

Highway Safety Office Annual Report

Federal Fiscal Year 2024



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INTRODUCTION

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

This Annual Report contains information on initiatives, projects, accomplishments, and financial expenditures of Connecticut's Highway Safety Program for Federal Fiscal Year (FFY) 2024. Fatality data in this report are sourced from the Fatality Analysis Reporting System (FARS) or State data, which are used when FARS data are unavailable. Injury and other data are sourced through the CTHSO. Note the 2022 Connecticut FARS data used in this document are from the FARS Annual Report Files and may change when the FARS files are finalized. Enforcement efforts, coupled with bilingual media, public information and education campaigns, as well as training programs for law enforcement, car seat technicians, motorcycle safety instructors and other safety professionals make up a component of the comprehensive Highway Safety activity. As the Fixing America's Surface Transportation (FAST) Act and the Infrastructure Investment and Jobs Act (IIJA) require, the CTHSO has coordinated safety efforts shared by the Department's Highway Safety Improvement Plan (HSIP) and Strategic Highway Safety Plan (SHSP). The 2024-2026 Triennial Highway Safety Plan (3HSP) shares the three (3) core performance goals required by the FAST Act and the CTHSO is an active member of the SHSP steering committee.

Process Participants

The National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) continue to provide leadership and technical assistance.

Participants include:

- Connecticut Office of the Governor and Lieutenant Governor
- Connecticut Department of Emergency Services and Public Protection (CTDESPP)/State Police and the Division of Scientific Services/Toxicology Laboratory

- Connecticut Department of Mental Health and Addiction Services (CTDMHAS)
- Connecticut Department of Public Health (CTDPH)
- Connecticut Department of Motor Vehicles (CTDMV)
- Connecticut Division of Criminal Justice (CTDCJ)
- Centralized Infractions Bureau (CIB)
- Connecticut Office of the Chief State's Attorney
- Connecticut Office of Policy and Management (CTOPM)
- Connecticut Police Chiefs Association (CPCA) and Municipal law enforcement agencies
- Connecticut Police Officer Standards and Training Council (POSTC)
- Connecticut Metropolitan Planning Organizations (MPOs)/Councils of Governments (COGs)
- Connecticut Department of Consumer Protection- Liquor Control
- Connecticut Department of Children and Families (CTDCF)
- University of Connecticut (UConn)
- Connecticut Transportation Safety Research Center (CTSRC) at UConn
- Central Connecticut State University (CCSU)
- Federal Motor Carrier Safety Administration (FMCSA)
- Mothers Against Drunk Driving (MADD)
- AARP (American Association of Retired Persons)
- The Connecticut Coalition to Stop Underage Drinking
- Safe Kids
- Connecticut Motorcycle Riders Association
- American Automobile Association (AAA)
- Connecticut Interscholastic Athletic Conference (CIAC)
- Boys and Girls Club of America
- The Governor's Prevention Partnership
- Yale New Haven Hospital
- Saint Francis Hospital
- Lawrence + Memorial Hospital
- Hartford Healthcare/Hospital
- Griffin Hospital
- Center for Latino Progress
- Local health departments
- City of Hartford Connecticut Department of Health and Human Services
- Connecticut Cannabis Chamber of Commerce
- Private sector and business organizations
- Community Action Agency of New Haven (CAANH)
- Colchester Fire Department

Connecticut also actively participates as a member in:

- Governors Highway Safety Association (GHSA)
- Transportation Research Board (TRB)
- National Association of State Motorcycle Safety Administrators
- American Association of State Highway and Transportation Officials (AASHTO)

During FFY2024, the following core “Activity Measures” were achieved during grant funded overtime enforcement. Overtime enforcement initiatives included impaired driving mobilizations and expanded enforcement, *Click It or Ticket* (CIOT) and major cities speed enforcement and distracted driving High Visibility Enforcement (HVE):

Speeding Citations:	8,980
Safety-Belt Citations:	2,364
Impaired Driving Arrests:	586

Attitude Measure:

To promote a culture of safe driving, NHTSA highly encourages attitude and awareness measures, as such, the CTHSO collects attitude and awareness surveys through a contract with Preusser Research Group (PRG). PRG collects self-reported attitudes toward impaired driving, speeding, and belt-use. Refer to the Surveys and Media Reports section of this report to view the complete list.

Evidence Based Enforcement:

The CTHSO understands that the collection of accurate and timely statewide traffic/crash data; the creation of realistic and achievable goals; the implementation of functional countermeasures; the utilization of applicable metrics and projected outcomes are the classic components of an effective strategic plan. The Elements of Evidence Based Enforcement include:

- Stakeholder Input
- Crash Data Analysis/Problem Identification
- Countermeasure Selection
- Project Implementation and Monitoring
- Continuous Follow Up and Adjustment of the Enforcement Plan

These elements were addressed as part of the enforcement planning in the corresponding 3HSP. For more complete and concise narrative descriptions of the sustained enforcement activities that were completed during FFY2024, see the Projects Sections for the program areas of Impaired Driving, Occupant Protection, Police Traffic Services, Community Traffic Services, Distracted Driving and Law Enforcement Community Collaboration Section in this Annual Report.

CRASH DATA TRENDS

Crash Data	2019	2020	2021	2022	Preliminary 2023 (Data as of 1/14/2025)	Preliminary 2024 (Data as of 12/31/2024)
C-1 – Number of traffic fatalities (FARS, CTDOT)	249	299	303	366	308	321
C-2 – Number of serious injuries in traffic crashes (State crash data files)	1,365	1,316	1,510	1,520	1,371	1,320
C-3 – Fatalities/VMT (FARS, FHWA, CTDOT)	0.788	1.002	1.045	1.234	1.016	*
C-4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS, CTDOT)	57	67	75	90	71	31
C-5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS, CTDOT)	98	123	118	130	112	16
C-6 – Number of speeding-related fatalities (FARS, CTDOT)	64	106	127	148	104	35
C-7 – Number of motorcyclist fatalities (FARS, CTDOT)	46	58	67	67	59	76
C-8 – Number of unhelmeted motorcyclist fatalities (FARS, CTDOT)	28	25	36	30	24	19
C-9 – Number of drivers aged under 21 involved in fatal crashes (FARS, CTDOT)	31	34	35	49	29	27
C-10 – Number of pedestrian fatalities (FARS, CTDOT)	54	59	55	72	47	65
C-11 – Number of bicyclist fatalities (FARS, CTDOT)	3	6	3	4	4	4
B-1 – Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	93.70%	93.70%**	91.5%	92.1%	93.50%	95.00%

Source: FARS Final Files 2019-2021, FARS Annual Report File 2022, CTDOT Preliminary State Data 2023 and 2024, Connecticut Crash Data Repository for C-2, C-4, C-5, C-6, C-8, C-9.

*The preliminary 2024 State data were not included due to uncertainty/unavailability of the data for this measure at this time; the CTHSO is waiting on final VMT numbers from FHWA.

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

Notes: All the Police Reports for 2023 and 2024 fatalities have not been received yet and the CTDOT data are subject to change. The CTDOT data for C-5 includes drug and alcohol impairment.

PERFORMANCE MEASURES

DESCRIPTION AND DATA SOURCES

This section reviews Connecticut's performance measures using the most recent available data. Fatality data are sourced from the FARS final report file (2020-2021), the FARS Annual Report file (2022), and CTDOT data (2023-2024). CTDOT data were used in lieu of FARS data for 2023-2024 due to the unavailability of the data from NHTSA at the time this document was created. The Vehicle Miles Traveled (VMT) data are obtained from FHWA and data up to year 2022 were available at the time of publication. The CTDOT 2023 VMT number for Connecticut was used to calculate the 2023 Fatality Rate for the purpose of this Annual Report, since the 2023 VMT number is not yet published by FHWA. Serious (A) Injury data were obtained from the Connecticut Crash File at the Connecticut Crash Data Repository. Statewide Observed Belt Use rates are sourced from Connecticut's Annual Statewide Belt Use Survey, conducted by Preusser Research Group (PRG).

The 2020-2024 or the annual 2024 data, as applicable, have been used to determine whether Connecticut meets the targets for the different Performance Measures as shown below.

Performance Measure	Target Period and Years	Target Value 2024	Status
1 C-1 – Number of traffic fatalities (FARS)	5-yr Moving Avg; 2020-2024	270	Not met
2 C-2 – Number of serious injuries in traffic crashes (State crash data files)	5-yr Moving Avg; 2020-2024	1,300	Not met
3 C-3 – Fatalities/VMT (FARS, FHWA)	5-yr Moving Avg; 2020-2024	0.850	Not met
4 C-4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5-yr Moving Avg; 2020-2024	65	Not met
5 C-5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)	5-yr Moving Avg; 2020-2024	115	Met
6 C-6 – Number of speeding-related fatalities (FARS)	5-yr Moving Avg; 2020-2024	96	Not met

7	C-7 – Number of motorcyclist fatalities (FARS)	5-yr Moving Avg; 2020-2024	55	Not met
8	C-8 – Number of unhelmeted motorcyclist fatalities (FARS)	5-yr Moving Avg; 2020-2024	29	Met
9	C-9 – Number of drivers aged under 21 involved in fatal crashes (FARS)	5-yr Moving Avg; 2020-2024	31	Not met
10	C-10 – Number of pedestrian fatalities (FARS)	5-yr Moving Avg; 2020-2024	55	Not met
11	C-11 – Number of bicyclist fatalities (FARS)	5-yr Moving Avg; 2020-2024	3	Not met
12	B-1 – Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual; 2024	93%	Met
13	Number of distracted driving fatalities (State crash data files)	5-yr Moving Avg; 2020-2024	10	Met
16	Number of roadside fatalities (State crash data files)	5-yr Moving Avg; 2020-2024	5	Met
17	Number of work zone fatalities (State crash data files)	5-yr Moving Avg; 2020-2024	2	Not Met
14	Percentage of Law Enforcement Agencies participating in the use of eCitation	Annual; 2024	80%	Met
15	Traffic stop data collection	Annual; 2024	99%	Met

C-1 – NUMBER OF TRAFFIC FATALITIES



Source: FARS Final Files 2019-2021, FARS Annual Report File 2022, FARS preliminary 2023 data. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: Reduce the number of fatalities to 270 (2020-2024 moving average) by 2024.

Outcome: Performance target not met.

Analysis: The number of fatalities has continually increased in the post-COVID-19 pandemic era, and preliminary data for Connecticut for 2024 show a fatality number of 321. The final fatality counts for 2022-2024 may change as additional information regarding cases is received. In order to meet the target of 270 for the five-year period of 2020-2024, data analysis suggests that the fatality number needs to be 74 or lower in 2024. Connecticut will not meet the performance target.

State's effort to show progress in meeting target/State's adjustment to the Annual Grant Application (AGA) to facilitate meeting target: The COVID-19 pandemic changed travel patterns and driving behavior significantly. The effectiveness of high visibility enforcement (HVE)

campaigns has been impacted by a decline in the number of participating police agencies. There has been a drop in the sustained enforcement efforts by police departments since the COVID-19 pandemic and the passage of Connecticut's Police Accountability Act as evident from the reduction in Traffic Stops and issuance of Traffic Citations. There has also been less participation of law enforcement agencies in high visibility enforcement campaigns due to staffing issues. The data for 2023-2024 show the number of motor vehicle fatalities has again increased.

The Highway Safety Office has participated in National "crackdown" mobilizations such as *Click It or Ticket*, *U Drive. U Text. U Pay*, and *Drive Sober or Get Pulled Over* as well as the promotion of sustained enforcement year-round based on local problem identification by law enforcement agencies and other highway safety partners. Recreational use of cannabis was legalized in Connecticut in 2021 and dispensaries started opening in 2023 and continue to open additional locations. The CTHSO has been working with and will continue to work with support of the Office of the Governor to increase the number of Drug Recognition Expert (DRE) trainings and certifications in the State. Various training programs and technical support ranging from law enforcement training based on better identification of impaired drivers, to more timely and accurate reporting of crash data are implemented through the CTHSO to better identify areas where improvement will ultimately lead to reduced crash injuries and fatalities on Connecticut's roadways. The State also held a Green Lab in September 2024 which provided training to law enforcement partners and provided a chance to assess volunteers under the influence of cannabis as well as the combined effects of alcohol. This training is highly beneficial to law enforcement who may have little exposure to the increased impairing effects of legalized recreational cannabis.



In 2022, Connecticut experienced a sharp rise in fatal wrong-way crashes on the state's interstates and highways. Thirteen fatal wrong-way crashes resulted in 23 fatalities, accounting for six percent of total crashes and an approximately 500 percent increase in wrong-way fatalities. After a decrease in 2023, the State has seen an uptick in wrong-way crashes in 2024. During these time periods, nearly all fatal wrong-way crashes involved alcohol impairment, with many drivers also testing positive for cannabis and other drugs. To counteract this rise in wrong-way crashes, Connecticut announced the implementation of \$20 million in State funding for wrong-way driving alert systems in July 2022 and has installed approximately 114 wrong-way notification systems throughout the State. Media campaigns were created to address wrong-way driving. In addition to this program, the CTDOT Safety Engineering Unit has upgraded signage on

700 limited access highway off-ramps including oversized signs and red retro-reflective strips and has improved pavement arrows and line delineation at off-ramps with double-wide stop lines. The Safety Engineering Unit is also installing updated traffic signaling at ramp intersections and installing wrong-way signs on the back sides of speed limit signs along highways.

Within the CTHSO, there has been added funding to state and local police with Alcohol-Impaired and Distracted Driving enforcement grants, increased media campaigns addressing cannabis and alcohol use and additional support for the implementation of programs such as Drug Recognition Expert (DRE) trainings, DUI (Driving under the Influence) sobriety checkpoints and roving patrols. CTDOT introduced a legislative bill to lower the legal limit of Blood Alcohol Concentration (BAC) from 0.08 to 0.05 g/dl during the 2024 legislative session. This did not pass and is currently being submitted in the 2025 legislative session. The CTHSO has worked to address this issue in the State through various avenues including but not limited to educational and awareness campaigns, and enforcement grants. With these continued efforts, there were thirteen wrong-way fatalities in 2024, compared to seven in 2023 and 23 in 2022.



The primary focus areas of enforcement activities include Impaired Driving, Occupant Protection, Speed Enforcement, and Distracted Driving. Paid media campaigns are used to bring awareness to these high visibility and sustained enforcement activities. Educational campaigns to clarify misconceptions about impaired driving after cannabis consumption are being developed and advertised. The CTHSO will also implement countermeasures developed to specifically target over-represented groups identified through a data analysis and equity lens. In addition to the above, the CTHSO intends to continue to focus on high-risk areas and over-represented groups, engaging the targeted communities and renewed networking efforts with other agencies such as the CTDMV, CTDPH, Community Based Organizations (CBOs), and Local Health Agencies. The CTHSO also worked to coordinate projects with the State's Councils of Governments (COGs) to develop local programs to address crash concerns within each region. Crash data sharing will help local groups better focus their crash reduction efforts.

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

C-2 – NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES



Source: Connecticut Crash Data Repository as of 12/31/2024. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: Reduce the Serious (A) Injuries to 1,300.0 (2020-2024 moving average) by 2024.

Outcome: Performance target not met.

Analysis: Connecticut had decreasing numbers of serious injuries from 2019-2020 but saw a sharp increase thereafter. The State's preliminary data for 2024 show a serious injury number of 1,320. In order to meet the target of 1,300 for the five-year period of 2020-2024, data analysis suggests that the serious injury number needs to be 783 or less in 2024. It is unlikely that the CTHSO will meet the performance target.

State's effort to show progress in meeting target/State's adjustment to the AGA to facilitate meeting target: The CTHSO will continue work to improve and enhance enforcement programs to help reduce unsafe driving behaviors on the roadways. The State's effort will be to continue the execution of countermeasures developed to specifically target over-represented groups identified through data analysis. These strategies include participation in National "crackdown"

mobilizations such as *Click It or Ticket* and *Drive Sober or Get Pulled Over* as well as the promotion of sustained enforcement year-round based on local problem identification by law enforcement agencies and other highway safety partners. Various training programs and support will be offered to law enforcement officers for better identification of impaired drivers, addressing autonomous vehicle crashes, addressing police officer burnout, and highlighting the importance of timely and accurate reporting of crash data to reduce crash injuries and fatalities on Connecticut's roadways. The major program areas of Impaired Driving, Occupant Protection, Speed Enforcement, and Distracted Driving account for the majority of enforcement activities

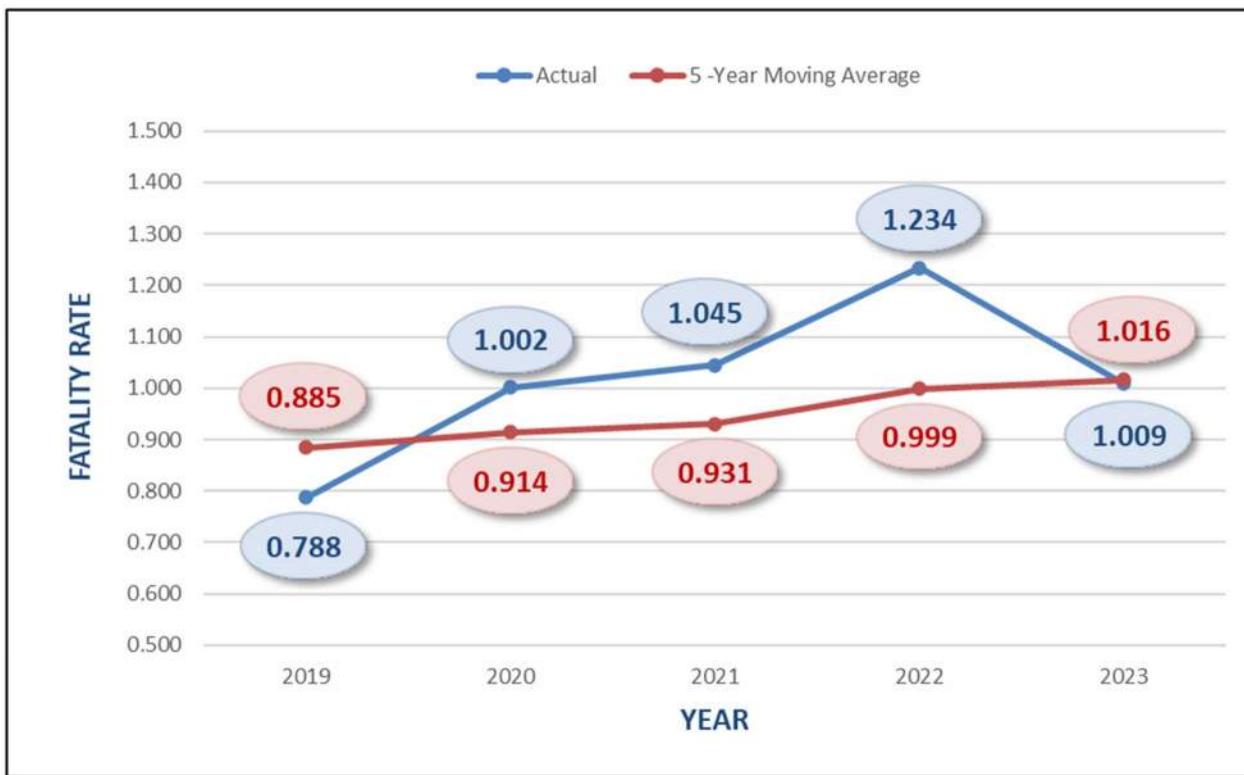


and paid media making up the largest component of high visibility and sustained enforcement efforts. In addition to working with law enforcement, the CTHSO has and will continue to work with several traffic safety partners, non-profits, and State's Councils of Governments to address traffic safety issues at the community level. Through various projects, the CTHSO reached out to underserved communities identified by Justice40 and EJSscreen databases including but not limited to Bridgeport, Waterbury, New Haven, and Hartford to educate parents and caregivers on the importance of proper car seat use as well as adult seat belt use. The CTHSO has implemented several projects to combat impaired driving in Connecticut. A notable one included Healthcare Heroes Against Impaired Driving, aimed at addressing the dangers of impaired driving from a healthcare worker's perspective. Media campaigns and outreach have highlighted how "Not One More" drink, smoke, etc. can reduce injuries and save lives. The CTHSO also works with organizations such as Mothers Against Drunk Driving (MADD) to educate parents and teenagers about the risks of driving impaired. The *Choices Matter* project in Connecticut brings awareness to high school students about the dangers of impaired driving through presentations, attitude and awareness surveys, and hands-on experience about impaired driving through the use of a simulator. In FFY2024, the CTHSO continued with the Driven to Protect Initiative, focusing on the Driver Alcohol Detection System for Safety (DADSS) through public outreach, high school education campaigns and introducing the groundbreaking alcohol detection technology to the public. The *Watch for Me CT* program continues to be a crucial component of the CTHSO's non-motorists' safety efforts, and these projects, with their involvement in both of these campaigns

and their annual efforts for non-motorized safety continue to further penetrate communities throughout the state, including but not limited to large, underserved communities of Hartford, Bridgeport, Waterbury, Stamford, New Britain, Manchester, New Haven, Norwalk and East Hartford. The CTHSO will continue to address non-motorist safety through press releases, media interviews and social media posts. The CTHSO has worked to engage new partners including city health departments in the hopes of impacting underserved and at-risk communities to address pedestrian and bicyclist safety throughout the State.

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

C-3 – FATALITIES/100M VMT



Source: FARS Final Files 2019-2021, FARS Annual Report File 2022, FARS preliminary 2023 data, CTDOT 2023 VMT data. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: Reduce the fatalities per 100M VMT to 0.850 (2020-2024 moving average) by 2024.

Outcome: Performance target not met.

Analysis: The fatality rate continued to increase in Connecticut during and immediately after the COVID-19 pandemic. The State's preliminary data for 2024 show a fatality number of 321. In order to meet the target of 0.850 for the five-year period of 2020-2024, data analysis suggests that the fatality rate needs to be zero in 2024 which is highly unlikely with the increased number of fatalities. The final fatality counts for 2022-2024 may change as additional information regarding cases is received. Connecticut will not meet the performance target.

State's effort to show progress in meeting target/State's adjustment to the AGA to facilitate meeting target: The COVID-19 pandemic changed travel patterns and driving behavior significantly. The high visibility enforcement (HVE) efforts also took a hit with a reduced number of police agencies participating in the campaigns. There has been a drop in the sustained enforcement efforts by the police departments since the COVID-19 pandemic and the passage of Connecticut's Police Accountability Act as evident from the reduction in traffic stops and issuance of traffic citations. There has also been less participation of law enforcement agencies in high visibility enforcement campaigns due to staffing issues. The data for 2022-2023 show the number of motor vehicle fatalities increased compared to the previous years.

