_002

C/A-I-1 - CT_C/A_006

C/A-A-1 – CT_C/A_003

Core System: (What core system will be affected by this measure? Check One)

- ☐ Crash
- ☐ Driver License / History
- ☐ Injury Surveillance / EMS
- ☐ Roadway
- ☒ Citation / Adjudication
- ☐ Vehicle Registration

Performance Area: (What performance area will be affected by this measure? Check on

- ☒ Accuracy
- ☒ Completeness
- ☒ Integration
- ☒ Timeliness
- ☒ Uniformity
- ☐ Accessibility

Direction: (What direction will the measure move to demonstrate a success? Check on

☐ Decrease

What Will Be Measured: (This section contains a brief statement of what will measured.)

1. Time required for issuing and transmitting citation to the state centraliz database.
2. Completeness and accuracy of citation data.
3. Time required for disseminating citation reports to qualified requestors
4. Time required for disposition and updating Driver History File.
5. Completeness and accuracy of Citation data
6. Integration of Citation/Adjudication and Disposition data with Driver File.

How Will It Be Measured: (This section contains a brief statement of how the measurement will be determined?)

1. Timeliness - Time periods from citation issuance to disposition and Driver History File. This can often be measured in days on the curre Adjudication System.
2. Completeness and accuracy of Citation data.
3. Integration criminal data with traffic data for developing countermeasu
4. Interface to Driver and Vehicle Data

Goals by Year: (Provide annual values for the baseline and goal levels of the for each program year, in terms of its value in June of the given year.)

GOAL: Value as of: *Increase in Time Savings*

June 2016	*0%*
June 2017	*0%*
June 2018	*50%*
June 2019	*80%*
June 2020	*95%*

Status by Year: (When the State provides FINAL VALUES for this performanc

FINAL **(this year -**

Value as of	%	Change	%
June *2016*	**0%**	**Change from *2015***	***0%***
June 2017	**00%**	**Change from 2016**	***0%***
June 2018	**50%**	**Change from 2017**	***50%***
June 2019	**80%**	**Change from 2018**	***30%***
June 2020	**90%**	**Change from 2019**	***10%***

Agency: *Judiciary*	Plan Year: *2020*	Revision Date
Submitted By: *Stacey Manware*	Email: Stacey.Manware	

Article III. Projects:

The following project description format is SUGGESTED, but not required for use by
This sample includes information on all projects that impact directly upon system defici
therefore, system level performance measures, or which will involve USDOT fundin
FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in itali

Project ID: (For ease of reference, provide each Project with an identifier of up
characters – no spaces)C/A-T-1 - CT_C/A_001/C/A_002

C/A-I-1 - CT_C/A_006

C/A-A-1 – CT_C/A_003

Project Title: ECitation Processing System – Version 2 with Online Dispositio

Lead Agency: Superior Court

Project Director / Primary Contact: (Person who is responsible for reporting
Status.)
While not required, project director / contact information will assist the State Safet
Coordinator in knowing who to contact for project progress information and will
project-specific contact information for the NHTSA Safety Data Improvement P
Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse
the State Safety Data Coordinator as the Contact.

Name:	Stacey Manware
Title:	Deputy Director
Agency:	Superior Court
Address:	225 Spring Street
City, ZIP:	Wethersfield, CT 06109
Phone:	860-263-2752
Email:	Stacey.Manware@jud.ct.gov

Partner Agencies: (Name of the Agencies that are partners with the Lead Age
implementation of the project.)

Partner agencies may not be relevant to most projects, but if included, this helps doc

Core System & Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project? ***Check All that Apply***

Performance Area / Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	☐	☐	☒	☐	☐	☐
Driver License / History	☒	☒	☒	☐	☐	☐
Injury Surveillance / EMS	☐	☐	☐	☐	☐	☐
Roadway	☐	☐	☐	☐	☐	☐
Citation / Adjudication	☒	☒	☒	☒	☒	☒
Vehicle Registration	☒	☒	☒	☐	☐	☐

Project Description: (*This section provides a brief overview of what the project will entail.*)

Building on the fiscal year 2019 grant accomplishments and information gleaned through the "Electronic Citation Processing System – Outreach to Police Departments" the Connecticut Judicial Branch proposes to implement action plans created to bring all departments to 100% compliance with electronic citation. In addition to the implementation of the action plans created in the 2019 grant year the following improvements are proposed for the 2020 grant year

- In conjunction with the Connecticut Department of Motor Vehicles, add the ability to take possession of a Connecticut Operator's License as a method of enforcement allowable through the ecitation platform
- Make improvements to the ecitation schema and make code changes to eliminate inconsistencies e.g. suffix of defendant's name

Basis for Project: (*Provide the deficiencies that will be addressed by this project.* If you like, you can list the Deficiency ID's that are being addressed.)

- Improve the procedures/process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

- Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Expected Impact: (*Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.*)

- C/A-T-1 - CT_C/A_001/C/A_002
- C/A-I-1 - CT_C/A_006
- C/A-A-1 – CT_C/A_003

Project Priority: (*This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.*)

High

Projected Budget by Funding Source:

Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year)

Funding Source	2017	2018	2019	2020
Section 405 (c)				$180,840.00

Project Milestones: (*This section lists the Milestones that will be used to show that the effort is on schedule.*)
Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.

Milestones	Projected Completion Date	Actual Completion Date
Police Department Outreach	On-going	
Electronic Citation Deployment	On-going	
ECitation Enhancements	On-Going	

(NOTE: When providing information for your annual progress report the State may add another column that is the "Actual Completion Date" and fill in those values for milestones that have been completed.)

Project Status: (*This section provides a basic category for the status of the project as of the submission date.*)

- ☐ **Unknown** (Status not currently assigned)
- ☐ **Proposed** (Project is proposed but has not been funded and / or approved)
- ☐ **Planned** (Project is approved, but has not yet started)
- ☐ **Start-Up** (Project is in organizational or administrative start-up – e.g. waiting for staffing)
- ☒ **Active** (Project is under way)
- ☐ **Completed** (Project has been completed)
- ☐ **Cancelled** (Project was cancelled)
- ☐ **On Hold** (Project is temporarily on hold)
- ☐ **Postponed** (Project has been postponed, or tabled at this time)

Electronic Citation Processing System – Online Disposition

On Going

Agency: *Judiciary*	Plan Year: *2020*	Revision Date: *06/018/19*
Submitted By: *Stacey Manware*	Email: Stacey.Manware@jud.ct.gov	

Article I. Deficiencies:

The legislation requires that States list their system deficiencies and how those deficiencies were determined:

Deficiency ID: **(For ease of reference, provide each deficiency with an identifier of up to 10 characters – no spaces)**

C/A-T-1 - CT_C/A_001/C/A_002

C/A-I-1 - CT_C/A_006

C/A-A-1 – CT_C/A_003

Deficiency Description: **(This section contains a brief statement of the deficiency.)**

- Improve the procedures/process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Core System: **(What core system is referred to by this deficiency? Check One)**

- ☐ Crash
- ☒ Driver License / History
- ☐ Injury Surveillance / EMS
- ☐ Roadway
- ☒ Citation / Adjudication
- ☐ Vehicle Registration

Performance Area: **(What performance area is referred to by this deficiency? Check one)**

- ☒ Accuracy
- ☒ Completeness
- ☒ Integration
- ☒ Timeliness
- ☒ Uniformity

- ☒ Accessibility

Source if Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA Data Quality Audit, and TRCC Input)

A Traffic Records Assessment dated April 18, 2017 and NTHSA Go Team evaluation.

Agency: *Judiciary*	Plan Year: *2020*	Revision Date: *06/018/19*
Submitted By: *Stacey Manware*		Email: Stacey.Manware@jud.ct.gov

Article II. Performance Measures & Goals:

Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.

Measure ID: **(For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters – no spaces)**

C/A-T-1 - CT_C/A_001/C/A_002

C/A-I-1 - CT_C/A_006

C/A-A-1 – CT_C/A_003

Core System: **(What core system will be affected by this measure? Check One)**

- ☐ Crash
- ☒ Driver License / History
- ☐ Injury Surveillance / EMS
- ☐ Roadway
- ☒ Citation / Adjudication
- ☐ Vehicle Registration

Performance Area: **(What performance area will be affected by this measure? Check one)**

- ☒ Accuracy
- ☒ Completeness
- ☒ Integration
- ☒ Timeliness
- ☒ Uniformity
- ☒ Accessibility

Direction: **(What direction will the measure move to demonstrate a success? Check one)**

- ☒ Increase
- ☐ Decrease

What Will Be Measured: **(This section contains a brief statement of what will be measured.)**

1. Time required for disposition and updating Driver History File.
2. Completeness and accuracy of Citation data
3. Integration of Citation/Adjudication and Disposition data with Driver History File.

How Will It Be Measured: **(This section contains a brief statement of how the measurement will be determined?)**

1. Timeliness - Time periods from citation issuance to disposition and update of Driver History File. This can often be measured in days on the current Online Adjudication System.
2. Completeness and accuracy of Citation data.
3. Integration criminal data with traffic data for developing countermeasures
4. Interface to Driver and Vehicle Data
5. Public Accessibility for adjudication process

Goals by Year: **(Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)**

GOAL: Value as of:	*Increase in Time Savings*
June *2016*	*0%*
June *2017*	*0%*
June *2018*	*5%*
June *2019*	*15%*
June 2020	*20%*

Status by Year: (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

FINAL (this year – prior year)

Value as of	%	Change	%
June *2016*	*0%*	**Change from** *2015*	*0%*
June *2017*	0%	**Change from** *2016*	*5%*
June *2018*	*50%*	**Change from** *2017*	*50%*
June *2019*	60%	**Change from** *2018*	*10%*
June 2020	80%	**Change from 2019**	*20%*

Agency: *Judiciary*	Plan Year: *2020*	Revision Date: *06/018/19*
Submitted By: *Stacey Manware*	Email: Stacey.Manware@jud.ct.gov	

Article III. Projects:

The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.

Project ID: (For ease of reference, provide each Project with an identifier of up to 10 characters – no spaces)C/A-T-1 - CT_C/A_001/C/A_002

C/A-I-1 - CT_C/A_006

C/A-A-1 – CT_C/A_003

Project Title: ECitation Processing System – Version 2 with Online Disposition

Lead Agency: Superior Court

Project Director / Primary Contact: (Person who is responsible for reporting Project Status.)
While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.

Name: Stacey Manware
Title: Deputy Director
Agency: Superior Court
Address: 225 Spring Street
City, ZIP: Wethersfield, CT 06109
Phone: 860-263-2752
Email: Stacey.Manware@jud.ct.gov

Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.