Various training programs and technical support from law enforcement training based on better identification of impaired drivers, to more timely and accurate reporting of crash data are implemented through the CTHSO to better identify areas where improvement will ultimately lead to reduced crash injuries and fatalities on Connecticut's roadways. Additionally, with the development of a green lab in 2023, the CTHSO continues training and educating DREs on the detection of cannabis impairment. This training also includes an alcohol component. To address the problem of impaired driving on Connecticut roadways, CT DOT again introduced a legislative bill to lower the legal limit of Blood Alcohol Concentration (BAC) from 0.08 to 0.05 g/dl during the 2024 legislative session. The CTHSO has worked to address this issue in the state through various avenues including but not limited to educational and awareness campaigns and enforcement grants. There has been added funding to state and local police with Alcohol-Impaired and Distracted Driving enforcement grants, increased media campaigns addressing cannabis and alcohol use, and additional support for the implementation of programs such as Drug Recognition Expert (DRE) trainings, DUI sobriety checkpoints and roving patrols.

In addition to working with law enforcement, the CTHSO has worked with several traffic safety partners, non-profits and State's Councils of Governments to address traffic safety issues at the community level. Through various projects, the CTHSO reached out to underserved communities identified by Justice40 and EJScreen databases, including but not limited to Bridgeport, Waterbury, New Haven, and Hartford to educate parents and caregivers on the importance of proper car seat use as well as adult seat belt use. The CTHSO has implemented several projects to combat impaired driving in Connecticut. A notable one included Healthcare Heroes Against Impaired Driving, aimed at addressing the dangers of impaired driving from a healthcare worker's perspective. Media campaigns and outreach have highlighted how "Not One More" drink, smoke, etc. can reduce injuries and save lives. The CTHSO also works with organizations such as MADD to educate parents and teenagers about the risks of driving impaired. The *Choices Matter* project in Connecticut brings awareness to high school students about the dangers of impaired driving through presentations, attitude and awareness surveys, and hands-on experience about impaired driving through the use of a simulator. In 2024, the CTHSO continued with the Driven to Protect Initiative, focusing on the Driver Alcohol Detection System for Safety (DADSS) through public outreach, high school education campaigns and introducing the groundbreaking alcohol detection technology to the public. The *Watch for Me CT* program continues to be a crucial

component the CTHSO's non-motorists' safety efforts and these projects, with their involvement in both of these campaigns and their annual efforts for non-motorized safety continue to further penetrate communities throughout the state including but not limited to large, underserved communities of Hartford, Bridgeport, Waterbury, Stamford, New Britain, Manchester, New Haven, Norwalk and East Hartford. The CTHSO will continue to address non-motorist safety through press releases, media interviews, and social media posts. The CTHSO has worked to engage new partners including city health departments in the hopes of impacting underserved and at-risk communities to address pedestrian and bicyclist safety throughout the State.

In an effort to address the increase in wrong-way crashes seen in Connecticut in 2022 and an uptick in 2024, the CTHSO continues to work with CTDOT Traffic Safety engineers. Measures already taken include upgraded signage on over 700 limited access highway off-ramps including oversized signs and red retro-reflective strips as well as improved pavement arrows and clearer line delineation at off-ramps with double-wide stop lines. Measures in progress include a program with wrong-way vehicle 360-degree detection cameras and active flashers on wrong-way signs, updated traffic signaling with arrow indicators, and the installation of wrong-way signs on the back side of speed limit signs along highways. CTDOT has installed approximately 114 wrong-way notification systems throughout the State. The CTHSO will continue to work closely with the CTDOT Traffic Safety engineers on an awareness media campaign for the wrong-way driving issue. In 2022, there was an approximately 500 percent increase in wrong-way fatal crashes with an uptick in 2024. In addition, Connecticut announced the implementation of \$38 million in State funding for wrong-way driving alert systems. An online map shows the location of wrong-way system installations:

(https://portal.ct.gov/dot/programs/wrong-way-driving/program?language=en_US)



The major program areas of Impaired Driving, Occupant Protection, Speed Enforcement, and Distracted Driving account for the majority of enforcement activities, and paid media making up

the largest component of high visibility and sustained enforcement efforts. Educational campaigns to clarify misconceptions about impaired driving after cannabis consumption are being developed and advertised. The CTHSO will also implement countermeasures developed to specifically target over-represented groups identified through a data analysis and equity lens. In addition to the above, the CTHSO intends to continue to focus on high-risk areas and over-represented groups, engaging the targeted communities and renewed networking efforts with other agencies such as the CTDMV, CTDPH, and Local Health Agencies. The CTHSO is also actively working to coordinate with the State's Councils of Governments (COGs) to develop local programs to address crash concerns within each region. Crash data sharing will help local groups better focus their crash reduction efforts.

CTDOT is committed to eliminating traffic fatalities and is leading the effort with the State's Vision Zero Council (<https://portal.ct.gov/DOT/VisionZeroCouncil/WhatIsTheVisionZeroCouncil>). The Vision Zero Council of Connecticut is an interagency work group tasked with developing statewide policy to eliminate transportation-related fatalities and severe injuries involving pedestrians, bicyclists, transit users, motorists, and passengers. The Council was established in 2021 by the Connecticut General Assembly as part of *Public Act 21-28*, a landmark transportation safety bill. Members of the council include the commissioners (or their designees) of the Connecticut Departments of Transportation, Public Health, Emergency Services and Public Protection, Motor Vehicles, Education, Aging and Disability Services, Office of Early Childhood, and Office of the Chief State's Attorney.

Recently, the Council and its subcommittees, focusing on equity, enforcement, engineering, and education, developed proposals for legislation on the next steps to implement the recommendations of the Vision Zero Council. These recommendations included:

- Requiring a Complete Streets plan for each municipality
- Adopting an ICE (Intersection Control Evaluation) Policy
- Studying of specific traffic movement regulations
- Increasing requirements for driver retraining
- Enacting a prohibition on open alcohol containers in motor vehicles
- Implementing automated traffic enforcement
- Enacting a helmet law for all motorcycle riders
- Establishing a Fatal Collision Reduction Team to engage in high visibility enforcement blitzes
- Utilizing schools to better educate children about road safety
- Utilizing the judicial system in driver re-training
- Utilizing the CTDMV to educate drivers on a more frequent basis
- Utilizing CTDPH to educate around emerging traffic safety issues
- Improving data, identify uses, formalize statewide consideration of equity
- Establishing traffic safety campaigns and education
- Creating opportunities for car seat distribution and education

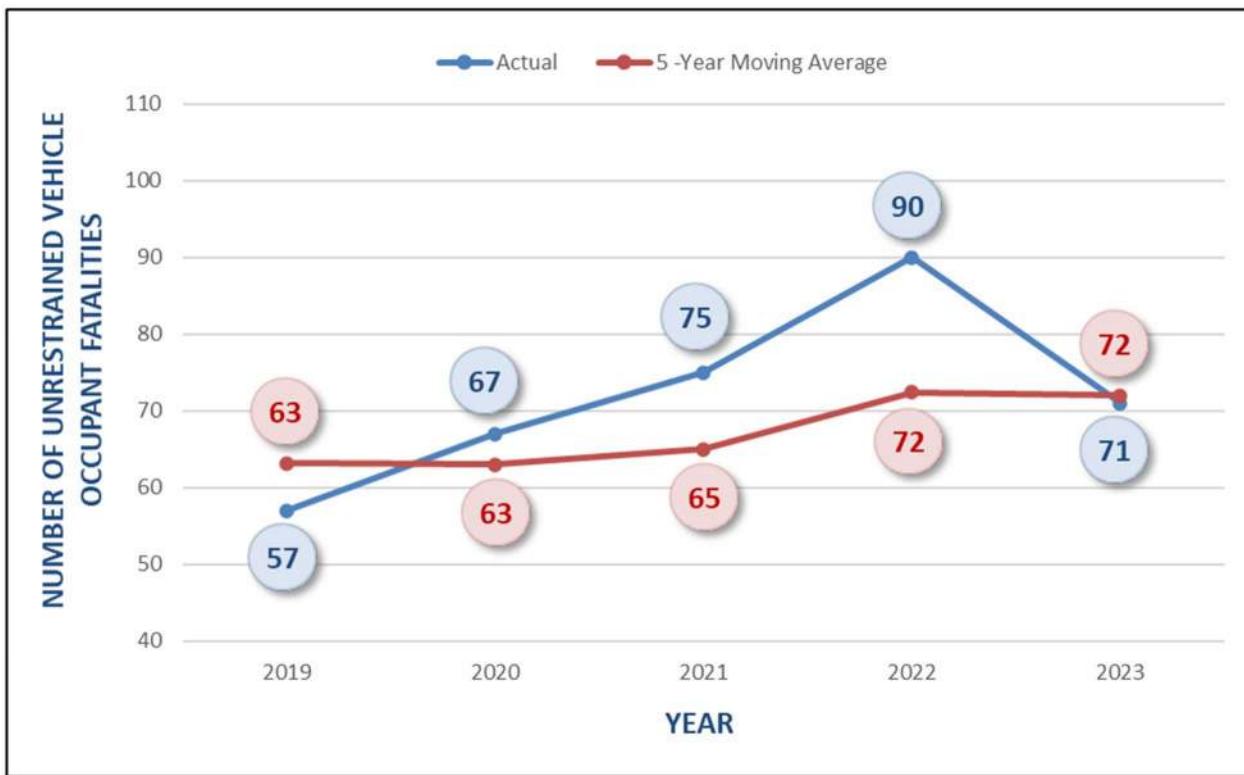
- Promoting seatbelt safety among populations with lower usage rates
- Reforming license suspension and traffic court processes
- Creating infrastructure that specifically protects bicyclists, the disabled, and pedestrians



The CTHSO is taking proactive steps to implement some of the strategies outlined above. For instance, the CTHSO is collaborating with CTDMV to provide frequent education and awareness programs to drivers in the state. The CTHSO is working on several projects to educate high school students about driver training, including the *Save a Life Tour* (Distracted Driving), *DADSS* (Impaired Driving) and *Choices Matter* (Impaired Driving) programs. The CTHSO continues to support disadvantaged communities by providing parents and caregivers education on car seat use as well as giving out car seats to the state's communities in need. To educate the public about ongoing traffic safety issues, there have been campaigns regarding seat belt use and cannabis-impaired driving, including ongoing *Click it or Ticket* and *Drive High = DUI* campaigns across digital and traditional media and multiple public venues across the state. The CTHSO supports the use of automatic traffic enforcement safety devices through the use of cameras in areas where red light violations and speeding are a concern in locations such as pedestrian safety zones, school zones, and work zones. Connecticut passed the legislation for these in 2023 and the program has begun to be rolled out in 2024. State funding was used for these pilot programs in 2023. Furthermore, CTDOT is pushing for legislation to enact a helmet law and an open-container law to help prevent fatalities and serious injuries.

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

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



Source: FARS Final Files 2019-2021, FARS Annual Report File 2022, FARS preliminary 2023 data. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To reduce the unrestrained vehicle occupant fatalities (2020-2024 moving average) to 65 by 2024.

Outcome: Performance target not met.

Analysis: The unrestrained vehicle occupant fatalities have steadily increased since a low in 2019 with a drop in 2023. Connecticut's preliminary data for 2024 have the number of unrestrained passenger vehicle occupant fatalities in all seat positions at 31. The final numbers for 2022-2024 may change as additional information regarding cases is received. In order to meet the target of 65 for the five-year period of 2020-2024, data analysis suggests that the fatality number needs to be 22 or lower in 2024. Connecticut will not meet the performance target.

State's effort to show progress in meeting target/State's adjustment to the AGA to facilitate meeting target: The CTHSO will continue to work to increase sustained enforcement of seat belt use by encouraging police agencies to enforce seat belt laws as a secondary focus during other overtime enforcement grant work. The CTHSO will use year-round seat belt social norming media campaigns as well as run commercials during mobilizations to increase seat belt use. Greater effort and funding will be placed on low seat belt usage areas, high unrestrained injuries/fatalities and males aged 18-34 through increased enforcement and education. This will be accomplished by analyzing crash and observation data to identify towns and areas with low belt use. This analysis will be focused on the combination of low belt use towns identified through observation surveys paired with ranked analysis of unbelted crashes and fatalities, population and VMT data over a five-year period. This process will serve to prioritize funding opportunities for participating law enforcement agencies. This increased focus on low belt use and unbelted crashes will not preclude the CTHSO from continuing historical practice of attempting to achieve statewide law enforcement participation during national mobilizations. The CTHSO will continue to encourage law enforcement agencies statewide to apply for and participate in the *Click It or Ticket* mobilizations in May and November regardless of funding availability. There was an increase in the seat belt use rate in 2024. The rate has been improving in each of the last three years. The CTHSO in collaboration with the Connecticut State Police undertakes community outreach events at town fairs, high schools and middle schools throughout Connecticut and especially towns with underserved communities, to relay the importance of seat belt use. In addition, through various projects, the CTHSO also reaches out to underserved communities identified by Justice40 and EJScreen databases including but not limited to Bridgeport, Waterbury, New Haven, and Hartford to educate parents and caregivers on the importance of proper car seat use as well as adult seat belt use. CTHSO staff members and subgrantees routinely speak to parents and caregivers about child passenger safety and seat belt safety geared towards adults. It is essential that the adults understand the importance of buckling up for themselves and the children they transport. Through projects with various organizations such as Yale New Haven Hospital, the Waterbury Police Department, Connecticut Children's Medical Center, and the *Hang Time* program, discussions are had with attendees, most of whom are black males and females, with the Hispanic males and females being the next largest group and Caucasians coming in third. The mix of



males and females is usually even, but it may depend on the day or region attended. *Hang Time* only reaches out to underserved communities. They have had a small number of veterans from the community – mainly from the Bridgeport area – who attend meetings. The *Her Time* program also serves the black and brown females in the state’s underserved communities. *Choices* is another program under the *Hang Time* umbrella which targets underserved high school students. This program targets high school athletes as they are often the more popular people within the school community. Staff members who speak to these individuals have been incarcerated and were themselves high school athletes who made wrong choices. The program attempts to impact this population to help them make better choices that will keep them safe and out of prison. The Seatbelt Working Group continues to meet to discuss strategies to increase seat belt use and reduce unrestrained injuries and fatalities.

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

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



Source: FARS Final Files 2019-2021, FARS Annual Report File 2022, FARS preliminary 2023 data. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To reduce the alcohol impaired driving fatalities (BAC = 0.08+) (2020-2024 moving average) to 115 by 2024.

Outcome: Performance target met.

Analysis: The number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above has fluctuated over the years with a rise in 2022 and a steep decline in 2023. In order to meet the target of 115 for the five-year period of 2020-2024, data analysis suggests that the alcohol-impaired fatality number needs to be 92 or lower in 2024. The preliminary 2024 State data have the fatality number of 16. The State data are not imputed and include impairment due to both alcohol and drugs combined. Based on the 2019-2023 data and the available 2024 data, Connecticut will likely achieve the five-year moving average target of 115.

State's effort to show progress in meeting target/State's adjustment to the AGA to facilitate meeting target: The Impaired Driving program emphasized HVE efforts to reduce driving under the influence (DUI) of drugs and/or alcohol. Municipalities are encouraged to work cooperatively with neighboring towns in the form of Regional Traffic Units which provide for opportunities for smaller towns with limited financial resources to benefit from HVE activities. The Impaired Driving program helped to substantially increase the number of officers throughout the State engaged in HVE. Activities included a combination of extra DUI patrols and sobriety checkpoints. These activities were aimed at deterring motorists from driving impaired. Efforts were made to promote sustained enforcement year-round, with an emphasis during the days and times when DUI crashes are more likely. The Impaired Driving program will continue to partner with State and Municipal law enforcement agencies in an effort to expand the Comprehensive DUI Enforcement program by increasing enforcement activity beyond the amount of police patrols that were conducted in FFY2024. There were continued training activities to increase the number of certified Standardized Field Sobriety Test (SFST) instructors and practitioners by providing ongoing SFST training to law enforcement personnel. The number of law enforcement officers trained in various other types of impaired driving beyond alcohol impairment will be continued by providing Advanced Roadside Impaired Driving Enforcement (ARIDE) training through the Drug Evaluation and Classification Program (DECP). The goal of the DECP is to train and certify law enforcement officers in drug recognition and provide the training opportunity to become a Drug Recognition Expert (DRE). Due to the legalization of recreational cannabis in Connecticut, legislation requires all new officers in the state to be ARIDE trained within three years of becoming a certified police officer in the State of Connecticut. This has increased the number of ARIDE classes being held and attended statewide. Connecticut hosted its first green lab in February 2023, allowing officers to see first-hand the impact of cannabis, alcohol and the combination of cannabis and alcohol on volunteers. Additional green labs were conducted in FFY2024 to continue education for officers as well as users of cannabis. SFSTs were performed on the volunteers, educating both officers and cannabis users. A DRE school was offered which led to an additional 16 officers becoming DREs. The Traffic Safety Resource Prosecutor (TSRP) performed prosecutorial activities, such as researching DUI law and assisting in the preparation of DUI cases. The TSRP also acts in an advisory capacity to State and Municipal law enforcement agencies and the CTHSO on all DUI and/or impaired driving legislation. The TSRP also developed and updated training manuals aiding in successful identification and prosecution of DUI offenders for both law enforcement and judicial officials. In addition, the TSRP conducted other DUI-enforcement-related training for prosecutors and judges. The Administrative Hearing Attorneys continued to review Administrative Per Se cases and provide procedural oversight during hearings and provide assistance to law enforcement

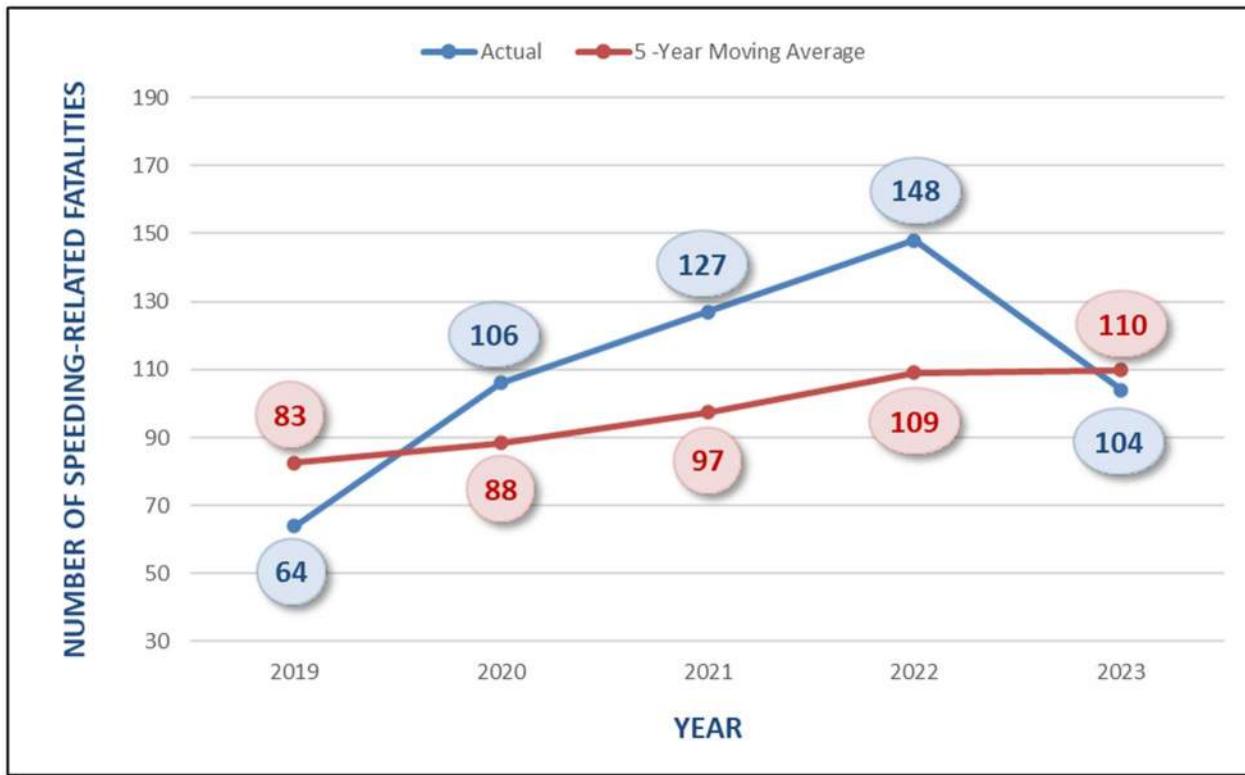


personnel. These attorneys also represented the CTDMV at Ignition Interlock Device (IID) violation hearings and provided administrative oversight of components of the IID program. CTHSO staff members work cooperatively with the TSRP and the Administrative Hearing Attorneys to increase successful prosecution and conviction of DUI offenders. Both the TSRP and Administrative Hearing Attorneys continued to train law enforcement, prosecutors, and judges. The training conducted by these prosecutors has led to improved report writing, testifying and overall success of DUI prosecution. Media efforts were enhanced through new partnerships and new messaging. The CTHSO continues to lead an Impaired Driving Task Force where members identify problems and trends, share information, explore options, and provide sustainable solutions. DUI Overtime Enforcement project monitoring activities are conducted through periodic visits to participating law enforcement agencies, in particular agencies that purchase equipment with grant funds. Meetings are held with law enforcement representatives to address the use of crash data in the planning of DUI activities, grant participation issues and grant performance issues. Police training needs were assessed, and police training opportunities discussed. The CTHSO has implemented several projects to combat impaired driving in Connecticut. A notable one included Healthcare Heroes Against Impaired Driving which aims to address the dangers of impaired driving from a healthcare worker's perspective. Media campaigns and outreach have highlighted how "Not One More" drink, smoke, etc. can lead to "not one more" life lost. The CTHSO also works with organizations such as MADD to educate parents and teenagers about the risks of driving impaired. The *Choices Matter* project in Connecticut brings awareness to high school students about the dangers of impaired driving through presentations, attitude and awareness surveys, and hands-on experience about impaired driving with a simulator. In addition, in 2024 the CTHSO continued with the Driven to Protect Initiative, focusing on the Driver Alcohol Detection System for Safety (DADSS) through public outreach, high school education campaigns and introducing the groundbreaking alcohol detection technology to the public. During the 2024 fiscal year, the CTHSO rolled out a pilot program for training law enforcement in phlebotomy to draw blood in the field when drug impairment is suspected. In addition, the CTHSO continued to plan and coordinate with law enforcement agencies for implementing a pilot for roadside preliminary oral fluid testing for drug impairment in accordance with the existing State statutes for addressing impaired driving issues in Connecticut.