- Connecticut Police Chief's Association (CPCA)
- State and Local Law Enforcement Agencies
- Connecticut Department of Transportation
- Traffic Records Coordinating Committee (TRCC)

Core System & Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project? ***Check All that Apply***

Performance Area / Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	☐	☐	☒	☐	☐	☐
Driver License / History	☒	☒	☒	☐	☐	☐
Injury Surveillance / EMS	☐	☐	☐	☐	☐	☐
Roadway	☐	☐	☐	☐	☐	☐
Citation / Adjudication	☒	☒	☒	☒	☒	☒
Vehicle Registration	☒	☒	☒	☐	☐	☐

Project Description: **(*This section provides a brief overview of what the project will entail.*)**

Building on the fiscal year 2019 grant accomplishments, the Connecticut Judicial Branch Proposes to improve the On-Line Disposition Program by:

- Make improvements to the On Line Disposition System to allow improved functioning and communication
  - *Enable clerks to message the prosecutor concerning pertinent information
  - *Enable the public to update email addresses
- Collaborate with the Highway Safety Office to develop or implement additional alternatives for safety interventions prior to disposition e.g. Child Safety Seat Programs
- Analyze current disposition trends and statistics and document opportunities for improvement

- Convene a working group to explore the possibilities of using Artificial Intelligence in the disposition process

Basis for Project: **(*Provide the deficiencies that will be addressed by this project* If you like, you can list the Deficiency ID's that are being addressed.)**

A Traffic Records Assessment dated April 18, 2017 and NTHSA Go Team evaluation.

Expected Impact: **(*Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)***

Timely adjudication and disposition of traffic violations and update of Driver History File.

Project Priority: **(*This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)***

High

Projected Budget by Funding Source:

Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year.)

Funding Source	2018	2019	2020
Section 405 (c)			$200,000.00

Project Milestones: **(*This section lists the Milestones that will be used to show that the effort is on schedule.*)**

Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.

Milestones	Projected Completion Date	Actual Completion Date
System Analysis	On Going	
System Enhancements	On Going	

(NOTE: When providing information for your annual progress report the State may add another column that is the "Actual Completion Date" and fill in those values for milestones that have been completed.)

Project Status: *(This section provides a basic category for the status of the project as of the submission date.)*

- □ Unknown (Status not currently assigned)
- □ Proposed (Project is proposed but has not been funded and / or approved)
- □ Planned (Project is approved, but has not yet started)
- □ Start-Up (Project is in organizational or administrative start-up – e.g. waiting for staffing)
- □ Active (Project is under way)
- □ Completed (Project has been completed)
- □ Cancelled (Project was cancelled)
- □ On Hold (Project is temporarily on hold)
- □ Postponed (Project has been postponed, or tabled at this time)

Electronic Citation – Technology/Software Support for Local Law Enforcement

Agency: *Judiciary*	Plan Year: *2020*	Revision Date: *06/018/19*
Submitted By: *Stacey Manware*	Email: Stacey.Manware@jud.ct.gov	

Article I. Deficiencies:

The legislation requires that States list their system deficiencies and how those deficiencies were determined:

Deficiency ID: **(For ease of reference, provide each deficiency with an identifier of up to 10 characters – no spaces)**

C/A-T-1 - CT_C/A_001/C/A_002

C/A-I-1 - CT_C/A_006

C/A-A-1 – CT_C/A_003

Deficiency Description: **(This section contains a brief statement of the deficiency.)**

- Improve the procedures/process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Core System: **(What core system is referred to by this deficiency? Check One)**

- ☐ Crash
- ☒ Driver License / History
- ☐ Injury Surveillance / EMS
- ☐ Roadway
- ☒ Citation / Adjudication
- ☐ Vehicle Registration

Performance Area: **(What performance area is referred to by this deficiency? Check one)**

- ☒ Accuracy
- ☒ Completeness
- ☒ Integration
- ☒ Timeliness
- ☒ Uniformity
- ☒ Accessibility

Source if Deficiency: (How was the deficiency identified? i.e.: TR Assessment, FMCSA Data Quality Audit, and TRCC Input)

A Traffic Records Assessment dated April 18, 2017 and NTHSA Go Team evaluation.

Agency: *Judiciary*	Plan Year: *2020*	Revision Date: *06/018/19*
Submitted By: *Stacey Manware*	Email: Stacey.Manware@jud.ct.gov	

Article II. Performance Measures & Goals:

Legislation and the Federal Register call for States to identify performance measures and goals as a basis for demonstrating progress. You may use the following template to record your Performance Measures and Goals.

Measure ID: **(For ease of reference, provide each performance measure / goal statement with an identifier of up to 10 characters – no spaces)**

C/A-T-1 - CT_C/A_001/C/A_002

C/A-I-1 - CT_C/A_006

C/A-A-1 – CT_C/A_003

Core System: **(What core system will be affected by this measure? Check One)**

- ☐ Crash
- ☒ Driver License / History
- ☐ Injury Surveillance / EMS
- ☐ Roadway
- ☒ Citation / Adjudication
- ☐ Vehicle Registration

Performance Area: **(What performance area will be affected by this measure? Check one)**

- ☒ Accuracy
- ☒ Completeness
- ☒ Integration
- ☒ Timeliness
- ☒ Uniformity
- ☒ Accessibility

Direction: **(What direction will the measure move to demonstrate a success? Check one)**

- ☒ Increase
- ☐ Decrease

What Will Be Measured: **(This section contains a brief statement of what will be measured.)**

1. Time required for Citation issuance and transmission to the state centralized database
2. Completeness and accuracy of Citation data
3. Integration of Citation/Adjudication and Disposition data with Driver History File.

How Will It Be Measured: **(This section contains a brief statement of how the measurement will be determined?)**

1. Timeliness - Time periods from citation issuance to when it is available for adjudication
2. Completeness and accuracy of Citation data.
3. Integration criminal data with traffic data for developing countermeasures
4. Interface to Driver and Vehicle Data

Goals by Year: **(Provide annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)**

GOAL: Value as of: *Increase in Time Savings*

June *2016*	*0%*
June *2017*	*0%*
June *2018*	*5%*
June *2019*	*15%*
June 2020	*20%*

Status by Year: (When the State provides FINAL VALUES for this performance measure as part of their annual progress report, they may choose to add the following information. Annual values for the baseline and goal levels of the measure for each program year, in terms of its value in June of the given year.)