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

C-6 – NUMBER OF SPEEDING-RELATED FATALITIES



Source: FARS Final Files 2019-2021, FARS Annual Report File 2022, FARS preliminary 2023 data. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To reduce the speeding-related fatalities (2020-2024 moving average) to 96 by 2024.

Outcome: Performance target not met.

Analysis: After a steady increase in the number of speeding-related fatalities from 2019-2022, Connecticut saw a steady decrease in 2023. In order to meet the target of 96 for the five-year period of 2020-2024, data analysis suggests that the speeding-related fatality number needs to be zero in 2024. Connecticut preliminary data for 2024 have a fatality number of 35. Although the 2024 data are preliminary, Connecticut will not meet the performance target.

State's effort to show progress in meeting target/State's adjustment to the AGA to facilitate meeting target: The CTHSO has utilized flexible Distracted Driving resources in addition to Section 402 monies to fund the speed enforcement campaign taking place during the summer months, when most speeding-related crashes occur. This HVE effort includes a corresponding media

campaign funded by Section 405e and 402 funds. To address the continuing increase in speeding-related fatalities and serious injuries, the CTHSO continues to increase the number of law enforcement agencies participating as well as increase the amount of funding allocated to projects to address speed and aggressive driving.

Additionally, the CTHSO will continue to encourage grant submissions from law enforcement agencies identifying specific speed related crash data within their jurisdictions, substantiated by enforcement and crash data. Law enforcement agencies will have to identify these areas as having higher incidences of speed related crashes. Grant participants will be chosen based on major contributing factors and types of crashes that are typically indicative of speed as cause of crash. Additionally, areas with high population, high traffic volumes, and roadways with low posted speed limits, may lead to the selection of urban areas and larger cities as the most likely areas where speed enforcement can impact the greatest number of speed related crashes. Speeding-related crashes, injuries and fatalities will be addressed through funding the HVE projects. Speed Problem ID data will be used to select police agencies to participate in speed-related enforcement through various methods including dedicated high visibility speed enforcement grants to achieve the goals listed above. This will be coordinated with the Strategic Highway Safety Plan (SHSP), in this program area, and will be achieved through overlapping speed related countermeasures based on CTDOT data for areas with the highest incidents of crashes, injuries and fatalities. A media campaign will run during the summer months in conjunction with the HVE, reminding motorists that *When Speeding Kills, it's Never an Accident*. Additional and new media creatives may also be explored. The CTHSO is planning to continue these practices. Furthermore, the CTHSO supports the Vision Zero Council of Connecticut recommendation to implement automated cameras to monitor speeding in school zones and work zones. The work zone camera project was initiated in 2023. The CTHSO will be participating and implementing the FHWA High Risk Rural Roads project in 2025 to combat speeding on FHWA identified rural roads with law enforcement and media campaigns.



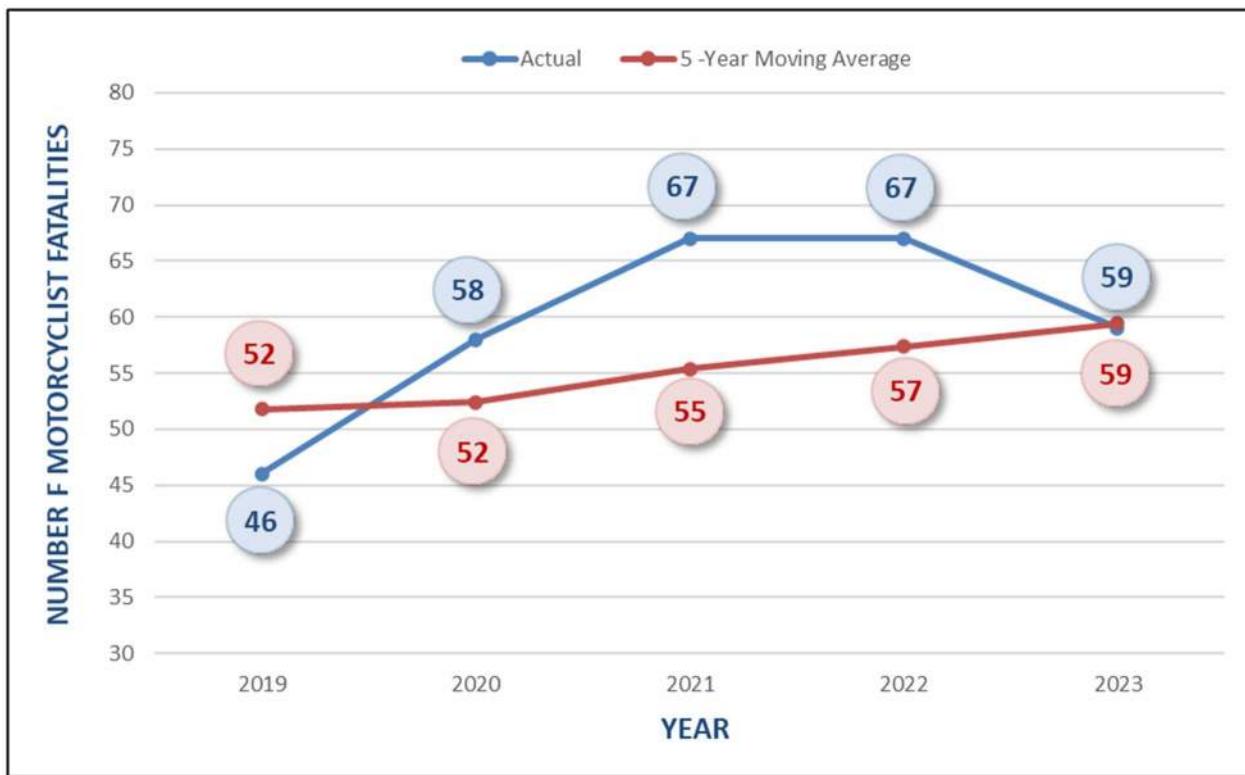
The Connecticut Police Chiefs Association (CPCA) and CTDOT joined forces on May 10, 2024, to host a mini summit on traffic safety priorities at WFSB TV Channel 3's headquarters in Rocky Hill. CTDOT Commissioner Garrett Eucalitto and CPCA Community Outreach Liaison Eddie Hedge addressed law enforcement officers from 30 different municipalities. This was the first in-person meeting since the start of the COVID-19 pandemic, highlighting the importance of in-person

collaboration in addressing traffic safety challenges. The mini summit provided a platform for law enforcement officers to share best practices, discuss challenges, and identify strategies to enhance traffic safety in their communities. The event underscored the commitment of CTDOT and CPCA to work together to make Connecticut's roads safer for all residents.

Additionally on May 30 the 2024 Road Safety Summit was held at CCSU in New Britain in conjunction with CTDOT and the UConn T2 Center. Over 200 safety professionals gathered to discuss innovative strategies to reduce speed and enhance road safety. As a part of Connecticut's Strategic Highway Safety Plan (SHSP), the summit focused on collaborative ways to increase road safety and prevent speed-based crashes on the state's highways. Emphasis areas and breakout sessions were used to facilitate feedback on current SHSP implementation strategies from a diverse group of policy makers, planners, engineers, advocacy groups, and emergency responders.

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

C-7 – NUMBER OF MOTORCYCLIST FATALITIES



Source: FARS Final Files 2019-2021, FARS Annual Report File 2022, FARS preliminary 2023 data. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To reduce the motorcycle fatalities (2020-2024 moving average) to 55 by 2024.

Outcome: Performance target not met.

Analysis: The number of motorcyclist fatalities had steadily increased until 2021, followed by a leveling off in 2022 and a drop in 2023. Looking ahead, Connecticut's preliminary data for 2024 will have a motorcyclist fatality number of 76. The final fatality counts for 2022-2024 may change as additional information regarding cases is received. In order to meet the target of 55 for the five-year period of 2020-2024, data analysis suggests that the fatality number needs to be 24 or lower in 2024. Connecticut will not meet the performance target.

State's effort to show progress in meeting target/State's adjustment to the AGA to facilitate meeting target: The CTHSO has worked to raise awareness about motorcyclist safety prior to the summer months when rider fatalities are at their highest. The CTHSO also continued an

aggressive advertising campaign in FFY2024, reminding motorists to share the road with motorcyclists as well as a continued effort to expand on existing motorcycle safety courses targeting returning and beginner riders.

Current available data from 2024 indicate that this performance measure has a possibility of not being met. Continued efforts to reach un-licensed and un-trained riders with beginning and experienced rider training is continually being explored. Efforts to remind the motoring public to *Share the Road* with motorcyclists was used via a summer-long social media campaign. In the past, Connecticut has trained RiderCoaches through The Connecticut Rider Education Program (CONREP) in tandem with Be Crash Free, a Motorcycle Safety Foundation (MSF) approved provider with training programs designed to prepare current and future RiderCoaches with the tools to provide adequate training for beginners and returning riders. In FFY2024 there were no RiderCoaches trained due to a lack of qualified candidates. Continuing this program in the future will give CONREP the ability to address single vehicle crashes by increasing the availability of safety training at both the novice and experienced levels. Annual update classes for RiderCoaches will continue to be conducted as needed to refresh the importance of motorcycle safety. Crash data indicate that single vehicle motorcycle crashes are most influenced by excessive speed. The CTHSO will continue efforts to make motorcyclists aware of their own level of riding proficiency and to ride within their skill level. CONREP continues to stress the importance of safety through training and educational materials in tandem with the Vision Zero Council of Connecticut to change policy which will reduce rider fatalities.

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



C-8 – NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES



Source: FARS Final Files 2019-2021, FARS Annual Report File 2022, FARS preliminary 2023 data. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To maintain the unhelmeted motorcyclist fatalities of 29 or under (2020-2024 moving average) in 2024.

Outcome: Performance target met.

Analysis: Connecticut saw a decline in the unhelmeted motorcyclist fatalities from 2019-2020 with a sharp increase in 2021 and again a drop in 2022-2023. The five-year moving average has dropped slightly. Looking ahead, Connecticut's preliminary data for 2024 have an unhelmeted motorcyclist fatality number of 19. The final fatality counts for 2022-2024 may change as additional information regarding cases is received. In order to meet the target of 29 (moving average for the five-year period of 2020-2024), data analysis suggests that the fatality number needs to be 35 or lower in 2024. Although the 2024 data are preliminary, Connecticut is cautiously optimistic about achieving the five-year moving average target.

State's effort to show progress in meeting target/State's adjustment to the AGA to facilitate meeting target: The CTHSO has been working to raise awareness of motorcyclist safety during the summer months when rider fatalities are at their highest. Although unhelmeted fatalities continue to be a problem, Connecticut law requires riders aged under 18 to use a helmet, and the State does not have a universal helmet law for all riders. In 2024, the Connecticut Legislature passed a bill requiring any individual who has obtained an endorsement for operating a motorcycle must wear a helmet for the first three years following said endorsement. Through the Vision Zero Council of Connecticut, the CTHSO hopes to enact policies which will mandate the use of helmets across all age groups, as well as continuing efforts to expand on existing motorcycle safety courses that target returning and beginner riders.

Current available data from 2024 indicate that this performance measure has a very likely chance of being met. The CTHSO has continued efforts to reach un-licensed and un-trained riders with beginning and experienced training offered through the Connecticut Rider Education Program (CONREP). Part of the CTHSO's efforts to remind the motoring public to *Share the Road* with motorcyclists was used via a summer-long social media campaign. Additionally, the CTHSO will continue to add RiderCoaches who were trained through Be Crash Free, a Motorcycle Safety Foundation (MSF) approved provider with training programs designed to prepare current and future RiderCoaches with the tools to provide adequate training for beginners and returning riders. This will allow CONREP to continue to address single vehicle crashes by increasing the availability of safety training at both the novice and experienced level across the state of Connecticut. The CTHSO has continued efforts to make riders aware of their own level of riding proficiency and to ride within their skill level. The CTHSO continued to remind motorcyclists of the importance, and safety benefits of wearing a USDOT approved motorcycle helmet.

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

C-9 – NUMBER OF DRIVERS AGED UNDER 21 INVOLVED IN FATAL CRASHES



Source: FARS Final Files 2019-2021, FARS Annual Report File 2022, FARS preliminary 2023 data. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To reduce the fatalities involving drivers aged under 21 (2022-2024 5-year moving average) to 31 by 2024.

Outcome: Performance target not met.

Analysis: Looking ahead, Connecticut's preliminary data for 2024 have a drivers aged under 21 fatality number of 27. The final fatality counts for 2022-2024 may change as additional information regarding the cases is received. In order to meet the target of 31 for the five-year period of 2019-2023, data analysis suggests that the drivers aged under 21 fatality number needs to be 8 or lower in 2024. It is not likely that Connecticut can meet this performance target.

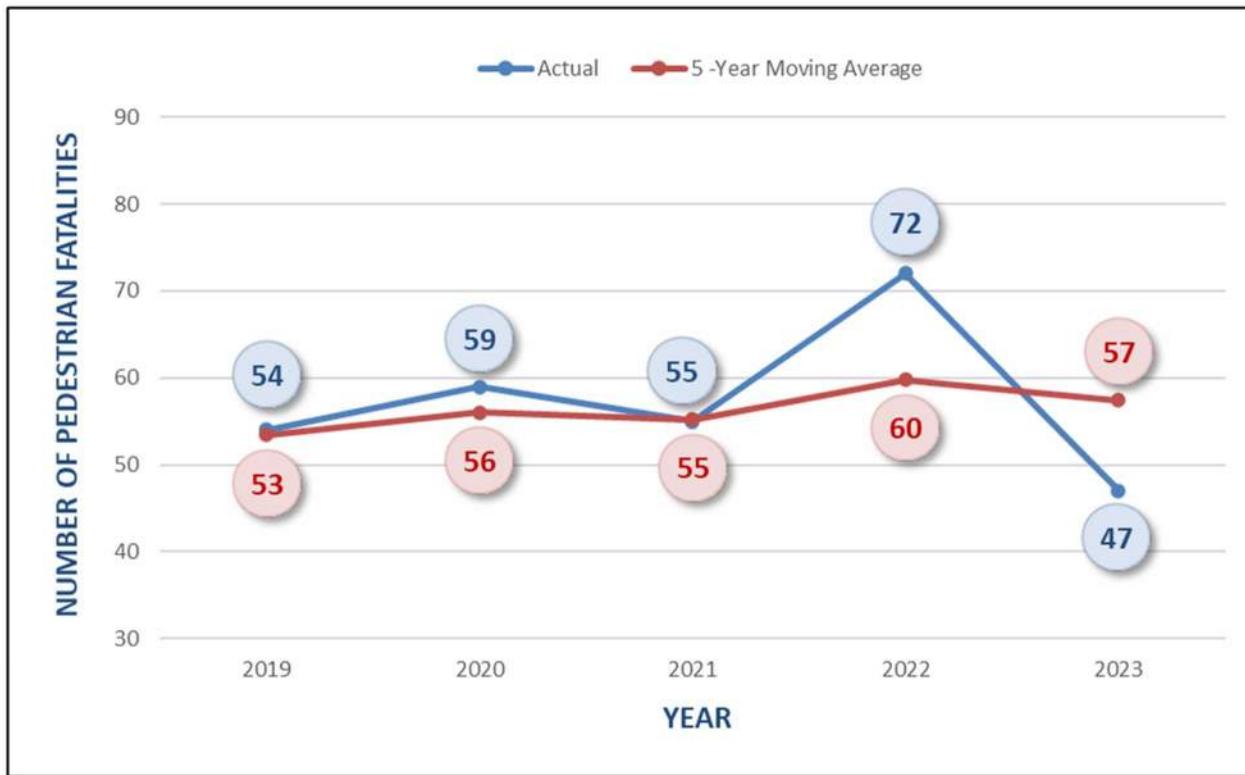
State's effort to show progress in meeting target/State's adjustment to the AGA to facilitate meeting target: The CTHSO has continued to make safe driving educational programming for

high school students a priority on a statewide level. The CTHSO brings two programs to Connecticut, the *Save a Life Tour* (Distracted Driving) and *Choices Matter* (Impaired Driving), in an effort to reduce crashes, injuries and fatalities amongst drivers aged under 21. These interactive programs utilize motivational speakers, driving simulators, and educational tools that focus on the dangers of distracted and impaired driving and typically reach well over 100 schools per year. The CTHSO works directly with the managers of these programs to ensure they are being delivered to high-risk and underserved communities. The CTHSO will also continue to engage other agencies, such as but not limited to the CTDMV, to collaborate on new efforts related to younger drivers, and will continue the role of advocate in any policy discussions pertaining to drivers aged under 21. The CTHSO will also look to begin new conversations with law enforcement to discuss current issues with enforcing Graduated Driver License (GDL) laws and potential solutions that will increase awareness of the laws amongst this at-risk demographic. Additionally, South Central Regional Council of Governments (SCRCOG), one of our newest partners, has begun groundwork in FFY2024 for developing traffic safety youth leadership program in conjunction with AAA.

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



C-10 – NUMBER OF PEDESTRIAN FATALITIES



Source: FARS Final Files 2019-2021, FARS Annual Report File 2022, FARS preliminary 2023 data. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data. Note that distracted driving fatalities are under-reported across the country.

Performance Target: To reduce the pedestrian fatalities (2020-2024 moving average) to 55 by 2024.

Outcome: Performance target not met.

Analysis: Connecticut's preliminary data for 2024 show a pedestrian fatality number of 65. The final fatality counts for 2022-2024 may change as additional information regarding cases is received. In order to meet the target of 55 for the five-year period of 2020-2024, data analysis suggests that the pedestrian fatality number needs to be 42 or lower in 2024. It is not likely that Connecticut can meet this performance target.

State's effort to show progress in meeting target/State's adjustment to the AGA to facilitate meeting target: Like many other states, Connecticut continues to see pedestrian fatality numbers trending upward. The CTHSO continues to dedicate significant resources to addressing

pedestrian safety, and innovative pedestrian safety programs and projects will continue to be a priority for the CTHSO. Recent legislation was enacted that was specifically aimed at improving the safety of pedestrians in Connecticut, and the CTHSO continues to lead the effort to educate road users on these new laws. An additional campaign was developed with AARP which increased awareness and education to the older population being over-represented in pedestrian crashes and continues to raise awareness statewide. Efforts will continue with both of these campaigns to enhance pedestrian safety and protect vulnerable road users. The *Watch for Me CT* program continues to be a crucial component the CTHSO's pedestrian safety efforts and these projects, as their involvement in both of these campaigns and their annual efforts for non-motorized safety continue to further penetrate communities throughout the state including but not limited to large underserved communities of Hartford, Bridgeport, Waterbury, Stamford, New Britain, Manchester, New Haven, Norwalk and East Hartford which have been identified by Justice40 and EJScreen databases. The CTHSO will continue to support and promote National Pedestrian Safety Month, which will include press releases, media interviews and social media posts. The CTHSO will also work with additional safety partners and stakeholders on potential legislative changes and SHSP emphasis areas, as well as serve on Complete Streets and related committees. Additionally, the CTHSO has worked to engage new partners including city health departments in the hopes of impacting underserved and at-risk communities to address pedestrian safety throughout the State.



In November 2023, the CTDOT announced awards of \$11.7 million in the latest round of grants to 17 Connecticut cities and towns to make conditions safer and more accommodating for pedestrians and bicyclists. The grants are part of the Community Connectivity Grant Program (CCGP) and seek to improve accommodations in urban, suburban, and rural community centers, thereby making the State's community centers more attractive places to live and work. The CCGP



was developed to provide funding for targeted infrastructure improvements that are commonly identified through Road Safety Audits (RSAs), or other transportation planning initiatives. The purpose of the CCGP is to provide funding directly to municipalities to perform smaller scale infrastructure improvements that are aligned with the overall program goal. Some of the Justice40 municipalities covered by the latest grants include:

- Bridgeport: ADA Improvements in the East Side
- Bristol: Replacing Handicap Ramps at Key Locations
- Manchester: Keeney Street Sidewalk Installation
- New Britain: West Main Street Pedestrian Connectivity and Safety Improvements
- New Haven: Wintergreen Area Pedestrian Improvements
- Norwalk: Hospital Hill Village Safety Enhancements
- Stamford: Belltown Neighborhood Connectivity and Safety Project
- Waterbury: Baldwin Street Sidewalk Improvements-Phase I

Additionally, the CTDOT Transportation Rural Improvement Grant Program (TRIP) provides state funds to municipal governments for infrastructure improvements in rural areas of Connecticut. Activities may include transportation capital projects such as construction, modernization, or major repair of infrastructure.

The Automated Speed Safety Camera Pilot Program was part of a CTDOT initiative and was active from April 10, 2023, through December 31, 2023. The program was a way to increase safety for highway workers in five selected work zones throughout the State. Following the success of the CTDOT pilot program, the Transportation Committee of the Connecticut General Assembly proposed a bill to include automated speed monitoring devices permanently. After voting in the initial rounds, the bill to implement automated speed monitoring in Connecticut was passed in a legislative session in May 2024, and is known as the Automated Traffic Enforcement Safety Device (ATESD) Program. The purpose of the ATESD Program is to empower Connecticut municipalities to improve roadway and pedestrian safety within their communities, while changing driver behaviors. In FFY2024, several municipalities began the process of ATESD Program approval, with an anticipation of implementation of FFY2025. The ATESD Program covers work zone and extends to any highway safety zones of concern in a municipality.