FINAL (this year – prior year)

Value as of	%	Change	%
June *2016*	*0%*	**Change from** *2015*	*0%*
June *2017*	*0%*	**Change from** *2016*	*0%*
June *2018*	*40%*	**Change from** *2017*	*40%*

June *2019*	**54%**	**Change from** *2018*	*14%*
June 2020	**100%**	**Change from 2019**	*36%*

Agency: *Judiciary*	Plan Year: *2020*	Revision Date: *06/018/19*
Submitted By: *Stacey Manware*	Email: Stacey.Manware@jud.ct.gov	

Article III. Projects:

The following project description format is SUGGESTED, but not required for use by the State. This sample includes information on all projects that impact directly upon system deficiencies and, therefore, system level performance measures, or which will involve USDOT funding (FHWA, FMCSA or NHTSA), in whole or in part. Exceptions and comments are noted in italics.

Project ID: (For ease of reference, provide each Project with an identifier of up to 10 characters – no spaces)C/A-T-1 - CT_C/A_001/C/A_002

C/A-I-1 - CT_C/A_006

C/A-A-1 – CT_C/A_003

Project Title: Electronic Citation – Technology/Software Support for Local Law Enforcement

Lead Agency: Superior Court

Project Director / Primary Contact: (Person who is responsible for reporting Project Status.)
While not required, project director / contact information will assist the State Safety Data Coordinator in knowing who to contact for project progress information and will provide project-specific contact information for the NHTSA Safety Data Improvement Program Project Clearinghouse web site. Lacking a project-specific contact, the Clearinghouse will list the State Safety Data Coordinator as the Contact.

Name: Stacey Manware
Title: Deputy Director
Agency: Superior Court
Address: 225 Spring Street
City, ZIP: Wethersfield, CT 06109
Phone: 860-263-2752
Email: Stacey.Manware@jud.ct.gov

Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.

- Connecticut Police Chief's Association (CPCA)
- State and Local Law Enforcement Agencies
- Connecticut Department of Transportation
- Traffic Records Coordinating Committee (TRCC)

Core System & Performance Area:

What Core System(s) and Performance Area(s) will be affected by this project? ***Check All that Apply***

Performance Area / Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	☐	☐	☒	☐	☐	☐
Driver License / History	☒	☒	☒	☐	☐	☐
Injury Surveillance / EMS	☐	☐	☐	☐	☐	☐
Roadway	☐	☐	☐	☐	☐	☐
Citation / Adjudication	☒	☒	☒	☒	☒	☒
Vehicle Registration	☒	☒	☒	☐	☐	☐

Project Description: **(*This section provides a brief overview of what the project will entail.*)**

The focus is to help local police departments acquire 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, would enable local police departments to participate in the E-Citation initiative.

Equipment as well as software support will be provided to support local law enforcement agencies in implementing E-Citation. Equipment/software support will be specifically 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 will improve 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 could fund up to 10 municipalities. 55 municipal police agencies and the Connecticut State Police currently use e-citation.

Basis for Project: **(*Provide the deficiencies that will be addressed by this project* if you like, you can list the Deficiency ID's that are being addressed.)**

A Traffic Records Assessment dated April 18, 2017 and NTHSA Go Team evaluation.

Expected Impact: **(*Indicate what impact you expect from this Project. This may be done by listing the Performance Measure ID's that are likely to be impacted by the Project.)***

Timely adjudication and disposition of traffic violations and update of Driver History File.

Project Priority: **(*This section provides describes the classification of Project Priority. States may use any prioritization that they choose such as short, medium and long range; low, medium high priority, or a specific rank order.)***

High

Projected Budget by Funding Source:

Ideally, States should provide funding source and projected budgets by year for any projects that directly impact system performance goals or draw upon USDOT funding sources. This will help establish future year funding estimates for the Section 405 (c) and other USDOT funded programs. (Show estimated thousands of dollars by Section 405 (c) grant year.)

Funding Source	2018	2019	2020
Section 405 (c)			**$800,000.00**

Project Milestones: **(*This section lists the Milestones that will be used to show that the effort is on schedule.*)**

Milestones are not required, but by providing them a State can establish a means of demonstrating that the project is on schedule.

Milestones	Projected Completion Date	Actual Completion Date
Equipment	On Going	
Software acquisition and deployment	On Going	

(NOTE: When providing information for your annual progress report the State may add another column that is the "Actual Completion Date" and fill in those values for milestones that have been completed.)

Project Status: *(This section provides a basic category for the status of the project as of the submission date.)*

- ☐ Unknown (Status not currently assigned)
- ☐ Proposed (Project is proposed but has not been funded and / or approved)
- ☐ Planned (Project is approved, but has not yet started)
- ☐ Start-Up (Project is in organizational or administrative start-up – e.g. waiting for staffing)
- ☒ Active (Project is under way)
- ☐ Completed (Project has been completed)
- ☐ Cancelled (Project was cancelled)
- ☐ On Hold (Project is temporarily on hold)
- ☐ Postponed (Project has been postponed, or tabled at this time)

Traffic Records Supporting Non-Implemented Recommendations

Vehicle Recommendations _ under the department review

1. Improve the data dictionary for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory

Plan of Action

The vehicle system data dictionary is under review and once completed the DMV will ensure that it provides definitions for each data element and, where applicable, provides matching edit checks and data collection guidelines. Procedures for collection, reporting, and posting of registration, title, and title brand information will be formally documented. The data dictionary will be accessible to all users and updated regularly to reflect changes to the system.

The Vehicle system will adhere to the American Association of Motor Vehicle Administrators (AAMVA) standard and guidelines and reflects best practices identified in the Traffic Records Program Assessment Advisory.

1. Improve the Interfaces with the Vehicle data system to reflects best practices identified in the Traffic Records Program Assessment Advisory

Plan of Action

The vehicle system is under review with plan improvements to include interface with other Traffic Records System.

2. Improve the procedures/process flows for the Vehicle data system to reflects best practices identified in the Traffic Records Program Assessment Advisory

Plan of Action

Upon completion of the system review DMV will ensure the system procedures/process flow reflects best practices identified in the Traffic Records Program Assessment Advisory

Driver Recommendations _ under the department review

3. Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action

The Driver Licensing system will be well documented. Each data field will have an established definition and validated values—including appropriate null codes. All applicable edit checks and data collection guidelines will match the data definitions. The data dictionary will be maintained and updated to keep pace with system, legislative, and other changes.

Driver data system will reflect best practices as identified in the Traffic Records Program Assessment Advisory

4. Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action

The system will have a formal data quality management program's review protocols that covers the entire process—the collection, submission, processing, posting, and maintenance of driver data.

An automated edit checks and validation rules will be implemented to ensure entered data falls within the range of acceptable values and is logically consistent between other fields. Edit checks will be applied when data is added to the record. The system will have a Performance measures

program that will be tailored to the needs of data managers and address the concerns of all stakeholders.

The Driver system will reflect best practices identified in the Traffic Records Program Assessment Advisory

Roadway Recommendations _ In Process

1. Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action

MIRE is the major guideline pertaining to the roadway system. There are a total of 202 elements that comprise MIRE Version 1.0 and 38 of those elements have been identified as FDEs. The MIRE elements are divided among three broad categories: roadway segments, roadway alignment, and roadway junctions. Each MIRE element has a definition, a list of attributes (coding) a priority rating, a reference to safety analysis tools, and—when necessary—an illustration that provides supplemental information on the element. It is important to have MIRE-level data for at least the roadway segments that have high crash rates so that causality can be investigated.

The collaborative plan between ConnDOT and CTSRC to populate critical MIRE data elements into the new geospatial LRS, and to maintain the datasets for safety analysis use, directly addresses the Traffic Records Assessment Recommendation. It is an ongoing effort, with plans to comply with federal requirements well before the 2026 deadline.

2. Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action

Custodians of the roadway system should maintain a comprehensive, systematic quality control management process that ensures the efficient functioning of the system. The quality control process should include data quality measures as well. The timeliness, accuracy, completeness, uniformity, integration, and accessibility of the roadway data should be monitored based on a set of metrics established by the State. The overall quality of the roadway data should be assured based on a formal program of error and edit checking as the data are entered into the statewide system and procedures should be in place for addressing detected errors. In addition, the custodial agency and the TRCC should work together to establish and review the sufficiency of the quality control program and to review the results of the quality control measures.

Roadway data managers should produce and analyze periodic data quality reports. When these reports identify shortcomings, appropriate measures should be taken and corrections applied. If common errors are identified, training and changes to the applicable instruction manuals, edit checks, and the data dictionaries should be made. Audits and validation checks should be conducted as part of the quality control program to assure the accuracy of specific critical data elements. The measures shown below in Table 3 are examples of high-level management indicators of quality taken from NHTSA's performance measures report. The managers of individual roadway files should have access to a greater number of measures. The custodial agency should be prepared to present a standard set of summary measures to the TRCC monthly or quarterly.

Table 3 – Example Quality Control Measurements for Roadway Data Systems

ROADWAY DATABASE MODEL PERFORMANCE MEASURES

ROADWAY DATABASE					
TIMELINESS	***ACCURACY***	***COMPLETENESS***	***UNIFORMITY***	***INTEGRATION***	***ACCESSIBILITY***
R-T-1: The median or mean number of days from (a) the date a periodic collection of a critical roadway data element is complete (e.g., Annual Average Daily Traffic) to (b) the date the updated critical roadway data element is entered into the database. R-T-2: The median or mean number of days from (a) the date a roadway project is completed to (b) the date the updated critical data elements are entered into the database.	R-A-1: The *percentage* of all road segment records with no errors in critical data elements. Example: Surface/Pavement	R-C-1: The *percentage* of road segment records with no missing critical data elements. R-C-2: The *percentage* of public road miles or jurisdictions identified on the State's basemap or roadway inventory file. R-C-3: The *percentage* of unknowns or blanks in critical data elements for which unknown is not an acceptable value. R-C-4: The *percentage* of total roadway segments that include location coordinates, using measurement frames such as a GIS basemap.	R-U-1: The number of Model Inventory of Roadway Elements (MIRE)-compliant data elements entered into a database or obtained via linkage to other databases.	R-I-1: The *percentage* of appropriate records in a specific file in the roadway database that are linked to another system or file. Example: Bridge inventory *linked to* roadway basemap	R-X-1: To measure accessibility of a specific file within the roadway database: • Identify the principal users of the roadway file • Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request • Document the method of data collection and the principal users' responses

ConnDOT and CTSRC have completed the process of identifying critical data elements and are in the process of collecting and integrating that data into the roadway inventory file, along with creating linkages to additional databases within the Department. Data quality reports related to roadway and safety data will become a capability of the new geospatial LRS once the initial appropriate data has been loaded. Date/time stamping of changes, integration with a composite project database, and creating publicly available access to datasets and data viewers are going to be capabilities once the new system is completely implemented and the old non-geospatial LRS is decommissioned.

CTDOT has established a sub-committee of its Transportation Enterprise Database (TED) Development group specifically dedicated to data visualization, analytics, and reporting; with members from Information Technology, Engineering, Planning, and UCONN CTSRC collaboratively assessing tools for visualizing and reporting data, as well as assessing data quality.