An act concerning pedestrian safety introduced two laws in Connecticut – yielding to pedestrians who are on the crosswalk, or indicating intention to be on the crosswalk, and dooring where a motorist is prohibited from opening a car door or leaving a car door open

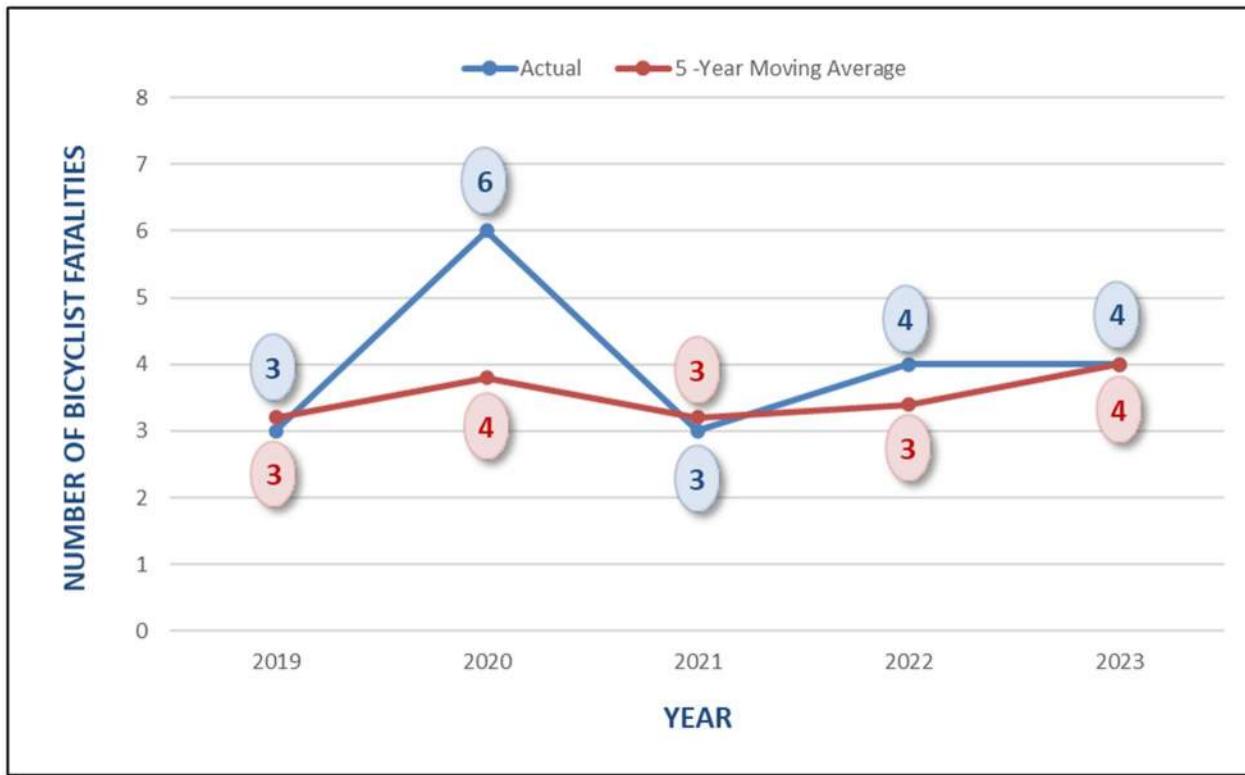


that obstructs way for a pedestrian or bicyclist on a sidewalk, shoulder, or bikeway. CTDOT has designed a campaign called *Ghost Shoes* where white shoes are left as a memorial to pedestrian or bike fatality at the crash site and provides a reminder for safe driving practices.

[Watch for Me CT: "Ghost Shoes" \(Pedestrian Safety\)](#)

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

C-11 – NUMBER OF BICYCLIST FATALITIES



Source: FARS Final Files 2019-2021, FARS Annual Report File 2022, FARS preliminary 2023 data. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To maintain the bicyclist fatalities of 3 or under (2020-2024 moving average) in 2024.

Outcome: Performance target not met.

Analysis: The number of bicyclist fatalities has fluctuated over the past years with a sharp increase in 2020, but the five-year moving average has stayed relatively flat. Connecticut's preliminary data for 2024 have the bicyclist fatality number of 4. The final fatality counts for 2022-2024 may change as additional information regarding cases is received. In order to meet the target of 3 for the five-year period of 2020-2024, data analysis suggests that the fatality number needs to be zero in 2024. It is not likely that Connecticut can meet this performance target.

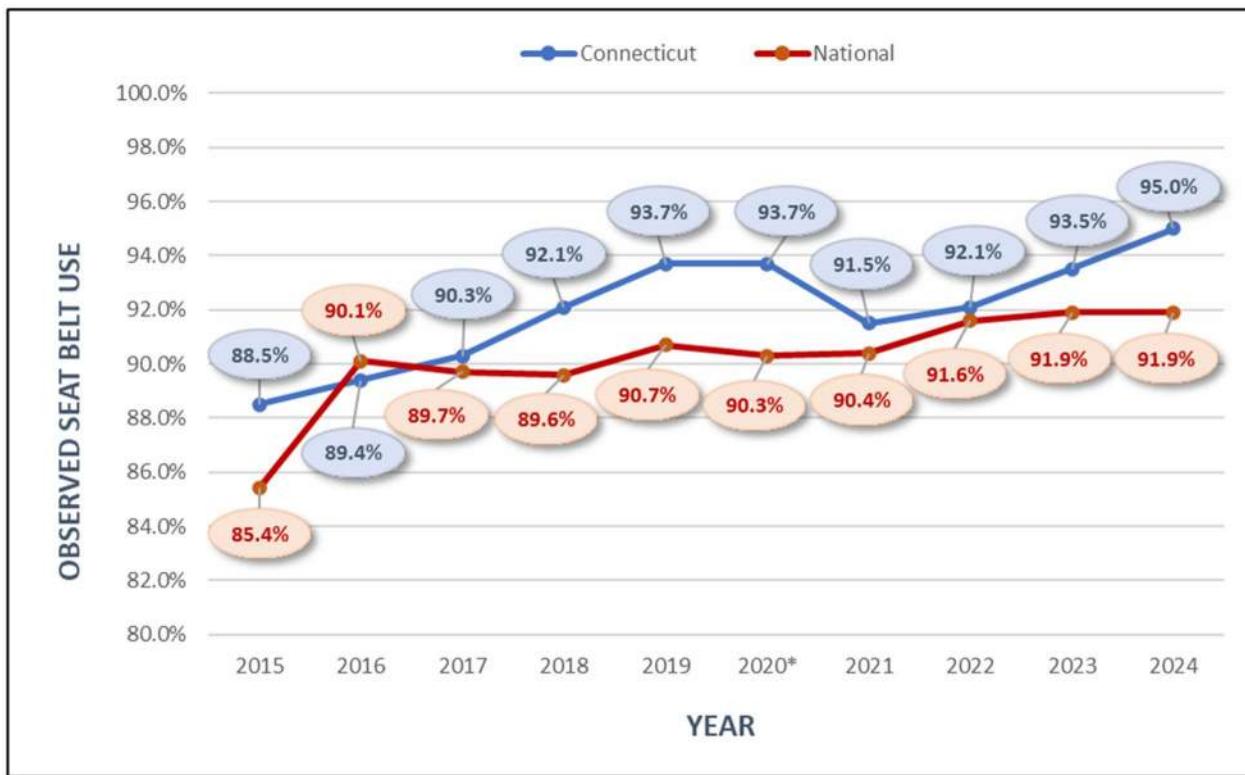
State's effort to show progress in meeting target/State's adjustment to the AGA to facilitate meeting target: The CTHSO continues to dedicate significant resources to addressing non-motorized safety, and innovative safety programs and projects that include bicyclist safety will

continue to be a priority in future planning documents for the CTHSO. Prior to and following law changes that went into effect on October 1, 2021, the CTHSO developed a new education and outreach campaign focusing on legislative changes that were passed in the state in an effort to promote the safety of bicyclists which included enacting a dooring law. The CTHSO's campaign materials included significant advertising and the creation of a website that informed road users of this new law. The *Watch for Me CT* program continues to be a crucial component of bicyclist safety efforts, as their involvement in this campaign and their annual statewide efforts for non-motorized safety continue to further penetrate the state. This included a World Day of Remembrance event on November 19, 2023, for victims of traffic crashes resulting in significant earned media, and more events of this kind will be explored. The CTHSO also continues to be an active member of the CTDOT's Complete Streets Committee and SHSP's Non-Motorized Emphasis Area committee that focuses on bicyclist and pedestrian safety. Additionally, the CTHSO has worked to engage new partners including city health departments in the hopes of impacting underserved and at-risk communities to address non-motorized safety. This includes the City of Hartford Health and Human Services which has teamed up with Transport Hartford at the Center for Latino Progress (CLP), a local grassroots nonprofit to increase pedestrian and bicycle safety among the Spanish speaking and underserved populations within the organization's community.



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



NOTE: NHTSA has not released the 2024 national belt use rate yet; the 91.9 percent national rate is from the year prior and is a temporary placeholder.

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

Performance Target: To attain a statewide observed seat belt use rate of 93.0 percent or above in 2024.

Outcome: Performance target met.

The observed seat belt use increased in 2024 from 93.5 percent to 95.0 percent.

State's effort to show progress in meeting target/State's adjustment to the AGA to facilitate meeting target: Connecticut will continue efforts to increase the use of seat belts. The CTHSO will be meeting with law enforcement to see how to raise seat belt usage, as the challenges are well known nationally and not specific to Connecticut. The CTHSO in collaboration with the

Connecticut State Police undertakes community outreach events at town fairs, high schools, and middle schools throughout Connecticut and especially the communities identified as underserved by the Justice40 and EJSscreen databases, to relay the importance of seat belt use. The CTHSO has and will continue to work with the Council of Governments to increase outreach and awareness regarding adult seat belt use. A Seatbelt Working Group was created to discuss methods to increase belt use in Connecticut. The Working Group is represented by state and Municipal law enforcement, PRG, American Automobile Association (AAA), CashmanKatz Media Consultants, Connecticut Transportation Safety Research Center (CTSRC), CTDPH, area hospital Emergency Room doctors, hospitals injury prevention departments and the CTHSO. As a result of the Working Group, changes were made which included revisions to the media campaign which focused on educating drivers on the fines associated with not wearing a seatbelt and increased sustained enforcement along with other education strategies. A combination of adding the fines to the media campaign, having year-round seat belt messaging, and encouraging law enforcement agencies to increase sustained enforcement will continue to be the main focus to help raise the belt use rate.



The CTHSO joined law enforcement agencies in mobilizing the national campaign for *Click it or Ticket* (CIOT) "Thanksgiving Holiday Travel" to reinforce the message that driving or riding unbuckled will result in a ticket. The CTHSO will continue year-round social norming campaign during non-CIOT periods. The CTHSO is working to increase sustained enforcement of belts by encouraging police agencies to enforce belt laws as a secondary focus during other overtime enforcement grant work. Greater effort and funding will be placed on low seat belt usage areas, high unrestrained injuries/fatalities and males aged 18-34 through increased enforcement and education. The Seatbelt Working Group continues to meet to discuss strategies to increase seat belt use and reduce unrestrained injuries and fatalities.

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

NUMBER OF DISTRACTED DRIVING FATALITIES



Source: FARS Final Files 2019-2021, FARS Annual Report File 2022, Connecticut Crash Data Repository 2023 as of 10/24/2024. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To maintain the five-year (2020-2024) moving average of ten (10) distracted driver fatalities during the HSP 2024 planning period.

Outcome: Performance target met.

Analysis: Connecticut saw a decline in the distracted driving fatalities from 2019-2022. The five-year moving average decreased in 2022. Looking ahead, Connecticut's preliminary data for 2024 show a distracted driving fatality number of four (4). The final fatality counts for 2022-2024 may change as additional information regarding the cases is received. In order to meet the target of 10 for the five-year period of 2020-2024, data analysis suggests that the fatality number needs to be 10 or lower in 2024. Although the 2024 data are preliminary, Connecticut is cautiously optimistic about achieving the five-year moving average target.

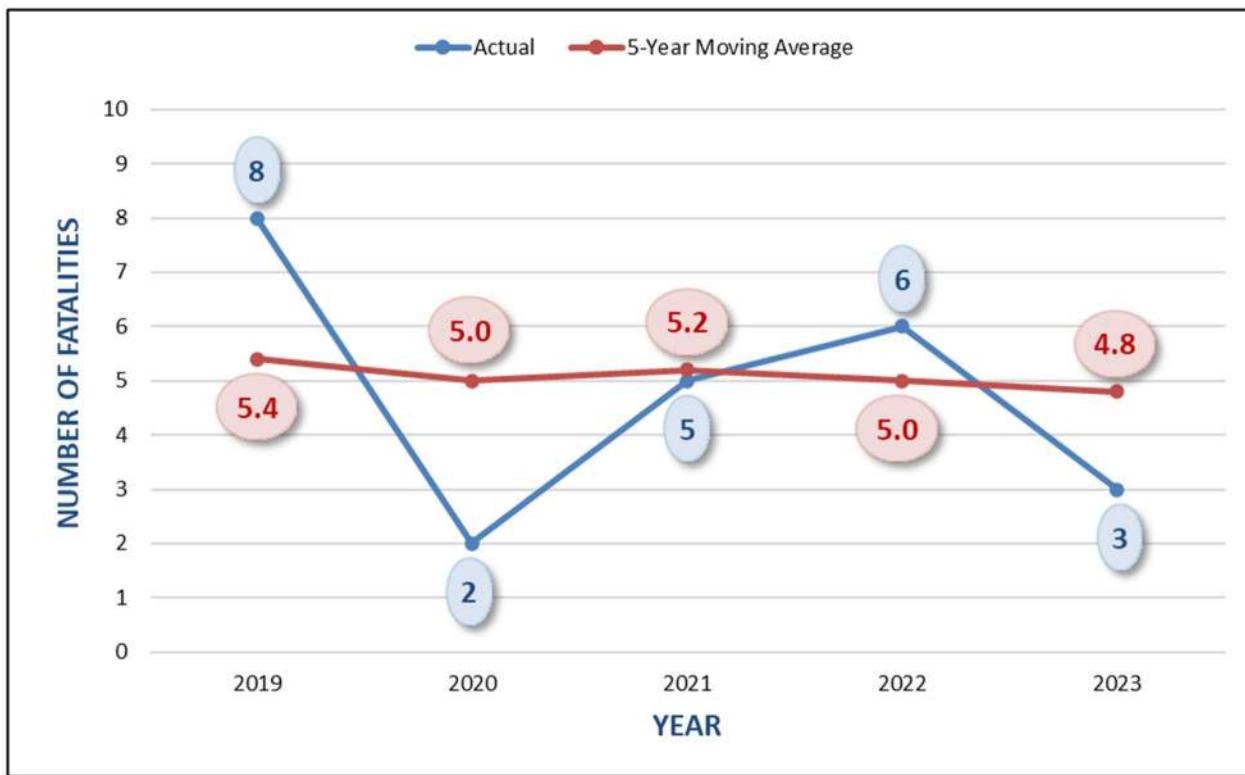
State's effort to show progress in meeting target/State's adjustment to the AGA to facilitate meeting target: Per the recommendation previously from NHTSA Region 2, the CTHSO changed the performance measure for distracted driving in FFY2022. The performance measure is to maintain the five-year (2020-2024) moving average of 10 distracted driver fatalities for FFY2024 which has been met this year.

The CTHSO continues to work closely with State and Municipal law enforcement agencies to increase participation in high visibility enforcement campaigns to reduce distracted driving fatalities and injuries on Connecticut roadways. The CTHSO continued to work closely with media contractors to raise public awareness and educate the public about the importance of not driving distracted and ultimately to convince the public to change their attitudes and driving behaviors resulting in safer roadways for everyone. The CTHSO will continue to bring the *Save a Life Tour* program back to approximately 80 high schools, bringing safety programs and messaging to students who are in the process of obtaining or have just obtained their driver's license and will educate students on the consequences of distracted driving. The CTHSO also worked to bring onboard the top 60 municipalities which ranked the highest and will continue to strive at lowering actual fatalities below the five-year moving average. Additionally, the CTHSO will continue to take part in distracted driving high visibility enforcement campaigns in October and April.



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NUMBER OF ROADSIDE FATALITIES



Source: FARS Final Files 2019-2021, FARS Annual Report File 2022, Connecticut Crash Data Repository 2023 as of 10/28/2024. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To maintain the five-year (2020-2024) moving average of five (5) roadside fatalities during the HSP 2025 planning period.

Outcome: Performance target met.

Analysis: Connecticut saw an increase in roadside fatalities from 2021-2022 after a sharp decrease in 2020. The five-year moving average has remained steady during this same time. Looking ahead, Connecticut's preliminary data for 2024 show a roadside fatality number of six (6). The final fatality counts for 2022-2024 may change as additional information regarding the cases is received. In order to meet the target of 5 for the five-year period of 2020-2024, data analysis suggests that the fatality number needs to be 9 or lower in 2024. Although the 2024 data are preliminary, Connecticut is cautiously optimistic about achieving the five-year moving average target.

State's effort to show progress in meeting target/State's adjustment to the AGA to facilitate meeting target:

The CTDOT has been working to reduce roadside fatalities through different channels, the most prominent being the use of the Move Over law. Connecticut's Move Over law enacted in 2009 and modified in 2017, states that drivers approaching a vehicle on shoulder must reduce their speed, and if possible, move over to the next lane if it is reasonable and safe. An average year has 100,000 motor vehicle crashes in Connecticut, and all of them are attended by police and emergency personnel where required. CTDOT has been working on several media campaigns on the Move Over law, where the key message is to slow down, and move one lane over when approaching any emergency vehicle on the shoulder. Violating this law is an infraction. However, if it results in the injury of emergency personnel, the driver can be fined up to \$2,500. If it results in a fatality, the driver can be fined up to \$10,000 and potentially face criminal charges. Two videos have been circulated through various media channels to communicate this message: [CTDOT: "Real Lives" \(Move Over Law\)](#) and [CTDOT: "Real Lives, 2" \(Move Over Law\)](#)



The Vision Zero Council aims to reduce fatalities to zero. Vision Zero is premised on the fundamental principle that loss of life and serious injury from traffic crashes is unacceptable, yet acknowledges that while people make mistakes, roadway network should be designed to ensure that those inevitable mistakes do not result in severe injuries or deaths. As a part of this vision, the council recommends two strategies – the *Idaho Stop*, where bicyclists will treat stop signs as yield signs and red lights as stop signs, and the *No Turn on Red (NTOR)*, where motorists may not take a right turn when the light is red. While the *Idaho Stop* is aimed to protect the bicyclists themselves, the *NTOR* is aimed to protect pedestrians. However, limitations of data have prevented either of these two sub-recommendations to come to fruition.

CTDOT has active programs to reduce fatalities on road. The newest program is the Automated Traffic Enforcement Safety Device (ATESD) Program, which aims to empower Connecticut municipalities to improve roadway and pedestrian safety within their communities. ATESD capture images of drivers committing traffic violations, such as speeding and running through red lights, and piggybacks on a successful pilot program aimed at highway safety. The DADSS (Driver Alcohol Detection System for Safety) program involves installing DADSS technology in vehicles, which can detect drivers attempting to drive with a BAC that is over the legal limit of alcohol in their systems.

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NUMBER OF WORK ZONE FATALITIES



Source: FARS Final Files 2019-2021, FARS Annual Report File 2022, Connecticut Crash Data Repository 2023 as of 10/28/2024. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To maintain the five-year (2017-2021) moving average of two (2) work zone fatalities during the HSP 2025 planning period.

Outcome: Performance target not met.

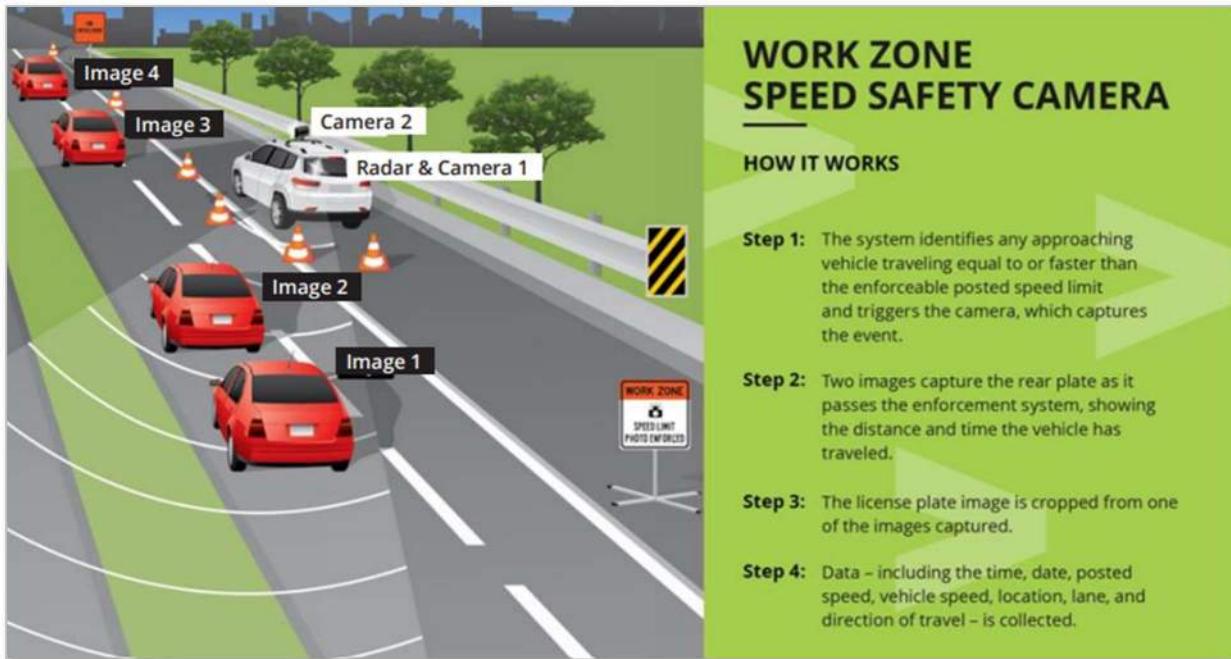
Analysis: Connecticut saw an increase in the work zone fatalities from 2020-2021, with a spike in 2021. The five-year moving average has shown a steady decrease during this 2019-2022 time. Looking ahead, Connecticut's preliminary data for 2024 show a work zone fatality number of two (2). The final fatality counts for 2022-2024 may change as additional information regarding cases is received. In order to meet the target of 2 for the five-year period of 2020-2024, data analysis suggests that the fatality number needs to be zero (0) in 2024. It is not likely that Connecticut can meet this performance target.

State's effort to show progress in meeting target/State's adjustment to the AGA to facilitate meeting target: The CTDOT, in 2024, has worked relentlessly to achieve safety in work zones. The Work Zone Speed Safety Camera Pilot Program was part of a CTDOT initiative, and was active from April 10, 2023, through December 31, 2023. The program was a way to increase safety for highway workers in five selected work zones throughout the state. The program was also called *Know the Zone*, and this term was commonly used by media. The speed safety cameras identified vehicles which went more than 15 mph over the posted speed limit, where the posted speed limit is 45 mph or greater. Once the speed cameras captured the license plate numbers, "Notices of Liability" were sent to offenders. The first infraction cost them \$75.00, subsequent infractions are fined \$150.00. Following the success of the CTDOT pilot program, the Transportation Committee of the Connecticut General Assembly proposed a bill to include automated speed monitoring devices permanently. After voting in the initial rounds, the bill to implement automated speed monitoring in Connecticut was passed in a legislative session in May 2024, and is known as the Automated Traffic Enforcement Safety Device (ATESD) Program. The purpose of the ATESD Program is to empower Connecticut municipalities to improve roadway and pedestrian safety within their communities, while changing driver behaviors. In FFY2024, several municipalities began the process of approval, with an anticipation of implementation in FFY2025. The ATESD Program covers work zone and extends to any highway safety zones of concern in a municipality. Both CTDOT and the Office of the State Traffic Administration (OSTA) consider four types of locations in its review of possible ATESD Program locations:

- Traffic Control Signals for running a red-light indication
- School Zones for exceeding the posted speed limit by more than 10 mph
- Pedestrian Safety Zones for exceeding the posted speed limit by more than 10 mph
- Other Locations for exceeding the posted speed limit by more than 10 mph

CTDOT's Work Zone Safety Awareness Committee strives to eliminate crashes in work zones, and has created a program *Obey the Orange*, where motorists are encouraged to slow down and be aware of their surroundings in work zones. To maximize the reach of this message, CTDOT created a new mascot "Terri the Turtle" to interact with the public and spread awareness about safety in work zones. The CTDOT engages print media, video ads, and physical engagement events to talk about respecting, staying alert and looking for signs in a work zone. Media includes television, radio, internet, billboards and bus panels, stadium/arena signage, social media posts,





streaming TV, and video game placements. One video has been created to target motorist behavior in work zones: CTDOT "Obey the Orange- The Tribute" (Work Zone Safety). Additional in-person events include teaming up with the Hartford Athletic as a leading sponsor of Connecticut's professional soccer team and promoting *Obey the Orange* through signages and information booths at home games. CTDOT also garners significant press coverage through frequent press conferences and interacting with the public at events.



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PERCENTAGE OF LAW ENFORCEMENT AGENCIES PARTICIPATING IN USE OF eCITATION

Performance Target: To increase the number of law enforcement agencies using the eCitation system to 80 percent in 2024.

Outcome: Performance target met.

Out of 95 Police agencies, currently there are 79 agencies using the eCitation system and 12 agencies are still using paper tickets with three (3) agencies in the process of transitioning to eCitation. 83 percent of the Police agencies are currently using eCitation which is an increase of 8 percent from the previous year. Connecticut State Police also uses eCitation.

State's effort to show progress in meeting target: The CTHSO and the Connecticut Centralized Infractions Bureau have renewed outreach and discussions with additional law enforcement agencies in the CTHSO's overarching goal to have 100 percent of agencies transition to using eCitation. The CTHSO collaborates with the Connecticut Centralized Infractions Bureau, which monitors monthly citation formats and generates reports to identify departments that are still using paper tickets. This enables targeted outreach, including offering grant funding for eCitation equipment to complete agency fleets and eliminate all paper tickets.

TRAFFIC STOP DATA COLLECTION

Performance Target: To have 99 percent of the 108 police agencies that collect and submit traffic stop records electronically in 2024.

Outcome: Performance target met.

At present, 107 of 108 police agencies collect data at the time of the stop and submit data electronically.

State's effort to show progress in meeting target:

Reporting Year	Number of agencies required to report traffic stop records to the state	Percentage of agencies reporting data	Percentage of agencies reporting data electronically at time of stop
10/1/2013 to 9/30/2014	105	96%	76%
10/1/2014 to 9/30/2015	105	100%	81%
10/1/2015 to 9/30/2016	106	97%	93%
10/1/2016 to 9/30/2017	106	99%	93%
10/1/2017 to 9/30/2018	107	100%	94%
10/1/2018 to 9/30/2019	107	100%	97%
10/1/2019 to 9/30/2020	107	100%	98%
10/1/2020 to 9/30/2021	107	100%	99%
10/1/2021 to 9/30/2022	107	100%	99%
10/1/2022 to 9/30/2023	107	100%	100%
10/1/2023 to 9/30/2024	108	100%	99%

The currently available data indicate that the Performance Target has been met. Currently, there are 108 police agencies that are required to collect and submit traffic stop records. These include 95 Municipal Police agencies, six (6) University Police agencies, two (2) Tribal Police agencies, the

Connecticut State Police, and four (4) Special Police agencies. In 2024, 107 of 108 police departments required to collect and submit traffic stop records do so electronically through the department's records management system (RMS). At the time of the stop, the officer will complete the required data collection fields by entering the information into the computer available in the police vehicle. Most of the RMS systems are designed to automatically complete basic information for the officer such as date, time, location, and other fields. The RMS vendor then sends the data to the Criminal Justice Information System (CJIS). Some RMS systems are designed to send the records to CJIS at the end of each day, while others are designed to send the records to CJIS once a month.

**PUBLIC PARTICIPATION AND ENGAGEMENT, CTHSO
COMMUNITY OUTREACH, AND LAW ENFORCEMENT
COMMUNITY COLLABORATION**

Public Participation and Engagement

As outlined in the 2024-2026 Triennial Highway Safety Plan (3HSP), the Connecticut Highway Safety Office focused on reaching Justice40 communities with higher concentrations of traffic fatalities and serious injuries as indicated by data analysis/problem identification. The cities of Hartford, Waterbury, New Haven, and Bridgeport are overrepresented in traffic fatalities and serious injuries. These cities have a majority of the area/population designated as disadvantaged per the Justice40 and EJScreen criteria.

The African American and Hispanic population in Hartford is 82 percent, Waterbury is 62 percent, New Haven is 63 percent and Bridgeport is 77 percent. The African American and the Hispanic population is overrepresented in traffic fatalities in Connecticut. In 2021, 21.5 percent and 23.8 percent traffic fatalities were African American and Hispanic, respectively. In Connecticut however, African Americans only accounted for 10.6 percent, and Hispanics accounted for 17.7 percent of Connecticut's population.

The CTHSO staff leveraged the trusted relationships established by subgrantees and stakeholders in these cities and designed public participation and engagement opportunities to reach the affected groups identified in the 3HSP.

Hang Time / Her Time Meetings in Bridgeport and Hartford

The Hang Time and Her Time programs work with the underserved and the formerly incarcerated and re-entry populations in greater Bridgeport, New Haven, Stamford, and Waterbury, all identified as affected Justice40 communities. A relationship was built with the program director who allowed the CTHSO CPS program manager to hold public meetings with these groups starting with the women's program and then including the men's program to better understand the needs of these communities.

HANG TIME MEETINGS		
Date	Location	Number of Attendees
3/28/2024	Waterbury	25-30
4/2/2024	Bridgeport	60
6/25/2024	Bridgeport	65-70

HER TIME MEETINGS		
Date	Location	Number of Attendees
3/27/2024	Waterbury	30-35
5/1/2024	Bridgeport	40

Feedback received during these regular meeting include:

- A meeting in Bridgeport was led by the CTHSO program manager who heard safety and transportation concerns from approximately 40 people in attendance. Discussions at this initial meeting included how to make the meetings more accessible to attendees by ensuring they were easily located on local bus lines, as well as avoiding any travel cost barriers for those with limited funds.
- Hartford and Bridgeport residents shared thoughts about speeding as well as the need for better sidewalks. People identified sidewalks that had overgrown trees, or materials that made them impassable, which prompted the CTHSO to alert CTDOT maintenance to trim trees and contact to address specific issues they raised.
- Among meeting participants who are parents of young children, feedback was received that the Women, Infants and Children (WIC) program previously provided car seats, but child safety seats were no longer available. As a result, the CTHSO expanded child passenger safety education into the existing Hang Time and Her Time programs and provided car seats to families demonstrating need.
- Through the public participation and engagement meetings, we learned more about the needs in the community from different perspectives. For example, social service agency representatives in attending an event to learn more expressed the need for CPS technicians to help install car seats for children in state custody that had to be rehomed in the middle of the night. This prompted CPS technician training opportunities to certify more nurses as CPS technicians who were scheduled on the later and overnight shifts to meet this need.

After these public meetings in Bridgeport and Waterbury, the CTHSO program manager then returned to address the participants in the groups' standard Hang Time and Her Time meetings in order to report back to them on outcomes. The program manager noted: "The groups we spoke with seemed enthusiastic that the state was coming to ask them about their needs, but what truly established trust was our follow-through. When people offer feedback, you need to follow that up with action! I showed up at their next meeting and reported back on progress, and I believe they felt validated. This helped us build relationships within these communities."

Veterans Stand Down

CTHSO staff members attended the Veterans Stand Down at the Veterans Home and Hospital in Rocky Hill on September 20, 2024. Approximately 1,000 people attended the event and 75 attendees stopped by the CTHSO table where information on impaired driving and the DADSS vehicle was set up for demonstration. Understanding the relationship between mental health, addiction issues and impaired driving, this event was identified as an opportunity to engage with high-risk veterans of all ages. CTHSO's staff members noted that attendees' valuable feedback included concerns about a range of impaired driving challenges, from preventing young drivers from getting behind the wheel while impaired to keeping habitually impaired drivers off the road.

Wrong-way crashes were another strong concern, as the majority of those crashes involve a driver impaired by alcohol. Health care providers, who see the direct effects of impaired driving, were excited to see the technology evolving and this problem being addressed by the state. CTHSO staff members were able to share grant-funded initiatives specific to various communities such as new technology for wrong-way driver detection and engage in meaningful dialogue about community-specific enforcement needs.

Young Driver Engagement

During the 2024 fiscal year, the CTHSO took note of a disturbing data trend, whereas Connecticut's percentage of young driver fatalities exceeds the national average. Connecticut data indicate that younger drivers (under 21) consistently have a much higher involvement in fatal crashes than older drivers. Hartford, New Haven, and Fairfield Counties (40, 38, and 32 crashes, respectively) accounted for the highest number of fatal crashes involving young drivers. Connecticut data show the need for young driver education and awareness programs due to young adults in the State ages 18-25 have the highest rate of reported past month alcohol use (65.6%) compared to other age groups, and cannabis use is widespread among young adults and adolescents. To learn more about the behaviors and perceptions of young drivers, and garner timely input from this affected group, CTSO staff members attended the following events:

- The Bristol Tech Education Center in Bristol (Hartford County) hosted the *Save a Life Tour* on November 9, 2023, a program that emphasizes the importance of safe driving behaviors and demonstrates the effects and consequences related to poor choices while driving. CTHSO staff members attended the event, to speak with students and administer surveys designed to gather feedback and gauge driving habits affecting high school students. These surveys indicated that 84 percent of attendees believe texting and driving is dangerous, 76 percent at least sometimes tell a driver of a car they are in not to text and drive. Additional survey questions include feedback on their own behaviors.

CT DOT Distracted Driving Survey					
	NEVER	SOMETIMES	REGULARLY	TOTAL	WEIGHTED AVERAGE
Read or send text messages	63.35% 1,348	29.23% 622	7.42% 158	2,128	1.81
Take or make calls on a cell phone (with or without hands free)	52.95% 1,122	36.34% 770	10.71% 227	2,119	2.05
Manipulate an iPod, radio, GPS, etc.	42.92% 906	39.93% 843	17.15% 362	2,111	2.31
Eat or drink	43.20% 908	44.01% 925	12.80% 269	2,102	2.26
Talk to passengers	18.49% 385	36.55% 761	44.96% 936	2,082	3.08
Read or respond to emails or online postings (Facebook, twitter, etc.)	85.32% 1,802	9.85% 208	4.83% 102	2,112	1.34

- On March 11, 2024, the Connecticut International Baccalaureate Academy in East Hartford hosted the *Choices Matter* program where students heard the impactful presentation and were able to engage in impairment simulator activities. At the conclusion of the presentation CTHSO staff members were able to engage with the students and hear firsthand their feedback on how new drivers can apply what they learned and practice safe behaviors. CTHSO staff members gave students the chance to hear and share firsthand experiences on the importance of responsible decision-making.

CTHSO Community Outreach

In addition to formal public meetings, CTHSO staff members planned opportunities to engage with people in affected communities at well-attended events such as concerts, sporting events, and strategically identified community events. These included the cities of Hartford, Bridgeport, Middletown, Norwich, and New Britain as previously identified through Justice40 and EJScreen equity tools. These events included:

- Connecticut Interscholastic Athletic Conference (CIAC) boys' and girls' soccer finals at Trinity Health Stadium in Hartford on November 18, 2023. CTHSO staff members interacted with approximately 50 of the 600 people in attendance. A family-friendly sporting event, many attendees were there with their children to support their local team in the final games and offered an opportunity to interact with people of all ages. The CTHSO table location was at the main entrance to the stadium, and CTHSO signs (such as *Drive Sober or Get Pulled Over*) were visible inside the venue. Discussions included not driving impaired and the importance of wearing seat belts, as well as bicycle and pedestrian safety for the younger crowd. Attendees were also interested in distracted

driving and the importance of parents setting a good example for their children.

- CIAC state tournament football finals at Central Connecticut State University in New Britain on December 9, 2023. CTHSO staff members interacted with approximately 100 of the 3,000 in attendance. Many fans had young children with them in attendance, so child passenger safety items were of interest. Additionally, some attendees mentioned citations they received during the recent distracted driving enforcement wave.
- Middletown Kids Health and Safety Day on Main Street in Middletown on May 18, 2024. CTHSO staff members interacted with approximately 100 of the 1,500 in attendance. Many families with young children were in attendance, and the CTHSO table was located near the tables for other public health and safety organizations. Discussions with attendees included learning safe driving skills early, especially the importance of wearing seat belts and bicycle and pedestrian safety. Attendees were also interested in not driving impaired with alcohol/cannabis and distracted driving/texting while driving, as well as and motorcycle awareness while on the road, and concerns about speeding and safety when sharing the road with other drivers and non-motorists.
- Norwich Sea Unicorns Futures Collegiate Baseball League baseball game at Dodd Stadium in Norwich on June 13, 2024. CTHSO staff members interacted with approximately 50 of the 750 people in attendance. Those that visited the CTHSO table were interested in discussing various safe driving topics, including sharing a story of a local car dealership that has created safety messaging focusing on CTHSO and NHTSA related initiatives. Young fans approaching the driving age were also in attendance and stopped by the table where CTHSO staff members discussed non-motorized safety issues.
- Earth, Wind & Fire/Chicago Concert at the Hartford Healthcare Amphitheater in Bridgeport on July 30, 2024. CTHSO staff members interacted with approximately 200 of the 7,500 in attendance. Those that visited the CTHSO table were interested in discussing various safe driving topics, including cannabis impaired driving related initiatives. Younger fans who were below driving age, stopped by the table where CTHSO staff members discussed non-motorized safety issues with them as well as issues related to texting and driving.

Law Enforcement Community Collaboration

Connecticut continues to support data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. The data gathered in the State's 1906 racial profiling project meets the State's community collaboration requirement by supporting policy change in Law Enforcement departments.

The CTHSO partners with the Connecticut Transportation Safety Research Center (CTSRC) to support law enforcement in traffic safety analysis and crash data collection. Staff responds to requests from police departments for technical assistance with crash investigations. CTSRC provides guidance on proper procedures for completing and submitting motor vehicle crash reports answering questions. CTSRC and CTHSO staff also offer training to law enforcement, including Advanced Investigation courses for recruit academy classes and Advanced Fatal Crash Investigation training for investigators and crash re-constructionists. In support of crash investigations, staff assist by downloading data from Event Data Recorders (EDRs) to aid in the analysis of fatal and serious crashes, as well as potential criminal investigations.

Additionally, staff helps police departments analyze crash data to identify trends and patterns and develop materials for targeted enforcement grant applications. Retired crash reconstructionists at CTSRC, work with departments to improve data quality, analyze crash data, and use the Connecticut crash data repository to identify locations and timeframes for high-visibility, targeted enforcement efforts. Police departments across Connecticut are connected through a crash data messaging system and newsletter produced by CTSRC. Communications through these channels provide police departments with a community that can assist each department with analysis and enforcement, while also gaining input from CTSRC and regular crash data updates.

The following law enforcement community collaboration events occurred during the FFY2024 project period:

Law Enforcement Phlebotomy Training Class

In June 2024, the second Law Enforcement Phlebotomy training class in Connecticut took place at American Professional Educational Services in Norwich, Connecticut. The Montville, Connecticut Police Department leveraged this as an opportunity for meaningful engagement with the community during the training to gather input and perceptions about drug- impaired driving. Additionally, community members were invited to take part in the blood draws if they volunteered. The Montville Police Department announced the event on Facebook and requested volunteers from the community to attend to discuss the program and to take part in a training blood draw. There were approximately one hundred individuals from the community who took

part in the training event throughout the week. Employees of the CTHSO were present throughout the week to gather input and discuss the phlebotomy pilot program. The public was supportive of the pilot and expressed concerns about impaired driving on Connecticut roadways.



During one conversation, a community member told CTHSO staff members that her family member had been tragically killed in a DUI-related crash, and the officers were unable to get a chemical sample in time from the surviving operator. As a result, there were no formal criminal charges filed in the case. The community member felt the phlebotomy program would be the answer to holding drivers accountable for their decision to drive impaired. Overall, the event was a positive way for community members to interact with CTHSO staff members and police officers. As a result, the community is being invited to all future trainings and the CTHSO will continue to work with law enforcement partners to discuss traffic safety initiatives and look for input on future projects.

Connecticut Police Chiefs Association Breaking Barriers Video Program Planning

The Breaking Barriers project goal was to improve communication and understanding between law enforcement and drivers by creating educational videos designed to inform and educate the public about what to expect during a traffic stop. The centerpiece of this project was the development of the videos *Ask Me Anything* and *The Traffic Stop*, creating versions in both English and Spanish. These videos were edited and completed in late 2023 and released in early 2024. The development of the videos was coordinated through the Connecticut Police Chiefs Association (CPCA) and the organization's five regions: Capitol, Southeastern, South Central, Fairfield County, and Western. All regions took an active role in the development of the *Ask Me Anything* video including Hartford, Groton Town, Guilford, Norwalk, and Watertown police departments. In *The Traffic Stop* video, only Manchester police officers participated.

Before the videos were released to the public, a Lunch and Learn session was held March 1, 2024, with 55 staff members of the Community Action Agency of greater New Haven (CAANH) in attendance to help facilitate feedback. CAANH is a community organization that serves the residents of New Haven, East Haven, West Haven, North Haven, and the City of Hamden encompassing a total population of approximately 405,000 residents. During the session, CAANH staff stated that a four-second portion of *The Traffic Stop* video which showed a nervous driver reaching for a vehicle registration that had dropped to the floor was unrealistic to a traffic stop. They stated in their experience if that had happened to them in an actual traffic stop, they would not have been allowed to reach to the floor in front of the police officer. After much discussion, the four-second clip was edited out before the release of the final video. The lunch and learn also successfully generated much active and thoughtful conversation between the groups when the 4-minute version of the *Ask Me Anything* video was shown. Based on this feedback, additional footage was added so that it was extended to include over eight (8) minutes of additional video, extending the question-and-answer style conversation shown between real police officers and motorists.

At the present time, both videos are used to train new municipal police officers during traffic stop practical exercises at the Connecticut Police Academies. Although changes to the Police Officer Standards and Training Council (POSTC) curriculum policy have not been made, both *The Traffic Stop* and *Ask Me Anything* videos have been added to the basic recruit training. Several Community Engagement Officers have used the *Ask Me Anything* video to start community conversations. Some of these agencies include Waterford, Groton Town, Hamden, Fairfield, Watertown, East Haven, and Guilford police departments.

Racial Profiling Program Community Meetings

Communities in Connecticut have an opportunity to revitalize neighborhoods through the collaborative involvement of residents, businesses, and government to determine the vision and priorities of the individual neighborhoods through such things as Neighborhood Revitalization Zones (NRZs) and Community Management Teams (CMTs). The NRZ process provides a mechanism for community members, local stakeholders, along with local municipal officials, to develop a strategic plan to revitalize their neighborhoods. Municipalities wishing to participate in the process may establish zones in one or more of their neighborhoods by a resolution of their legislative body. There are approximately 30 active NRZs in Connecticut. The major Justice40 communities of Hartford, Bridgeport, Waterbury, and New Britain have the most active NRZs that meet monthly. New Haven does not have an active NRZ program but has developed CMTs, neighborhood organizations that meet monthly and help plan community events and discuss public safety issues and other community concerns. New Haven has 12 CMTs that cover the entire city. In addition to discussing crime and blight, NRZs frequently discuss local traffic problems. At least one community police officer routinely attends the NRZ meetings to bring

neighborhood concerns back to the department. In Hartford, NRZs have advocated for stop signs, speed bumps, and other traffic mitigation initiatives.

In FFY2024, the Institute for Municipal and Regional Policy (IMRP) held a public forum at the Glastonbury Riverfront Community Center on December 13, 2023, which was attended by approximately 40 community members. The meeting included a brief presentation about Connecticut's racial profiling law and the racial profiling program. The presentation was followed by a panel discussion with the local police chief, community representatives, and the Commission on Human Rights and Opportunities (CHRO). Approximately half of the time was reserved for audience questions, feedback, and comments. This provided an opportunity to include any specific questions from the public on the state police/ticketing fraud investigation and the policy outcomes. On September 18, 2024, another public forum was held at the Danbury Public Library with representation from the Danbury Police Department. At this event, discussions involved engaging the community and the work currently being done. Based on feedback received, the IMRP is looking to include the legal community, including law students and bar associations across the State at future forums. A virtual option for the meetings will also be explored.

It takes a couple of years for the IMRP to complete their summary reports on each year's data collected. Each report identifies police departments with statistically significant racial or ethnic disparities and IMRP works with these departments to address the concerns found. The latest report *Traffic Stop Data Analysis and Findings, 2021* was released in October 2023 (<http://trafficstops.ctdata.org/reports/pdfs/ctrp3-2021.pdf>)

Local Law Enforcement Activities

Several municipal law enforcement agencies throughout the State participated in local community outreach, including those receiving awards for traffic safety community outreach. AAA Northeast hosted a Community Traffic Safety Award luncheon on November 8 at Race Brook Country Club in Orange to award organizations for their work in the previous year. Local communities (in their territory) were recognized for their commitment to their traffic safety efforts in observance to the Safe System Approach traffic safety. There were approximately 75 people in attendance to show support for those who won awards. Police departments winning included:

- The Norwalk police department received a silver award for their dedicated work on traffic safety initiatives and keeping their residents safe all year round



- The Fairfield police department was awarded a gold award for their outstanding work on traffic safety programs, including distracted driving enforcement, child passenger safety, and bicycle safety awareness.
- The Stamford police department received a gold award for their continued work on improving traffic safety, including enrolling in the Vision Zero Initiative, developing traffic engineering projects such as HAWK (High Intensity Activated Crosswalk) signals, pedestrian bump-outs, and enhanced crosswalks, implementing more bike lanes, and increasing traffic enforcement using crash data.