The Transportation Intelligence Gateway (TIG), a data extract and querying tool that functions as part of Bentley's EXOR product suite, allows administrators of the road network to generate various data quality reports as outlined below. TIG and the Bentley LRS spatial manager are products that are constantly evolving and ConnDOT plans to assess establishing more robust performance measures once the capabilities of the new system are fully implemented. As such, the performance measures offered below are subject to change.

EMS/Injury Surveillance Recommendations _ In process

1. Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action

DPH recently acquired a new system and one of the goal is to interface with the Injury Surveillance system. DPH is working on the deployment and will work toward interface to reflect best practices identified in the Traffic Records Program Assessment Advisory.

2. Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Plan of Action

The new DPH system has a formal data quality management program as well as protocols that covers the entire process—the collection, submission, processing, posting, and maintenance of EMS data. DPH will ensure the system reflects best practices identified in the Traffic Records Program Assessment Advisory

Traffic Records for Model Performance Measures

FY 2020 Progress Report

Performance Measure

The Connecticut Traffic Records Coordinating Committee (TRCC) continued to focus on the Electronic Citation and Adjudication System. An On-Line Adjudication System was deployed which allows for timely adjudicating and disposition of motor vehicle violation with immediate posting to Driver History File.

The state crash system continued to mature. Ongoing training and daily follow up with law enforcement agencies throughout the state result in an improvement of crash timelines from occurrence to available in the centralized crash database for analysis and reporting.

1. Citation Adjudication & Disposition Timeliness - Decrease the number of days for Citation Adjudication and posting of disposition to Driver History File.

2. Crash Timelines – Decrease the number of crash occurrence to when it is available in the State Central Database for analysis and report.

Demonstrated Improvement

CT-CA-002- Citation/Adjudication Timeliness

Performance Measure Based on C/A-T-2- Model (Timeliness)

Citation Adjudication through the Online Disposition System

Connecticut Judicial Branch deployed an **Online Adjudication System** which enabled individuals who pled "not guilty" to an infraction to participate in the court electronically process, rather than be required to physically appear in court (not including trials). Currently available in all locations in the State, the online dockets have reduced costs, improved the quality and timeliness of hearings, and improved the convenience and efficiency of the process for both the court and the individual who receives the infraction. These adjudications results are subsequently available in a timely manner to members of the highway safety community for use in subsequent offender sanctioning, training, and education of high-risk driver populations.

Prosecutors have real time access to driver histories, pending cases and registration information to consider when disposing infractions. Disposition results are now enter immediately to the Drive History File

C/A-T-2- Citation/Adjudication Timeliness – The mean number of days from the date a citation is issued to the date the citation/adjudication disposition is entered into the Driver Record file.

Connecticut methods for calculation is the total number of days and hours from Citation adjudication disposition to posting of the disposition outcome to the Driver History File

Citation Adjudication & Disposition Timelines

	Start Date	End Date
Baseline	4/1/17	3/31/18
Target	4/1/18	3/31/19

ECitation Adjudication & Disposition Timelines

Average number of days for Citation/Adjudication and Disposition Entry to the Driver History File

	04/01/2016 - 03/31/2017	04/01/2017 - 03/31/2018	Change
Total number of Citation	**123**	**2238**	**1719.51%**
Summation of days required for all ECitation Disposition and Post to Driver History File	**151**	**615**	**307.28%**
Average # of days per Citation	**1.227642276**	**0.274798928**	**-77.62%**
Improvement (Reduction)		**77.62%**	
	# of days	0.952843349	

Citation Adjudication Disposition improved from 1.227642276 to 0.274798928 days=*77.62% reduction (0.952843349 days) for Citation Adjudication Disposition to posting in Driver History File*

Citation Adjudication & Disposition **Data Justification**

		Paper Ticket with Court Disposition		Ecitation with On-Line Payment		Ecitation with On-Line Disposition	
Year	Month	Ticket Total	No.Of days	Ticket Total	No.Of days	Ticket Total	No.Of days
2017	Apr	968	135	5081	22		
2017	May	411	152	4019	23		
2017	Jun	369	154	3740	23		
2017	Jul	390	141	4535	23		
2017	Aug	979	149	5402	22		
2017	Sep	451	170	4008	23		
2017	Oct	353	178	3686	23		
2017	Nov	372	193	4381	23		
2017	Dec	269	192	3264	24		
2018	Jan	305	177	3171	22	23	54
2018	Feb	351	170	3300	23	43	51
2018	Mar	324	150	3697	22	57	46
						123	151

		Paper Ticket with Court Disposition		Ecitation with On-Line Payment		Ecitation with On-Line Disposition	
Year	Month	Ticket Total	No.Of days	Ticket Total	No.Of days	Ticket Total	No.Of days
2018	Apr	995	144	4814	21	65	52
2018	May	407	148	5331	22	95	55
2018	Jun	317	144	3996	23	95	53
2018	Jul	309	143	4276	23	99	54
2018	Aug	463	149	4638	22	159	50
2018	Sep	200	141	3636	23	135	55
2018	Oct	199	125	3764	23	178	57
2018	Nov	115	113	3767	23	284	55
2018	Dec	78	99	3915	25	412	52
2019	Jan	46	87	3866	23	347	53
2019	Feb	2	74	4070	21	299	45
2019	Mar			3901	16	70	34
						2238	615

CT-CR-001- Crash Timeliness

Performance Measure Based on C -T-1- Model (Timeliness)

Electronic Crash Reporting System

CT Electronic Crash Reporting System timeliness improved during this period as training and local law enforcement outreach continued.