Feedback that was received was that we are trending in the wrong direction with motor vehicle fatalities and more needs to be done, but that we need our drivers, passengers, and pedestrians all to do their part. Those receiving awards were humble and did a great job with traffic safety in their communities. They worked to bring communities together to discuss their concerns and how law enforcement could assist with keeping their residents safe.

PROGRAM AREAS

IMPAIRED DRIVING (ID)

Performance Measure

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

Projects

Planned Impaired Driving Projects Implemented

Project ID-1: DUI Overtime High Visibility Enforcement and Equipment

The HVE objectives were accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Law enforcement agencies were offered DUI overtime enforcement grants to conduct HVE activities. To fulfill the Impaired Driving program countermeasures, the CTHSO made an extra effort to add additional saturation patrols and checkpoints during the national crackdowns of the Thanksgiving, Christmas, and New Year's holidays, as well as Super Bowl Sunday, Saint Patrick's Day, Cinco de Mayo, Memorial Day, July 4th and Labor Day. These grants were available to police departments for the holiday/high travel periods and for non-holiday travel periods creating year-round sustained HVE. The enforcement efforts were targeted at high DUI activity periods identified in the statewide DUI problem identification, and by Municipal police departments based on specific community core hours of related alcohol activity. Through this task, CTHSO staff members made every effort to encourage DUI checkpoint activity throughout the year. The CTHSO awarded 41 Comprehensive DUI Enforcement projects in FFY2024 to the Connecticut State Police, Resident State Trooper offices and municipal police agencies. Enforcement targeted high risk regions and communities



where DUI activity was known to be significant, based on a multi-year data analysis of passenger vehicle injury crashes.

During the reporting period, there were a total of 41 law enforcement agencies (the State Police, 5 Resident State Trooper offices and 35 Municipal police agencies) that participated in the Comprehensive DUI Enforcement program. A total of 546 DUI arrests were made statewide through this program. The HVE crackdown periods were supplemented with the Expanded DUI enforcement periods that fell outside the crackdowns. Throughout the entire reporting period, there were 7 agencies that conducted checkpoints using 2,478.75 person-hours.

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

Participating Funded Agencies

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
154-ENF_AL	0204-0722-AG	Glastonbury	Law Enforcement Agency	\$24,679.07
154-ENF_AL	0204-0722-AJ	Bristol	Law Enforcement Agency	\$2,621.88
154-ENF_AL	0204-0722-AL	Greenwich	Law Enforcement Agency	\$33,892.82
154-ENF_AL	0204-0722-AM	Watertown	Law Enforcement Agency	\$22,520.20
154-ENF_AL	0204-0722-AN	New Britain	Law Enforcement Agency	\$77,454.31

154-ENF_AL	0204-0722-AQ	Naugatuck	Law Enforcement Agency	\$18,317.61
154-ENF_AL	0204-0722-AT	Fairfield	Law Enforcement Agency	\$39,766.52
154-ENF_AL	0204-0722-AU	Meriden	Law Enforcement Agency	\$972.43
154-ENF_AL	0204-0722-AX	Seymour	Law Enforcement Agency	\$15,266.07
154-ENF_AL	0204-0722-BC	Cromwell	Law Enforcement Agency	\$13,789.48
154-ENF_AL	0204-0722-BD	Norwalk	Law Enforcement Agency	\$46,972.87
154-ENF_AL	0204-0722-BH	Manchester	Law Enforcement Agency	\$76,092.46
154-ENF_AL	0204-0722-BL	Coventry	Law Enforcement Agency	\$300.71
154-ENF_AL	0204-0722-BX	Danbury	Law Enforcement Agency	\$32,183.06
154-ENF_AL	0204-0722-BZ	Wilton	Law Enforcement Agency	\$24,969.35
154-ENF_AL	0204-0722-CB	Hartford	Law Enforcement Agency	\$237,127.38
154-ENF_AL	0204-0722-CC	Wallingford	Law Enforcement Agency	\$20,486.07
154-ENF_AL	0204-0722-CF	Tolland	Law Enforcement Agency	\$626.04
154-ENF_AL	0205-0722-CH	Vernon	Law Enforcement Agency	\$19,510.63

154-ENF_AL	0204-0722-CI	Monroe	Law Enforcement Agency	\$29,395.96
154-ENF_AL	0204-0722-CN	Enfield	Law Enforcement Agency	\$52,687.35
154-ENF_AL	0204-0722-CP	Colchester	Law Enforcement Agency	\$16,744.61
154-ENF_AL	0204-0722-CS	Montville	Law Enforcement Agency	\$36,440.78
154-ENF_AL	0204-0722-CV	Waterford	Law Enforcement Agency	\$9,816.60
154-ENF_AL	0204-0722-DC	Westbrook	Law Enforcement Agency	\$7,052.93
154-ENF_AL	0204-0722-DE	Torrington	Law Enforcement Agency	\$51,132.59
154-ENF_AL	0204-0722-DQ	Windsor Locks	Law Enforcement Agency	\$31,011.83
154-ENF_AL	0204-0722-DS	Farmington	Law Enforcement Agency	\$18,054.93
154-ENF_AL	0204-0722-DU	Mansfield	Law Enforcement Agency	\$36,507.68
154-ENF_AL	0204-0722-DV	Rocky Hill	Law Enforcement Agency	\$1,293.46
154-ENF_AL	0204-0722-DW	East Windsor	Law Enforcement Agency	\$4,583.78
154-ENF_AL	0204-0722-DY	East Hartford	Law Enforcement Agency	\$8,057.19
154-ENF_AL	0204-0722-DZ	New London	Law Enforcement Agency	\$3,568.68

154-ENF_AL	0204-0722-EC	Preston	Law Enforcement Agency	\$3,246.17
154-ENF_AL	0204-0722-ED	Waterbury	Law Enforcement Agency	\$53,717.10
154-ENF_AL	0204-0722-EZ	Stamford	Law Enforcement Agency	\$3,129.97
154-ENF_AL	0204-0722-FA	New Milford	Law Enforcement Agency	\$15,638.59
154-ENF_AL	0204-0722-FC	Ansonia	Law Enforcement Agency	\$11,491.77
154-ENF_AL	0204-0722-FD	Milford	Law Enforcement Agency	\$2,671.11
154-ENF_AL	0204-0722-DT	CTDESPP (CSP)	State Government	\$136,944.52
402-PT*	0204-0707-AM	Branford	Law Enforcement Agency	\$39,776.00

Note: *Amendment #15 changed the project number from 0204-0722-BI and funding source from 154-ENF_AL to cover non-impaired driving equipment.

Project ID-2: Standardized Field Sobriety Test Training (SFST)

Funding was provided for judicial and law enforcement agencies to train personnel in the latest methods of DUI enforcement. Eight (8) SFST and fifteen (15) ARIDE training sessions were conducted at various locations and 597 officers were trained through this project. This task ensured that NHTSA approved SFST procedures were implemented uniformly by practitioners throughout the State. Funding was provided for overtime expenses, travel and lodging for instructors through various other projects such as DRE Instructor Support and DRE Training.

Training Class	2022	2023	2024
SFST – HVE Trained Officers	177	294	214
ARIDE – Advanced Roadside Impaired Driving Enforcement	298	369	383
Total Law Enforcement Trained	475	663	597

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
154-EDU_AL	0204-0721-1-AB	CTHSO	State Government	\$7,138.10

Project ID-3: DRE Overtime Callout and DRE Instructor Support

The DRE call out initiative continues to be a work in progress. To date, a statewide DRE notification system has been implemented. This planned activity is critical to maintaining a responsive DRE program. Additional funding was obtained in the form of instructor support grants which allowed DRE instructors to participate in the coordination of DRE training activities, ensuring compliance with DRE recertification requirements, overseeing the collection and transmission of electronic data collected through DRE evaluations, and providing support to all current Connecticut DRE's throughout the state. Of the nine (9) DRE instructor grants, the South Windsor Police Department did not apply for funding.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
154-LET_DG	0204-0724-2-AB	CTHSO	State Government	\$98,317.48
154-LET_DG	0204-0724-2-AE	CTHSO	State Government	\$22,643.00
154-LET_DG	0204-0724-2-AF	CTDESPP (CSP)	State Government	\$36,637.71
154-LET_DG	0204-0724-2-AG	Manchester	Law Enforcement Agency	\$12,720.27
154-LET_DG	0204-0724-2-AH	Montville	Law Enforcement Agency	\$35,717.74
154-LET_DG	0204-0724-2-AI	Newtown	Law Enforcement Agency	\$14,062.95
154-LET_DG	0204-0724-2-AK	Waterford	Law Enforcement Agency	\$27,435.93
154-LET_DG	0204-0724-2-AM	New Milford	Law Enforcement Agency	\$16,330.37
154-LET_DG	0204-0724-2-AN	Vernon	Law Enforcement Agency	\$10,832.72
154-LET_DG	0204-0724-2-AO	Norwalk	Law Enforcement Agency	\$24,428.72

Note: South Windsor Police Department did not submit a grant application.

Project ID-4: Toxicology Testing Program

This task provided for one (1) full-time Forensic Examiner 1 position and a part-time Forensic Examiner 3 position at the CTDESPP Division of Scientific Services (DSS). The positions are being divided between support of the analysts in the Toxicology Unit (20%) and work in the breathalyzer discipline (80%). Activities in breath alcohol testing (BAT) included instrument evaluation and certification, training of instructors, coordinating statistical data, presenting expert testimony regarding alcohol testing in general and BAT in specific. Activities in the Toxicology Unit included, ensuring instruments were operating as expected daily (i.e., QA/QC monitoring of instrumentation), preparing control or calibration solutions, organizing data in spreadsheets/databases, and general duties assigned. A total of 628 DUI-related cases were received during the project period.

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

- **Equipment and Warranties** – The CTDESPP DSS purchased a High-Resolution Liquid Chromatograph/Mass Spectrometer (HR-LC/MS) System for the development of the detection of drugs/metabolites in all biological matrices, including possibly saliva. In addition to the equipment, contractual services and operating costs were purchased with a Forensic Advantage Breath Analysis Database.
- **Operational Supplies and Consumables** – The CTDESPP DSS purchased general consumables and breathalyzer gases. General consumables purchased through this project will be used to achieve the objective of adequately processing, analyzing, and maintaining biological specimens. Breathalyzer gases purchased through this project will be used to achieve the objective of ensuring that every breathalyzer instrument is verified with a certifying reagent gas.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405d-5 (M5BAC)	0204-0743-5-BQ	CTDESPP (CSP)	State Government	\$31,730.11
405d-5 (M5BAC)	0204-0743-5-DO	CTDESPP (CSP)	State Government	\$94,998.73
405d-5 (M5BAC)	0204-0743-5-DN	CTDESPP (CSP)	State Government	\$1,069,242.94

Project ID-5: Traffic Safety Resource Prosecutor (TSRP)

A Statewide Traffic Safety Resource Prosecutor (TSRP) position was funded within the Office of the Chief State's Attorney. Objectives included:

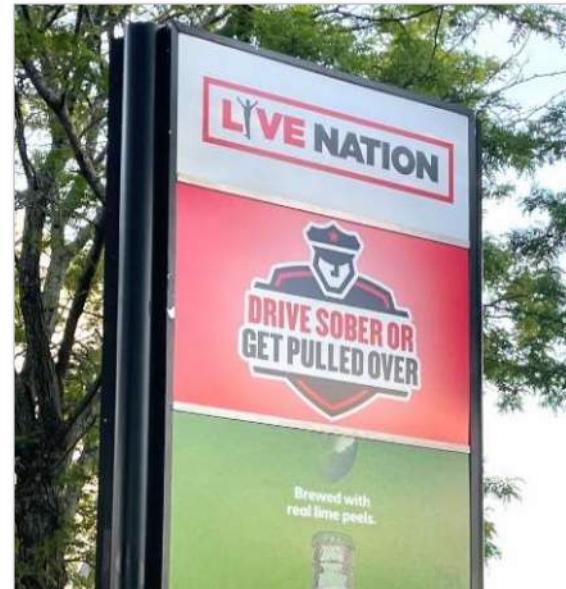
- Implementing and continually refining a DUI training component for all prosecutors,
- Researching DUI prosecution efforts and disseminating this information to prosecutors and grant funding sources,
- Maintaining a liaison between NHTSA, the Division of Criminal Justice, State and municipal police agencies, and other State agencies and interested organizations,
- Handling significant DUI cases
- Serving as consultant to other prosecutors handling DUI cases and providing training to law enforcement officials.

Activities included successful prosecutions of DUI and other drug-impaired-related cases through training/education programs for professionals from all related fields, including law enforcement officials, prosecutors, judges, and hearing officers. The TSRP is also creating and updating training manuals which will aid in the successful identification and prosecution of DUI offenders for both law enforcement and judicial officials. The TSRP acted in an advisory capacity to State and Municipal law enforcement agencies and the CTHSO on all DUI and/or impaired driving legislation and has worked on drafting legislation to strengthen the DUI laws. The TSRP networked with many traffic safety partners including the CTHSO, CTDMV, MADD, the Central Infractions Bureau (CIB), the Connecticut Police Training Academy, and the Connecticut Police Chiefs Association and serves as a critical member of the Connecticut Statewide Impaired Driving Task Force. The TSRP headed the working groups regarding oral fluids in DUI prosecution and the electronic warrant initiative. Reports on TSRP activities were submitted monthly to the CTHSO.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405d-4 (M5CS)	0204-0743-4-AC	CT Judicial	State Government	\$140,549.20

Project ID-6: DUI Media Campaign

Funding was used for paid advertising in support of NHTSA scheduled crackdown periods (i.e., Thanksgiving, Christmas, New Year's, Super Bowl, St. Patrick's Day, Memorial Day, July 4th and Labor Day holiday periods). Paid advertising in the forms of, but not limited to, social media, digital marketing, outdoor billboards, radio, and television were used to complement associated enforcement in support of national holiday mobilizations and is the major component of this activity. Paid media buys included the creative concept and images targeting the overrepresented alcohol-related crash demographic of 18- to 34-year-old males. This has included focus group research to develop the new creative, and the results indicated that what gives drivers pause regarding driving impaired are campaigns that focus on the potential consequences of this dangerous behavior. A bilingual component for Spanish speaking audiences was also included. Earned media supplemented paid media buys, and media was tracked and measured through required reports from media agencies included in the attached post buy media reports. Information from the annual attitude and awareness survey as well as focus groups was taken into consideration with all new creative content.



Advertising impaired driving messages (including *Drive Sober or Get Pulled Over* and *Buzzed Driving is Drunk Driving*) in the form of signage, in-event promotions and message specific promotions related to the respective partners were purchased at the following venues, including:

- Travelers Championship in Cromwell
- Hartford's XL Center and Xfinity Theatre
- Bridgeport's Hartford Healthcare Amphitheater and Total Mortgage Arena
- Gampel Pavilion in Storrs
- Rentschler Field in East Hartford
- Toyota Oakdale Theatre in Wallingford

- Dunkin' Park in Hartford
- Dodd Stadium in Norwich
- Racing venues and festivals throughout the state

The CTHSO also utilized a consultant to engage in impaired driving outreach at many of these venues via an interactive display, encouraging people on-site to find a sober ride.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
154-PM_AL	0204-0720-1-AA	CTHSO	State Government	\$1,376,385.96

Project ID-7: Healthcare Heroes Against Impaired Driving: A Hospital-Based Impaired Driving Messaging Approach to Behavior Change

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

A large portion of the grant funding was used for the impaired driving prevention campaign that uses the voices of healthcare providers with new creative materials in print, graphics, video, and audio formats. A freestanding website (<https://www.notonemore.org>) continued to serve as a home for the campaign. The website features all creative materials of the *Not One More*



campaign, for saying “no” to one more; one more beer, joint, etc. The campaign also consists of a pledge that can be taken online, which shows a tally of the current number of individuals who have signed. Creatives have been shared widely on social media, television, radio, and billboards across the state. The funded program coordinator participated in outreach across the State to spread the campaign message.

The HealthCare Heroes website also lists links to several treatment services and resources under the section *Ready to Quit? Help is Here* to give people resources to quit. This includes links to supporting organizations and agencies websites including:

- Hartford HealthCare Addiction Treatment
- Hartford HealthCare Alcohol Abuse Treatment
- Waterbury Hospital Addiction Treatment Services
- Connecticut Department of Mental Health and Addiction Services
- Naloxone and Overdose Response App (NORA) Saves
- Connecticut Clearinghouse from Wheeler Clinic

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405d-7 (M5PEM)	0204-0743-7-AB	Hartford Hospital	Non-Profit	\$697,846.84

Project ID-8: Administrative Per Se Hearing Attorney(s)

Funding was provided to the Connecticut Department of Motor Vehicles (CTDMV) for two (2) Administrative Per Se Hearing Attorneys. Funding these positions provided legal counsel and representation for the arresting officer during CTDMV Administrative Per Se hearings. In 2023-2024 the total number of cases reviewed increased 35.62% from the previous year. In addition, the number of presented cases rose 6.35% from the prior year. Monthly activity reports were submitted to the CTHSO for project monitoring. Through this project, the Per Se Hearing Attorneys provided education to law enforcement, which has decreased officer errors. Through legal counsel, Per Se Attorney representation in hearings, and training for law enforcement, there has been a reduction in the number of licenses restored to operators who were arrested for operating under the influence pursuant to Section 14-227a of the Connecticut General Statutes.

Administrative Per Se Hearing Attorney(s) Activity by Quarter:

- From October 2023 to December 2023:

Reports Reviewed	1,555
Cases Presented	174
Non-processable Reports Reviewed.....	0
- From January 2024 to March 2024:

Reports Reviewed	2,757
Cases Presented	174
Non-processable Reports Reviewed.....	1,618
- From April 2024 to June 2024:

Reports Reviewed	1,615
Cases Presented	185
Non-processable Reports Reviewed.....	187
- From July 2024 to September 2024:

Reports Reviewed	1,843
Cases Presented	203
Non-processable Reports Reviewed.....	164

The total number of Per Se hearings reports reviewed was 7,770. The total number of cases presented was 736. The total number of non-processable reports reviewed was 1,973.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405d-4 (M5CS)	0204-0743-4-BF	CTDMV	State Government	\$373,651.16

Project ID-9: Drug Evaluation and Classification Program (DECP)

Funding was allocated to train personnel in the latest methods of drug evaluation and classification. Also included in this task was the recertification of practitioners and instructors. This task ensured that the NHTSA/International Association of Chiefs of Police (IACP) credentialed DRE evaluations are implemented uniformly by eleven (11) DRE instructors and 60 DRE practitioners (71 total DREs) throughout the State. A DRE School was held in FFY2024, certifying sixteen (16) new DREs.

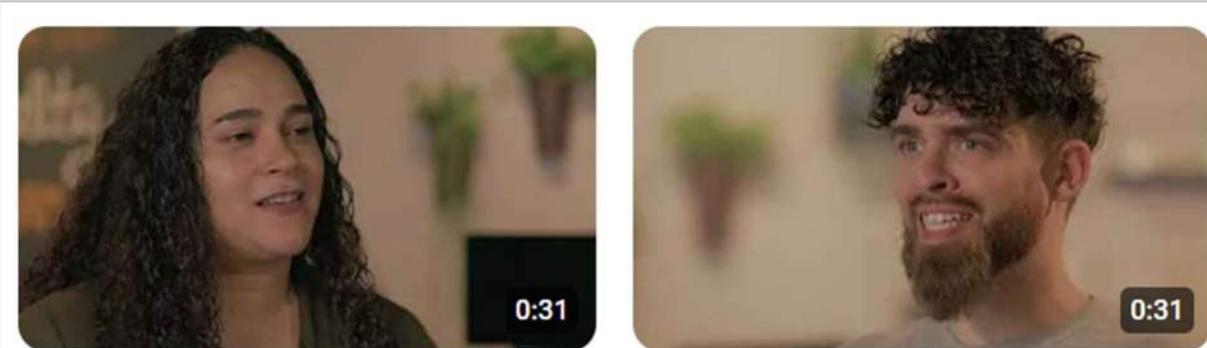
The CTHSO partnered with the UConn Transportation Safety Research Center (CTSRC), to collect and analyze DRE evaluation data. The data collected assist in tracking and problem identification. The use of electronic tablets to collect data allowed for expedited reporting to the NHTSA DRE data system. This task directly supported the DRE training program and provided expert field material for each of the State's 71 DREs.

Field kits were purchased this fiscal year, in conjunction with the CTHSO's October DRE school as part of the DRE training project.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
154-LET_DG	0204-0724-2-AB	CTHSO	State Government	\$98,317.48

Project ID-10: Cannabis Impairment Awareness Media Campaign

Funding was used for paid media campaigns in both English and Spanish languages to reduce injuries and fatalities related to drug impaired driving. The CTHSO continued the *Drive High = DUI* media campaign focused on the dangers of driving under the influence of cannabis. Funds were used for paid advertising in support of Cannabis Impairment Awareness efforts throughout the



CTDOT: "Dispensary Dialogue" (Spanish) - (Cannabis, Driving High = DUI)

⋮ CTDOT: "Dispensary Dialogue" (Cannabis, Driving High = DUI) ⋮

State, including the creation of a PSA filmed in both English and Spanish at a recreational cannabis dispensary in May 2024. [CTDOT: "Dispensary Dialogue \(Spanish\)" - \(Cannabis, Driving High = DUI\)](#) and [CTDOT: "Dispensary Dialogue" \(Cannabis, Driving High = DUI\)](#). Cannabis media buys included television/cable, radio, billboards, and internet and social media in both English and Spanish. Media effectiveness was tracked through impressions, reach and interactions. The messaging ran on various dates throughout FFY2024. Media effectiveness was tracked and measured through required evaluation reports from media agencies included in the attached post buy media reports. Information from the annual attitude and awareness survey as well as focus groups was taken into consideration with all new creative content.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
154-PM_DG	0204-0720-2-AB	CTHSO	State Government	\$499,895.93

Project ID-11: Driver Alcohol Detection System for Safety (DADSS)

In FFY2024, the CTDOT in collaboration with the Automotive Coalition for Traffic Safety (ACTS), continued with the Driven to Protect Initiative, focusing on the Driver Alcohol Detection System for Safety (DADSS). Two goals drive this Initiative with the CTHSO: to introduce this new technology to the public and to collect sample data to be used in improving the system.