C-T-1- Crash Timeliness – The median number of days from the crash date to the date the crash report is entered into the centralized database

	Start Date	End Date
Baseline	4/1/2017	3/31/2018
Target	4/1/2018	3/31/2019

Average number of days from the occurrence of a crash to the entry of the crash report into the centralized database.

	04/01/2017 - 03/31/2018	04/01/2018 - 03/31/2019	Change
Total number of crashes	113813	111281	-2.22%
Summation of time required for all reports to reach the database (Seconds)	1641600	3542400	115.79%
Summation of time required for all reports to reach the database (Days:Hours:Minutes:Seconds)	41	19	
Average time per report (Seconds)	14.42365986	31.83292745	120.70%
Average time per report (Days:Hours:Minutes:Seconds)	24	19	
Improvement (Reduction)		-120.70%	

	Start Date	End Date
Baseline	4/1/2017	3/31/2018
Target	4/1/2018	3/31/2019

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
20 OP-CR Task 1	Child Restraint Administration
20 TR Task 5	E-Charging – Citation / Summons Arrest / Warning
20 TR Task 2	Electronic Citation - Technology/Software Support for Local Law Enforcement
20 TR Task 3	On-line Disposition System

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: **4/18/2017**

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: **Mid-Range State**

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Impaired driving program assessment

Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:

Date of Last NHTSA Assessment:

Authority to operate

Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

Authority and Basis of Operation

On September 23, 2013, the Connecticut Governor's Highway Safety Representative officially established the Connecticut Impaired Driving Task Force and granted the Task Force authority to address the detrimental effects of driving under the influence on State roadways. The Task Force shall be composed of key stakeholders from a variety of transportation, law enforcement and other related backgrounds and disciplines. The chairman shall set the agenda for the Task Force meetings. The Task Force shall review existing Connecticut data, laws and programs to improve current or develop new impaired driving initiatives. The Department of Transportation shall provide all administrative support required by the Task Force.

This Strategic Plan will be updated annually and will be based on current data trends and analyses. The Task Force chairman will update the plan with input from Task Force members. Data information will be obtained from the latest Connecticut Highway Safety Plan and will be based on the most current data available.

Key Stakeholders

Christopher Henry – Federal Motor Carrier Safety Administration Division Administrator

Robbin Cabelus – CT Highway Safety Office Director

Joseph Cristalli – CT Highway Safety Office Principal Program Coordinator

Kerry Ross – CT Highway Safety Office Supervisor

Eugene Interlandi – CT Highway Safety Office Impaired Driving Program Manager

Robert Klin – CT Highway Safety Office Law Enforcement Liaison

Nicholas Just – CT Highway Safety Office Program Manager

Sean Fogarty – CT Highway Safety Office Trainee

Diana Lejardi – CT Department of Mental Health and Addiction Services Public Information Officer

Dawn Grodzki – CT Department of Mental Health and Addiction Services Manager

Thomas Donohue – CT Department of Motor Vehicles Per Se Attorney

Ilisa Ring – CT Department of Motor Vehicles Per Se Attorney

Cynthia Watts Elder – CT Department of Motor Vehicles Manager

Brian Clarke – CT Department of Motor Vehicles Program Coordinator

Donald Bridge – CT Department of Motor Vehicles Commercial Vehicle Safety Division

Brenda Hans – Office of the Chief State's Attorney Traffic Safety Resource Prosecutor

Karen Boisvert – CT Department of Emergency Services and Public Protection POSTC

Dr. Michael Rickenbach – CT Department of Emergency Services and Public Protection DSS

Sgt. Corey Etters – CT State Police

Sgt. Christopher Colasanto – CT State Police

Officer Matthew Cornell – Hartford Police Department

Sgt. Jamie Taylor – Manchester Police Department

Officer Scott Plourde – Manchester Police Department

Lt. Thomas Duncan – Stafford Police Department

Lt. Terrence Blake – Norwalk Police Department

Charles Grasso – Transportation Safety Research Center Crash Data Liaison

Marisa Auguste – Transportation Safety Research Center Behavior Analyst

Dr. Robert Powers – University of New Haven

Kevin Borrup – Connecticut Children's Medical Center

Bob Garguilo – Mothers Against Drunk Driving (MADD)

Frances B. Mayko – AAA Northeast

Amy Parmenter – AAA Allied Group

Dr. Julie Tison – Preusser Research Group

Date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: **6/12/2019**

Strategic plan details

State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Continue to use previously submitted plan: **No**

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

Page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:

Communication program: **Page 29**

Criminal justice system: **Page 26**

Program evaluation and data: **Page 31**

Prevention: **Page 25**

Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation: **Page 30**

405(d) Alcohol-ignition interlock law grant

Alcohol-ignition interlock laws Grant

Legal citations to demonstrate that the State statute meets the requirement.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.	Yes

Citations

Legal Citation Requirement: **The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.**

Legal Citation: **14-111-P.A. 14-227a**

Amended Date: **1/10/2016**

Citations

Legal Citation Requirement: **The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.**

Legal Citation: **14-111-P.A. 14-227a 14-228**

Amended Date: **7/1/2018**

405(d) 24-7 Sobriety programs grant

Mandatory license restriction requirement

The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(9)(2) applies, for a period of not less than 30 days.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	No

Sobriety program information

Legal citations: **No**

State program information: **No**

Legal citations

State law authorizes a Statewide 24-7 sobriety program.

Requirement Description	State citation(s) captured
State law authorizes a Statewide 24-7 sobriety program.	No

Program information

State program information that authorize a Statewide 24-7 sobriety program.