Integral to this initiative was first adapting two CTDOT vehicles with the DADSS system: the CTHSO's public outreach vehicle and the CTDOT Commissioner's vehicle. Also, in FFY2024, the groundwork to adapt five additional CTDOT vehicles with DADSS technology was initiated. These five fleet vehicles are used daily and will have the DADSS technology integrated into their consoles. This planning will help expand the testing of the system and allow the collection of more data used in finalizing the development of the system.



In FFY2024, the DADSS vehicle was demonstrated at a number of outreach events including the Eastern States Exposition (the Big E) where the vehicle was showcased on Connecticut Day to large crowds visiting the Connecticut building. Attendees were able to interact with the vehicle and ask questions about the technology. Another event attended was the Veterans Stand Down in Rocky Hill sponsored by the Connecticut Department of Veterans Affairs.

At this event, a number of attendees including veterans, healthcare providers, and EMTs were able to experience the future of preventing alcohol-impaired driving.



In addition to in-person outreach, DADSS continues to offer an educational website called the Discovery Hub. This website offers information on the dangers of alcohol-impaired driving and the technologies in development to make our roadways safer. Sections include a general education module, STEM modules, and educational videos (<https://dadss.org/discovery-hub/>)



These efforts continue to raise awareness and acceptance of the DADSS technology and have been instrumental in gathering valuable test data. These test data are critical for further enhancing the system's effectiveness and reliability, ensuring its readiness for broader deployment. By combining educational outreach with real-world demonstrations using the modified vehicles, this CTHSO initiative continues to lay a foundation for the future promotion and deployment of this life-saving technology while gathering essential insights to refine its functionality.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
154-EDU_AL	0204-0721-1-AD	Automotive Coalition for Traffic Safety	Non-Profit	\$676,038.06

Project ID-12: Law Enforcement Phlebotomy Pilot Program

The Connecticut Law Enforcement Phlebotomy Pilot Program was officially launched in April 2024. A two-week phlebotomy training course took place at American Professional Educational Services (APES) in Norwich, Connecticut. Three (3) officers, one from Greenwich and two from Naugatuck Police Departments, took part in the training. During the training, officers were required to conduct 100 venipunctures witnessed by an instructor and attend lectures given by the Connecticut Forensic Toxicology Laboratory, Connecticut Superior Court, CTDMV Per Se Attorneys, and the Drug Recognition Expert program. In addition, officers were then required to pass a licensure examination through the National Healthcareer Association (NHA). All of the officers passed the training requirements.

In June 2024, a second Law Enforcement Phlebotomy class took place with seven (7) officers from Hartford, Guilford, Montville, Manchester, and Bristol Police Departments. After evaluating the feedback from the first training class, officers completed two weeks of previously in-person training as self-paced/online training, along with one week of in-person training. Officers completed the classroom and practical portion of the class and passed the NHA licensure examination. During the in-person training, Montville Police Department and APES posted a request to community members on social media looking for volunteers for blood draws. Numerous members of the public showed up to the training and volunteered for the blood draw. The event was covered by local media including The Day newspaper and WFSB television. All officers in the second training class successfully passed the course requirements.



In August 2024, a third Law Enforcement Phlebotomy class took place with seven (7) officers from Shelton, Fairfield, Waterford, and Fairfield Police Departments. Officers completed two weeks of self-paced/online training, along with one week of in-person training. All officers successfully passed the course requirements.

At the end of the grant period, 17 officers were trained in the pilot, and four (4) successful enforcement blood draws were later conducted under consent. Connecticut is far from having complete saturation of Law Enforcement Phlebotomists, and training will continue into FFY2025.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
154-LET_DG	0204-0724-AQ	CTHSO	State Government	\$40,961.81

Planned Impaired Driving Projects Not Implemented During FFY2024

None

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

Performance Measures

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

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

Projects for Occupant Protection (OP)

Planned Occupant Protection Projects Implemented

Project OP-1: *Click It or Ticket* Enforcement

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



In FFY2024, there were two (2) CIOT Enforcement Mobilization efforts commencing in November 2023 and May 2024. Municipal law enforcement departments conducted seat belt checkpoints that included local media news coverage. During the mobilizations there were a total of 1,378

seat belt citations; 7 child safety seat citations; 22 speeding and reckless driving citations; 115 mobile phone and distracted driving citations; and 24 DUI arrests.

Connecticut joined law enforcement agencies across the United States in the CIOT Thanksgiving Holiday mobilization to reinforce the message that driving or riding unbuckled will result in a ticket. During the CIOT Thanksgiving Holiday mobilization, the extra earned media helped to educate the public. There were 16 law enforcement agencies that participated in the November 2023 mobilization and 19 law enforcement agencies that participated in the May 2024 mobilization. The agencies were selected based on a data and performance-driven process.

The CTHSO increased the focus on low seat belt use towns and areas with unrestrained crashes. This was accomplished by analyzing crash and observation data to identify towns and areas with low belt use. This analysis focused on the combination of low belt use towns identified through observation surveys and paired it with ranked analysis of unbelted crashes and fatalities, population and VMT data over a five-year period. Increased effort was focused on low seat belt use towns through increased enforcement and education.

Participating Funded Agencies

Funding Source	Project Number	Subrecipient	November 2023	May 2024	Organization Type	\$ Amount Expended
402-OP	0204-0702-AM	Bridgeport	Y	Y	Law Enforcement Agency	\$17,451.89
402-OP	0204-0702-AN	Danbury	Y	Y	Law Enforcement Agency	\$9,062.99
402-OP	0204-0702-AQ	Enfield	N	Y	Law Enforcement Agency	\$2,805.72
402-OP	0204-0702-AR	Fairfield	Y	Y	Law Enforcement Agency	\$7,439.92
402-OP	0204-0702-AT	Glastonbury	Y	Y	Law Enforcement Agency	\$6,416.56
402-OP	0204-0702-AV	Hartford	Y	N	Law Enforcement Agency	\$17,714.09
402-OP	0204-0702-AX	Meriden	Y	Y	Law Enforcement Agency	\$9,245.15

402-OP	0204-0702-AY	Monroe	Y	Y	Law Enforcement Agency	\$9,570.78
402-OP	0204-0702-AZ	Naugatuck	Y	Y	Law Enforcement Agency	\$8,688.34
402-OP	0204-0702-BA	New Britain	N	Y	Law Enforcement Agency	\$6,833.25
402-OP	0204-0702-BD	South Windsor	Y	Y	Law Enforcement Agency	\$5,497.74
402-OP	0204-0702-BE	Southington	Y	Y	Law Enforcement Agency	\$4,632.24
402-OP	0204-0702-BH	Wallingford	Y	Y	Law Enforcement Agency	\$7,409.46
402-OP	0204-0702-BI	Waterbury	Y	Y	Law Enforcement Agency	\$5,969.62
402-OP	0204-0702-BJ	Watertown	N	Y	Law Enforcement Agency	\$1,447.47
402-OP	0204-0702-BZ	New Milford	N	Y	Law Enforcement Agency	\$842.20
402-OP	0204-0702-CH	Shelton	Y	Y	Law Enforcement Agency	\$4,420.39
402-OP	0204-0702-CJ	Stamford	Y	Y	Law Enforcement Agency	\$5,867.30
402-OP	0204-0702-CK	Stratford	Y	Y	Law Enforcement Agency	\$8,282.76
402-OP	0204-0702-CM	Torrington	Y	Y	Law Enforcement Agency	\$9,165.68

Note: Woodbridge and Orange Police Departments had an approved grant but did not participate in the CIOT enforcement due to staffing issues. No funds were expended.

Project OP-2: Occupant Protection Enforcement/Connecticut State Police

The goal of this project was to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during checkpoints and patrols by the Connecticut State Police (CSP). In FFY2024, there were two (2) CIOT Enforcement Mobilization efforts commencing in November 2023 and in May 2024. The CSP conducted seat belt checkpoints during both mobilizations resulting in a total of 597 seat belt citations; 5 child safety seat citations; 22 speeding and reckless driving citations; 26 mobile phone and distracted driving citations; and no DUI arrests.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405b-1 (M1HVE)	0204-0741-1-AC	CTDESPP (CSP)	State Government	\$53,002.68

Project OP-3: Safety Belt Convincer/Rollover Simulator Education and Equipment

The goal of this task was to increase occupant restraint usage statewide and to increase public education programs through physical demonstrations. Utilizing the Seat Belt Convincer and the Rollover Simulator, the Connecticut State Police are able to demonstrate visually and physically the value of wearing a seat belt. Seat Belt Convincer and Rollover Simulator demonstrations were planned at schools, fairs, places of employment and community events and the Connecticut State Police attended 41 demonstration events. Total observers for the Seat Belt Convincer and Rollover Simulator were more than 4,830 people, and total riders on the Convincer Simulator was more than 1,050 people. The numbers were down from previous years due to not being at the Big E.



Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405b-2 (M1PE)	0204-0741-2-AE	CTDESPP (CSP)	State Government	\$135,754.31

Project OP-4: Occupant Protection Media Buy and Earned Media

The goal of this task was to reduce the number of unbelted fatalities by increasing awareness of Connecticut drivers and passengers as to the dangers of not wearing seat belts or not using proper child safety restraints. The project provided paid media funding in support of the national *Click it or Ticket* enforcement mobilizations and year-round social norming belt messaging in both English and Spanish. Various platforms and methods were used to achieve this including multiple forms of television advertising, streaming audio and video, social media, and radio. Media effectiveness was tracked and measured through required evaluation reports from media agencies included in the attached post buy media reports. Information from the annual attitude and awareness survey was taken into consideration with all new creative content.



Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405b-2 (M1PE)	0204-0741-2-AD	CTHSO	State Government	\$342,920.79

Project OP-5: Occupant Protection Public Information and Education

The goal of this task was to educate drivers and passengers on the importance of wearing their seat belts. Educational materials were distributed at health and safety fairs, school events and other public outreach events. Thirty-two (32) public information and education events at a variety of public outreach venues were attended. Safety belt messages and images including *Click It or Ticket*, *Buckle Up Connecticut* and *Seat Belts Save Lives* were prominently displayed through the paid media project at several of the States sports venues, including but not limited to:

- Dunkin' Park
- Bridgeport's Total Mortgage Arena
- Dodd Stadium
- Ives Center
- Stafford Motor Speedway
- Hartford XL Center
- Rentschler Field
- Live Nation theatres
- Lime Rock Park
- Thompson International Speedway

In support of the visual messages, public outreach was conducted at those venues through tabling occasions which provided the opportunity to educate motorists about the importance of safety belt use for themselves and their passengers. There were no funds expended on this project.

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

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-OP	0204-0702-AF	CTHSO	State Government	\$0

Planned Occupant Protection Projects Not Implemented During FFY2024

None

Projects for Child Passenger Safety (CPS)

Planned Child Passenger Safety Projects Implemented

Project CPS-1: Child Passenger Safety Support – Training

The CTHSO along with Yale New Haven Health/Yale New Haven Children's Hospital hosted three (3) CPS Update Classes where six (6) CEUs were provided to assist the 71 technicians that attended in maintaining their certification. This class provided technicians hands-on learning with some of the latest car seats and technology on the market. The classes were held at various locations across the State. The Stork Committee Advisory board continues to discuss ways to assist children with special healthcare needs.

The CTHSO did not pay for food during the training courses.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-CR	0204-0709-AB	CTHSO	State Government	\$16,470.76

Project CPS-2: Child Passenger Safety Support – Fitting Stations

Connecticut Children's Medical Center (CCMC) purchased CPS supplies for 36 grant applicants, where 403 seats were checked, and 186 free seats were distributed. Approximately 404 parents/caregivers were reached. Grant recipients held 32 events during Child Passenger Safety Week. At the fitting station in Hartford, in addition to performing safety checks and fittings for all families, free car seats were provided to families in financial need. Safe Kids Connecticut worked with Connecticut Children's Medical Center and other community partners to identify expecting parents who cannot afford a car seat. Replacement seats were also provided for seats that have been in a car crash which the family cannot afford to replace. Being located in Hartford allows CCMC to serve families at all levels of need, and the funding received helps ensure every child has safe transportation, regardless of financial hardship.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-CR	0204-0709-AC	Connecticut Children's Medical Center	Non-Profit	\$93,605.65

Yale New Haven Children's Hospital had a total of 60 applications received. The applicants included police departments, state troop locations, fire/EMS departments, hospitals, one (1) AAA office, one (1) community-based family services organization, and one (1) not-for-profit livery service. There was a total of 2,370 educational handouts distributed and a total of 2,550 *KIDS Alert!* kits distributed during this grant cycle. *Right Fit* and proper seat belt usage during pregnancy forms were offered in English and Spanish. During CPS Week, 625 car seats were checked, 105 car seats were distributed/replaced, and 603 caregivers were educated at the events.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-CR	0204-0709-AD	Yale New Haven Children's Hospital	Non-Profit	\$135,530.73

Project CPS-3: Yale New Haven Children's Hospital Community Traffic Safety Program

The coordinator of this program taught at five (5) certification classes as well as four (4) CPS update classes. The fitting station program continues to be in demand. The coordinator was able to assist families both through virtual methods as well as in-person. The coordinator also serves as a resource to other technicians, parents, and caregivers to help with the proper way to transport children with special healthcare needs. The coordinator and other certified staff members provided 198 car seat signoffs and assisted 42 technicians on maintaining active status as a car seat technician. During this grant period, 259 scheduled seat checks/installations were performed. Approximately 32 seats were given/replaced during this cycle in order to ensure safe transportation of children.

Yale New Haven Children's Hospital (YNHCH) utilizes a Motor Vehicle Crash (MVC) protocol. When a child aged eight years old or younger comes into the pediatric emergency department and meets one of the eight criteria from the post MVC protocol, the parent(s)/guardian(s) are issued a car seat along with education before leaving the hospital. The entire pediatric medical and nursing staff have received in-service education on Connecticut's car seat law, specific type of car seat and booster seat selection, and educational material to be given to families in both English and Spanish.



Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-CR	0204-0709-AE	Yale New Haven Children's Hospital	Non-Profit	\$145,867.42

Project CPS-4: Targeting Disparities to Increase Proper Car Seat Use

In FFY2024, the coordinator for this program started out by getting to understand the people in the communities and who they wanted to contact and make alliances within order to reach a larger number of people. The coordinator first started working with schools as these have the biggest population of the target demographic. The coordinator then connected with community alliances that had contact with institutions serving the community. Families understood they had a community partner in their area that trusted the CTHSO enough to open their doors and were willing to collaborate to serve families in the area. This included several organizations in Justice40 / Environmental Justice communities.

The coordinator participated in two (2) classes to Spanish speaking caregivers on car seat safety and harnessing. The coordinator also hosted five (5) events where they educated a total of 132 parents and caregivers. Sixty-eight (68) various entities were contacted to make them aware of the program. The program continues working with a referral system which was created at Bridgeport Hospital, Greenwich Hospital, and Lawrence+Memorial Hospital, working with lower income and Spanish-speaking families. The hospital employees provide the project coordinator at Yale New Haven Children's Hospital with the contact information of the families and the coordinator follows up with these families.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-CR	0204-0709-AI	Yale New Haven Children's Hospital	Non-Profit	\$164,292.35

Project CPS-5: Hang Time Community Traffic Safety Program

To increase the use of child safety restraint systems, and in particular, increase the use in underserved communities, the funds from this grant were used to provide car seats to individuals by collaborating with organizations that work with ex-offenders, single moms and families to offer education on proper car seat use. This was done by attending Hang Time/Her Time and other inner community events in Waterbury, Bridgeport, New Haven, Hartford, and other locations to provide an educational presentation. The impact of this project was life-changing and lifesaving by providing resources to formerly incarcerated individuals who have limited financial capabilities while completing their time within halfway houses. Thirty-five (35) children were provided car seats while the caregivers received education on proper seat installation and the importance of having their children properly restrained. The coordinator taught at three (3) update classes and four (4) certification classes.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-CR	0204-0709-AJ	Waterbury Police Department	Law Enforcement Agency	\$75,729.27

Project CPS-6: Safe Kids Hartford Child Passenger Safety Program

The Safe Kids Hartford CPS program has given City of Hartford residents a meaningful resource for children and families regarding car seat safety. Before the program, the Hartford community would have had to look elsewhere for resources on car seats and education. With this grant, the Hartford community was given improved access to this lifesaving information no matter their race or income. The overall goal during the program year was to educate the Hartford community on proper car seat safety. Staff members completed the certification training. Another objective that was met during the program year was to distribute at least 120 car seats to families in need in Hartford. During the program there were 193 total car seats distributed with a variety of infant, convertible, and booster seats given out. Each family that received a car seat was also given the education on how to properly harness and install the specific car seat for their specific car and child. Another goal that was achieved during the program was holding weekly car seat checks. The goal was to achieve at least a minimum of 20 car seat safety checks conducted within the City of Hartford. This goal was exceeded with 24 car seat checks that were conducted during this program year.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-CR	0204-0709-AH	City of Hartford Health and Human Services	Municipal Government	\$79,921.01

Project CPS-7: Western Connecticut Child Passenger Safety Support

This CPS program for western Connecticut served communities in Justice40 towns including Danbury, Norwalk, New Haven, and the surrounding areas with a focus on recent immigrant communities who are not familiar with car seat safety laws in Connecticut. Meetings were held with immigration and refugee centers such as the Community Action Agency of Western Connecticut (CAAWC) in Danbury and the Connecticut Institute for Refugees and Immigrants (CIRI) in New Haven. Car seat education and car seat clinics were held at Danbury Health Department, Norwalk Health Department, Catholic Charities, and daycare centers such as Honey Tree Preschool as well as many other local organizations, and a monthly seat clinic was held at CAAWC. Forty-five (45) car seat installations were performed, thirty-three (33) families were served, sixteen (16) seats were given out and thirty-two (32) events were attended. Additionally, two (2) CTDCF skills tests for new foster parents were conducted, three (3) CPS presentations for expecting parents were held at Danbury Hospital, and a demonstration was presented at Memorable Moments Daycare in Bridgeport. Interpreters are provided and CPS booklets were purchased in Ukrainian, Portuguese, Afghan, Pashto, and Dari so caregivers who speak those languages can feel comfortable having information they can understand and refer to as needed.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-CR	0204-0709-AG	Connecticut Children's Medical Center	Non-Profit	\$94,283.43

Project CPS-8: Northern Connecticut Child Passenger Safety Training Support

The Northern Connecticut Child Passenger Safety (CPS) Program served communities across northern Connecticut in areas identified as Justice40 communities where there was a lack of child passenger safety technicians (CPSTs) or child passenger fitting stations. The program focused on increasing car seat safety education, conducting installations, and expanding local fitting stations in this area of the State, especially communities in Windham and Hartford counties. A program coordinator was hired and has been actively working on outreach and training efforts, including assisting at certification classes. Throughout these trainings, a total of thirty-two (32) participants were trained as certified technicians. Throughout the year, the program held twelve (12) clinics, checking a total of 141 seats, and distributing forty-one (41) seats. Clinics were held in various locations, including East Hartford, Hartford, Vernon, and West Hartford. Additionally, the program coordinator provided individual installations and supported establishing fitting stations for:

- City of Hartford
- Saint Francis Hospital in Hartford
- Town of Mansfield
- South Killingly Fire Department
- Connecticut State Police Troop K in Colchester
- Vernon Volunteer Fire Department

The program also conducted community training sessions with local agencies, including:

- The Village in Manchester
- The Bridge in Hartford
- Integrated Refugee and Immigrant Services (IRIS) in Hartford
- Pediatric Partners in Bloomfield
- Litchfield Pediatrics in Litchfield

These training sessions reached more than fifty (50+) participants and helped build community capacity for car seat safety education. The program also provided CPS education at community events and collaborated with local organizations to ensure broader access to car seat safety resources.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-CR	0204-0709-AK	Connecticut Children's Medical Center	Non-Profit	\$108,027.80

Project CPS-9: *Look Before You Lock, Where's Baby* Unattended Passenger Education Campaign

The *Look Before You Lock, Where's Baby* Unattended Passenger Education Campaign emphasized child passenger safety by delivering safety messages to increase awareness of the issue of hot cars and to provide tips for parents and caregivers. A summer safety press event was held to kick-off this event. Safety tips included how not to forget children or leave children in a motor vehicle unattended. The campaign utilized radio, billboards, shopping carts, bus tails, streaming audio, online media and social media, to deliver the safety messages. Media effectiveness was tracked and measured through required evaluation reports from media agencies included in the attached post buy media reports. Information from the annual attitude and awareness survey was taken into consideration with all new creative content. Posters were also put at area rest stops throughout the State.

The campaign ran from May 1 to September 30, 2024. Additionally, outreach was conducted via direct mail to Connecticut daycare centers regarding the dangers of hot cars. Each daycare center and daycare home registered with the State is provided updated educational materials to post in their facility and to share with the parents of children enrolled at the center. This included mailing ten (10) brochures and one (1) poster to each of the 1,089 daycare centers and mailing five (5) brochures to each of the 1,802 family daycare homes. Positive feedback was received, including a common request to get more copies of the brochure and poster. Additionally, a children's book author who wrote a story about not leaving children in cars reached out to the CTHSO/CCMC and wanted more information that could be brought to book signings and events.



Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-OP	0204-0702-AG	Connecticut Children's Medical Center	Non-Profit	\$212,611.51

Project CPS-10: Waterbury Area Traffic Safety Program

The Waterbury Area Traffic Safety Program (WATSP), administered through the City's Police Department, serves primarily the Waterbury and Litchfield County region of the State and other locations in the State, as needed. All classes for CTDMV for violators of the Child Passenger Safety (CPS) Law started being held again. There were total of 202 classes attended by 217 violators with no repeat offenders. These presentations were held for groups as small as 8 to as large as 60, and these presentations were a minimum of two hours in duration. Educational materials were handed out at every in-person presentation to the parents, caregivers, and children.

WATSP networked on numerous programs throughout the communities by maintaining close relationships with:

- Saint Mary's Hospital
- Campion Ambulance
- Waterbury Police Department
- Waterbury Fire Department
- Waterbury Elks
- Naugatuck Police Department
- Watertown Police Department
- Yale New Haven Children's Hospital
- Connecticut State Police.