405(e) Distracted driving grant

Sample Questions

The following are two examples of Distracted Driving questions found on driver licensing examinations:

1.If you see a distracted driver, you should give that distracted driver plenty of room and maintain a safe following distance of:

3. 2 seconds
4. 3 seconds
5. 4 seconds

2. A driver distraction is:

6. Anything that causes evasive action while driving.
7. Anything that takes your attention away from driving.
8. Anything that causes you to pay more attention to driving.

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:**Primary Offense**

Date enacted: **10/5/2010**

Date amended: **10/1/2013**

Prohibition on texting while driving.

Requirement Description	State citation(s) captured

Prohibition on texting while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least $25 for an offense.	Yes

Citations

Legal Citation Requirement: **Prohibition on texting while driving.**

Legal Citation: **C.G.S. Section 14-296aa (b) (1) (as amended by P.A. 13-277 Sec. 10. (b) (1))**

Amended Date: **1/10/2013**

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **C.G.S. Section 14-296aa (a) (8) (as amended by P.A. 13-277 Sec. 10. (a) (8))**

Amended Date: **10/1/2013**

Citations

Legal Citation Requirement: **Minimum fine of at least $25 for an offense.**

Legal Citation: **C.G.S. Section 14-296aa (h) (as amended by P.A. 13-277 Sec. 10. (h))**

Amended Date: **1/10/2013**

Legal citations for exemptions to the State's texting ban:

Citations

Legal Citation Requirement:

Legal Citation: **C.G.S. Section 14-296aa (b) (4) / (c) (d) (e) (as amended by P.A. 13-277 Sec. 10. (b) (4) / (c) (d)**

Amended Date: **10/1/2013**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: **Primary Offense**

Date enacted: **10/5/2013**

Date amended: **10/1/2013**

Prohibition on youth cell phone use while driving.

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	Yes
Definition of covered wireless communication devices.	Yes

Minimum fine of at least $25 for an offense.	Yes

Citations

Legal Citation Requirement: **Prohibition on youth cell phone use while driving.**

Legal Citation: **C.G.S. Section 14-296aa (d) (as amended by P.A. 13-277 Sec. 10. (e) (3))**

Amended Date: **1/10/2013**

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **C.G.S. Section 14-296aa (a) (8) (as amended by P.A. 13-277 Sec. 10. (a) (8))**

Amended Date: **1/10/2013**

Citations

Legal Citation Requirement: **Minimum fine of at least $25 for an offense.**

Legal Citation: **C.G.S. Section 14-296aa (h) (as amended by P.A. 13-277 Sec. 10. (h))**

Amended Date: **1/10/2013**

Legal citations for exemptions to the State's youth cell phone use ban.

Citations

Legal Citation Requirement:

Legal Citation: **C.G.S. Section 14-296aa (b) (4) / (c) (d) (e) (as amended by P.A. 13-277 Sec. 10. (b) (4) / (c) (d)**

Amended Date: **10/1/2013**

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: **Yes**

Motorcyclist awareness program: **No**

Reduction of fatalities and crashes: **No**

Impaired driving program: **No**

Reduction of impaired fatalities and accidents: **No**

Use of fees collected from motorcyclists: **Yes**

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: **Department of Transportation**

State authority name/title: **Nicholas Just/Connecticut Rider Education Program**

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: **(i) Motorcycle Safety Foundation Basic Rider Course**

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Fairfield	16,500
Hartford	18,167
New Haven	20,967
New London	8,122
Windham	4,820

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: **87,964**

Use of fees collected from motorcyclists for motorcycle programs

Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.

Use of fees criterion: **Law State**

Legal citations for each law state criteria.

Requirement Description	State citation(s) captured
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	Yes
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.	Yes

Citations

Legal Citation Requirement: **The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.**

Legal Citation: **Public Act No 82-333 Sec. 14-49 (b)(1)**

Amended Date: **7/1/1982**

Citations

Legal Citation Requirement: **The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.**

Legal Citation: **Public Act No. 82-333; Sec 14-49 (b)(1)**

Amended Date: **7/1/1982**

405(g) State graduated driver licensing incentive grant

Graduated driver licensing

Date that the State's graduated driver's licensing statute requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license was last amended. The statute must be in effect and be enforced during the entire fiscal year of the grant.

Graduated driver licensing law last amended on:

Legal citations demonstrating that the State statute meets the requirement.

Learner's permit stage

Requirement Description	State citation(s) captured
Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.	No
Applicant must pass vision test and knowledge assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 16 years of age.	No
Must be accompanied and supervised at all times.	No
Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.	No
Prohibits use of personal wireless communications device.	No
Extension of learner's permit stage if convicted of a driving-related offense.	No

Legal citations for exemptions to the State's texting ban:

Legal citations demonstrating that the State statute meets the requirement.

Intermediate stage

Requirement Description	State citation(s) captured
Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.	No
Applicant must pass behind-the-wheel driving skills assessment.	No

In effect for at least 6 months.	No
In effect until driver is at least 17 years of age.	No
Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies.	No
No more than 1 nonfamilial passenger younger than 21 years of age allowed.	No
Prohibits use of personal wireless communications device.	No
Extension of intermediate stage if convicted of a driving-related offense.	No

Legal citations for exemptions to the State's texting ban:

405(h) Nonmotorized safety grant

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

1906 Racial profiling data collection grant

Racial profiling data collection grant

Application Type: **Official documents**

Official documents

Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Law: **Yes**

Regulation: **No**

Binding policy directive: **No**

Letter from the Governor: **No**

Court order: **No**

Other: **No**

Enter other document type:

Each requirement below provides legal citations to demonstrate that the State statute meets the requirement:

Requirement Description	State citation(s) captured
Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.	Yes

Citations

Legal Citation Requirement: **Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.**

Legal Citation: **CGS 54-1m**

Amended Date:

Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Supporting Document
RP-1.pdf

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.