There were twelve (12) police officers who received Police Officer Standards and Training (POST) credits on child passenger safety while attending regional trainings conducted at the Waterbury Police Department. WATSP updates the statewide car seat fitting station listing and submits it to the CTHSO monthly. This involves tracking the contact at each location and ensuring their location continues to have a certified CPS technician on hand, updating information with new contacts, verifying their days and times of operation, and removing fitting stations that are no longer active. In addition, all departments of newly trained technicians were contacted to see if the departments are actively checking car seats and want to be on the State listing. There are presently 94 fitting stations in the State of Connecticut.

With this project, nine (9) CPS certification classes were held during the grant year, adding 60 new technicians to the State.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-OP	0204-0702-AD	Waterbury Police Department	Law Enforcement Agency	\$120,250.86

Project CPS-11: Griffin Health Child Passenger Safety Program

The injury prevention efforts surrounding Child Passenger Safety continue to be a priority area for educating Justice40 communities such as Derby, Ansonia, and Shelton. The grant period began in March 2024 and in six (6) months, the program was able to reach approximately 78 percent of the moms delivering at Griffin Childbirth Center. Staff also met with families through Obstetrician-Gynecologist (OB-GYN) offices before the moms gave birth. Appointments were scheduled 90 percent of the time within the same week. Additional staffing hours allowed for an increase in pre- childbirth visits by over 28 percent monthly. As a result, the program averaged sixty (60) car seat appointments per month in FFY2024. Appointments were set up by visiting with patients in the Griffin Childbirth Center daily after they have given birth to offer child car seat education and to install seats if needed. Monthly CPS clinics were hosted for the community and one-on-one appointments were offered on an as needed or emergency basis. Families and other healthcare or rehabilitation agencies were assisted with transporting children with special healthcare needs at least biweekly. CPS education sessions were hosted at local community partner organizations by request.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-CR	0204-0709-AL	Griffin Health Community Outreach Department	Non-Profit	\$14,677.50

Planned Child Passenger Safety Projects Not Implemented During FFY2024

None

POLICE TRAFFIC SERVICES (PTS)

Performance Measures

Number of Speeding-Related Fatalities (C-6)

Traffic Stop Data Collection

Projects

Planned Police Traffic Services Projects Implemented

Project PTS-1: Speed and Aggressive Driving High Visibility Enforcement

This task provided funding for high visibility enforcement (HVE) speed specific grants. Speed enforcement focused on the four (4) predominant contributing factors listed in the Police Traffic Services Problem Identification section of the FFY2024-2026 3HSP. The CTHSO considered grant submissions from police agencies identifying specific speeding-related crash data within their jurisdictions, substantiated by enforcement and crash data. This task addressed speeding-related crashes, injuries, and fatalities in urban areas. Law enforcement agencies have identified these respective areas as having higher incidences of speeding-related crashes.



Additionally, areas with high population, high traffic volumes and roadways with low posted speed limits led to the selection of urban areas and larger cities as the most likely areas where speed enforcement can impact the greatest number of speeding-related crashes.

The State and Municipal law enforcement agencies who participated in this initiative issued 6,615 infractions for speeding and reckless driving; 350 infractions for mobile phone violations; 170 suspended licenses; 81 seat belt violations; 12 DUI; and 3,640 other violations. The HVE ran July 1 to September 4, 2024.

Participating Funded Agencies

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-SE	0204-0706-AD	Bristol	Law Enforcement Agency	\$21,258.17
402-SE	0204-0706-AG	East Hartford	Law Enforcement Agency	\$31,899.55
402-SE	0204-0706-AI	Fairfield	Law Enforcement Agency	\$48,818.93
402-SE	0204-0706-AJ	Hamden	Law Enforcement Agency	\$78,493.63
402-SE	0204-0706-AM	Meriden	Law Enforcement Agency	\$16,637.96
402-SE	0204-0706-AN	Middletown	Law Enforcement Agency	\$61,415.73
402-SE	0204-0706-AO	New Britain	Law Enforcement Agency	\$47,392.22
402-SE	0204-0706-AR	Norwalk	Law Enforcement Agency	\$72,257.76
402-SE	0204-0706-AU	Trumbull	Law Enforcement Agency	\$7,758.97

402-SE	0204-0706-AV	Waterbury	Law Enforcement Agency	\$70,006.92
402-SE	0204-0706-AY	Stamford	Law Enforcement Agency	\$10,682.65
402-SE	0204-0706-AZ	Norwich	Law Enforcement Agency	\$42,534.48
402-SE	0204-0706-BB	Wallingford	Law Enforcement Agency	\$33,473.39
402-SE	0204-0706-BG	Manchester	Law Enforcement Agency	\$47,173.94
402-SE	0204-0706-BJ	Naugatuck	Law Enforcement Agency	\$36,198.89
402-SE	0204-0706-BL	Ansonia	Law Enforcement Agency	\$28,816.45
402-SE	0204-0706-BM	Darien	Law Enforcement Agency	\$46,682.52
402-SE	0204-0706-BN	East Windsor	Law Enforcement Agency	\$31,090.60
405e-4 (M8*SE)	0204-0745-4-EQ	CTDESPP (CSP)	State Government	\$271,865.18

Project PTS-2: Speed and Aggressive Driving High Visibility Enforcement Media Buy

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



The objectives of this media campaign included developing and implementing a realistic and effective "speeding" marketing/communications strategy for the CTHSO. The consultant was responsible for conducting market research on demographics, developing communication materials, evaluating the awareness campaigns, and providing continued assistance to the CTHSO during the public information campaigns. Market research was incorporated into the development of the CTHSO's public information and education campaigns to reach the target populations more effectively.

The media campaign included cable television, radio, outdoor billboards, social media, and digital banners. Media ran May 2024 through September 2024, and included both English and Spanish language media buys. Media effectiveness was tracked and measured through required evaluation reports from media agencies included in the attached post buy media reports. Information from the annual attitude and awareness survey was taken into consideration with all new creative content.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405e-6 (M8*PM)	0204-0745-6-AB	CTHSO	State Government	\$498,028.90

Project PTS-3: 1906 Racial Profiling

Connecticut Statute requires that nearly all law enforcement agencies with the power to make a traffic stop report race and ethnicity data to the Connecticut Office of Policy and Management (CTOPM). The Racial Profiling Prohibition Project (CTRP3) funded through Connecticut's Federal 1906 funds has established a system for all statutorily required police agencies to report their data electronically through the Criminal Justice Information System (CJIS). The goal is that 100 percent of agencies required to report these data do so electronically. Currently, there are 108 police agencies that are required to collect and submit traffic stop records. These include:

- 95 Municipal Police agencies
- 6 University Police agencies
- 2 Tribal Police agencies
- 4 Special Police agencies
- Connecticut State Police

All police departments required to collect and submit traffic stop records do so electronically through the department's records management system (RMS). One department was unable to automatically submit records to the CJIS system as they continue to work to integrate a new RMS system into the department.



Since May 2012, the Institute for Municipal and Regional Policy (IMRP) at UConn has been developing and implementing the CTRP3. Over the last decade, the IMRP project team developed a standardized method to collect racial profiling data more efficiently and effectively from traffic stops. The IMRP team also worked to develop a system that informs government officials, the public at large, and police agencies of the information that is available through the data collection process. To date, the IMRP has published nine (9) advanced analytical reports on traffic stops in Connecticut and worked with thirty-three (33) police agencies to better understand factors contributing to the racial disparities identified in those departments.

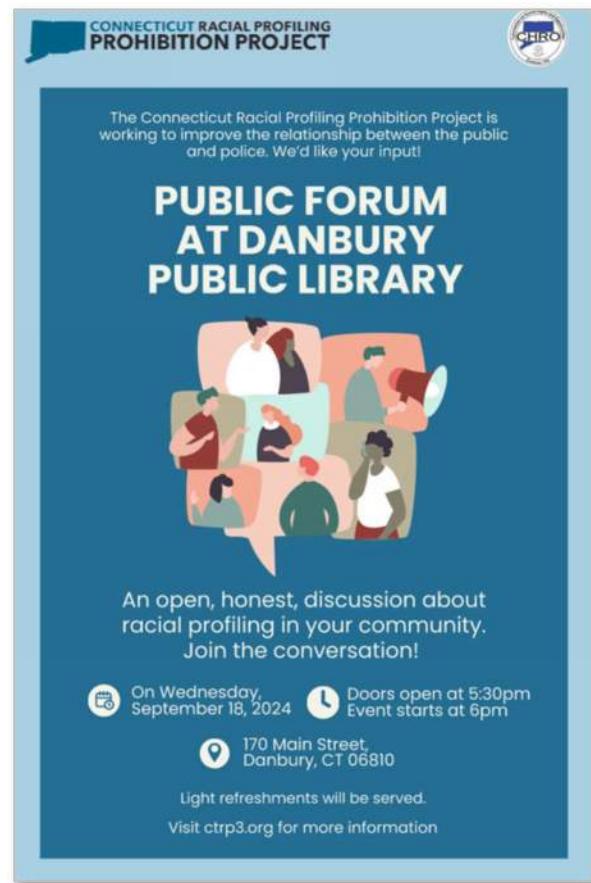
Connecticut's anti-racial profiling law, entitled The Alvin W. Penn Racial Profiling Prohibition Act (*Connecticut General Statutes Sections 54-1l and 54-1m*), was changed significantly during the 2012 and 2013 legislative sessions. The intent of revising this legislation was to ensure a more rigorous application of the initial law while allowing for methods and guidelines to be put in place

that would effectively infuse current and future best practices into all facets of its key provisions (e.g., the data collection/analysis, training, and complaint processes).

The work to date on this project has been significant. Connecticut continues to be a leader in collecting and analyzing traffic stop data. The IMRP's approach has been replicated by several other states across the country due to its collaborative nature and ability to reduce racial and ethnic disparities in traffic stops while also improving roadway safety. In FFY2024 the project team completed the following objectives outlined in the grant application:

- Maintained the statewide data collection portal and continued to work with law enforcement vendors to troubleshoot any connection issues throughout the year.
- Maintained a partnership with the Connecticut Data Collaborative to update the online portal for public consumption of raw data collected as well as information in summary format. The Connecticut Data Collaborative has direct access to the data server, which helps with more regular uploads of data. The collaborative also integrated data stories to the website, which helps the public better understand the analytical methodologies applied to the data.
- Continued to meet with the advisory board, whose members include end users, agencies, community members and interested groups, to discuss annual report findings and work to improve data collection and analysis efforts.
- Worked with researchers from UConn and other universities to analyze Connecticut's traffic stop data at statewide, Municipal department, and Connecticut State Police troop levels. The scope of work consisted of four (4) distinct components:
 - Synthetic Control for Departments
 - Veil of Darkness Methodology data and robustness checks for departments identified using this method
 - Post-Stop Search and Stop Disposition analysis
 - Support with general descriptive statistics
- Completed the ninth annual analysis (*2022 Traffic Stop Data Analysis and Findings Report*) of traffic stop data and published IMRP's findings, in accordance with C.G.S. 54-1m. The report was released through a presentation to the Connecticut Racial Profiling Prohibition Advisory Board. The report analyzed approximately 315,000 traffic stops conducted by 108 law enforcement agencies in Connecticut. The report can be found [HERE](#).
- Made modifications to the analytical methods used based on the most readily available academic literature.
- Worked with the CJIS to update the data portal. New data fields that are being implemented by RMS vendors to include additional search information, driver zip code of home address, and clarifying other data fields.

- Worked with the Centralized Infractions Bureau (CIB) to access statewide citation data and connect that information to the traffic stop portal. This information provides more detail when an infraction is issued, which enhanced statewide analysis.
- Worked with researchers to continue development of what a driving population looks like using mobility data. The IMRP received access to mobility data through a non-profit data-sharing company and submitted a proposal through the UConn Internal Review Board for approval.
- Worked with the Connecticut State Police to address concerns raised by the project through an eight-year audit of traffic stop records. This included a more detailed review of 130 troopers and 63 constables identified with a significant number of missing records. A comprehensive follow-up report was published and can be found [HERE](#).
- Worked with IntegrAssure Inc. to conduct an assessment of data quality and determine methods for improving data integrity. A comprehensive report with recommendations was presented to the advisory board and can be found [HERE](#).
- Worked with the advisory board to assist with crafting and supporting H.B. 5055- An Act Strengthening Police Data Reporting Requirements.
- Hosted multiple public forums to discuss the Connecticut Racial Profiling Prohibition Project and our report findings. Forums were held in Glastonbury, Branford, and Danbury. Each forum had between 25 and 70 attendees from the public.
- Developed language to be added to state agency websites about the project and directing the public to learn more about our efforts. This language was added to several frequently visited pages of the CTDMV website.
- Developed and delivered a police training program to provide updates to agencies about the current data collection initiatives and system improvements.
- Collaborated with researchers from Northeastern University to evaluate the departmental interventions conducted as



part of our research. The evaluation was designed to assess the impact on disparities and roadways safety. Preliminary findings were published by the National Bureau of Economic Research.

- Began an effort to evaluate the effectiveness of the CTRP3 website. A new website is being designed to better communicate our mission with the public.
- Worked with Benchmark Analytics on the development of an early warning system and automated data cleaning procedures.

2024 Traffic Stop Data (1/1/2024-9/30/2024)		
State Police	72,993	24.2%
Municipal Police	224,438	74.3%
Other	4,541	1.5%
Total	301,972	100.0%
Race and Ethnicity		
White	177,076	58.3%
Black	54,371	17.9%
Asian/Pacific Islander	6,819	2.2%
American Indian/Alaskan Native	4,185	1.4%
Hispanic	61,391	20.2%
Gender		
Male	191,464	63.0%
Female	112,378	37.0%

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
1906-F1906ER	0204-0725-AA	UConn	University/College	\$794,501.80

Planned Police Traffic Services Projects Not Implemented During FFY2024

Project PTS-4: East Hartford, Connecticut, Community Outreach

The CTHSO continues to work with the East Hartford Police Department to create a position within the agency that supports traffic safety programs. In addition, the CTHSO has been working with the East Hartford Police Department to design a community engagement trailer. Due to a change in command staff within the agency, the project was delayed for the remainder of FFY2024. Currently, there are plans to continue with developing the grant in FFY2025.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-PS	0204-0710-AH	East Hartford Police Department	Law Enforcement Agency	\$0.00

DISTRACTED DRIVING (DD)

Performance Measures

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

Projects

Planned Distracted Driving Projects Implemented

Project DD-1: HVE Distracted Driving High Visibility Enforcement

This task provided funding for distracted driving high visibility enforcement (DDHVE) by municipal law enforcement agencies. This evidence-based enforcement program used data sourced from table DD-1 (see FFY2024-2026 3HSP) to prioritize funding levels based on various types of crash data from crash type, severity, population, and roadway data. The primary goal of this task was to support the national *U Drive. U Text. U Pay.* mobilization in April. The Distracted Driving HVE campaign ran October 15-31, 2023, and April 1-30, 2024. Participating agencies were able to choose dates throughout the six-week period to carry out HVE, targeting drivers who use mobile phones behind the wheel. Forty-five (45) municipal police agencies (were approved to apply for grants to participate in the DDHVE campaign.

The six-week mobilization saw a combined 7,285 citations written by municipal law enforcement agencies for mobile phone, texting, and distracted driving violations. An additional 1,975 citations were written for speeding, seatbelts, suspended licenses, and other motor vehicle citations. Due to the hostility towards law enforcement coupled with a lack of staffing, more warnings were issued compared to the 2023 HVE.



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



The 37 Municipal Law Enforcement Agencies that participated in the October 2023 and April 2024 DDHVE campaigns are listed below.

Participating Funded Agencies

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405e-2 (M8DDLE)	0204-0745-2-AD	Danbury	Law Enforcement Agency	\$52,978.37
405e-2 (M8DDLE)	0204-0745-2-AE	Waterbury	Law Enforcement Agency	\$20,896.98
405e-2 (M8DDLE)	0204-0745-2-AF	Hartford	Law Enforcement Agency	\$63,943.22
405e-2 (M8DDLE)	0204-0745-2-AG	Manchester	Law Enforcement Agency	\$33,996.49

405e-2 (M8DDLE)	0204-0745-2-AH	Norwalk	Law Enforcement Agency	\$64,148.86
405e-2 (M8DDLE)	0204-0745-2-AK	Hamden	Law Enforcement Agency	\$84,832.52
405e-2 (M8DDLE)	0204-0745-2-AL	Farmington	Law Enforcement Agency	\$25,553.92
405e-2 (M8DDLE)	0204-0745-2-AM	Orange	Law Enforcement Agency	\$13,815.95
405e-2 (M8DDLE)	0204-0745-2-AR	Stamford	Law Enforcement Agency	\$38,131.11
405e-2 (M8DDLE)	0204-0745-2-AT	Stratford	Law Enforcement Agency	\$38,656.01
405e-2 (M8DDLE)	0204-0745-2-AU	Plainville	Law Enforcement Agency	\$12,062.82
405e-2 (M8DDLE)	0204-0745-2-AX	Vernon	Law Enforcement Agency	\$15,381.07
405e-2 (M8DDLE)	0204-0745-2-AY	North Haven	Law Enforcement Agency	\$15,238.63
405e-2 (M8DDLE)	0204-0745-2-BB	West Hartford	Law Enforcement Agency	\$38,508.10
405e-2 (M8DDLE)	0204-0745-2-BE	Wallingford	Law Enforcement Agency	\$20,441.08
405e-2 (M8DDLE)	0204-0745-2-BF	East Hartford	Law Enforcement Agency	\$32,018.12
405e-2 (M8DDLE)	02024-0745-2-BG	Waterford	Law Enforcement Agency	\$6,399.53
405e-2 (M8DDLE)	02024-0745-2-BI	Willimantic	Law Enforcement Agency	\$8,112.66

405e-2 (M8DDLE)	0204-0745-2-BL	Meriden	Law Enforcement Agency	\$10,608.94
405e-2 (M8DDLE)	0204-0745-2-BN	Wilton	Law Enforcement Agency	\$23,049.03
405e-2 (M8DDLE)	0204-0745-2-BS	Canton	Law Enforcement Agency	\$22,627.12
405e-2 (M8DDLE)	02024-0745-2-BT	Enfield	Law Enforcement Agency	\$11,698.86
405e-2 (M8DDLE)	0204-0745-2-BV	New Milford	Law Enforcement Agency	\$9,599.19
405e-2 (M8DDLE)	0204-0745-2-BW	Greenwich	Law Enforcement Agency	\$28,919.25
405e-2 (M8DDLE)	0204-0745-2-BX	Avon	Law Enforcement Agency	\$595.15
405e-2 (M8DDLE)	0204-0745-2-BY	New Britain	Law Enforcement Agency	\$50,508.86
405e-2 (M8DDLE)	0204-0745-2-CA	Naugatuck	Law Enforcement Agency	\$23,420.22
405e-2 (M8DDLE)	0204-0745-2-CH	Plymouth	Law Enforcement Agency	\$3,793.63
405e-2 (M8DDLE)	0204-0745-2-CK	Watertown	Law Enforcement Agency	\$6,237.78
405e-2 (M8DDLE)	0204-0745-2-CL	New Canaan	Law Enforcement Agency	\$12,567.23
405e-2 (M8DDLE)	0204-0745-2-CN	Glastonbury	Law Enforcement Agency	\$24,000.40
405e-2 (M8DDLE)	0204-0745-2-CP	Torrington	Law Enforcement Agency	\$23,031.30

405e-2 (M8DDLE)	0204-0745-2-CT	Fairfield	Law Enforcement Agency	\$53,705.70
405e-2 (M8DDLE)	0204-0745-2-CX	Windsor	Law Enforcement Agency	\$2,292.36
405e-2 (M8DDLE)	0204-0745-2-CY	Montville	Law Enforcement Agency	\$19,033.77
405e-2 (M8DDLE)	0204-0745-2-EF	Newtown	Law Enforcement Agency	\$12,519.28
405e-2 (M8DDLE)	0204-0745-2-ES	Seymour	Law Enforcement Agency	\$11,484.45

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

Project DD-2: HVE Distracted Driving High Visibility Enforcement – Connecticut State Police

This task provided funding for distracted driving high visibility enforcement (DDHVE) by the Connecticut State Police (CSP) in the Connecticut Department of Emergency Services and Public Protection (CTDESPP). This evidence-based enforcement program used data sourced from table DD-1 (see FFY2024-2026 3HSP) to prioritize funding levels based on various types of crash data from crash type, severity, population, and roadway data. The primary goal of this task was to support the state's *U Drive. U Text. U Pay.* mobilization.

The DDHVE ran October 15-31, 2023, and April 1-30, 2024. The CSP were able to choose dates throughout the six-week period to carry out HVE enforcement targeting drivers who use mobile phones behind the wheel. The mobilization saw a combined 523 citations written by the Connecticut State Police for mobile phone, texting, and distracted driving violations. Additional citations written were 580, which included citations for speeding, seat belts, suspended licenses, and other motor vehicle citations. The CSP also contributed to a very highly publicized earned media campaign. Paid and earned media supported the HVE mobilization. Nearly every major news media outlet in the state as well as many local and hyper-local outlets in participating communities covered the increased law enforcement presence targeting drivers who chose to talk or text while driving. Additionally, the CTHSO conducted observation surveys before and after the October 2024 enforcement period to measure its effect.



Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405e-2 (M8DDLE)	0204-0745-2-DW	CTDESPP (CSP)	State Government	\$127,961.10

Project DD-3: Data Analysis and Surveys

This project provided funding to the consultant for the provision of data support to the Highway Safety Office for the different program areas including impaired driving; police traffic services and speed and aggressive driving; occupant protection and child passenger safety; motorcycle safety; distracted driving; and community traffic safety. This project provided funding to plan and conduct the statewide annual seat belt use observations, bellwether observations, and distracted driving observations as well as data evaluation. This project also funds the data evaluation and support for annual planning documents including but not limited to the Triennial Highway Safety Plan (3HSP), the Annual Grant Application (AGA) and the Annual Report. In addition, this project supports the NHTSA core performance measure mandated attitude and awareness surveys and analysis.

The following surveys were conducted during FFY2024, and the findings of the surveys are included in the Surveys and Media Reports Section of this Annual Report:

- Awareness Survey
- Bellwether (Child Seat) Observations
- Statewide Annual Seat Belt Use Observations

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405e-3 (M8*PT)	0204-0745-3-EP	CTHSO	State Government	\$400,000.00

Project DD-4: Distracted Driving Public Messaging Campaign

The goal of this task was to reduce injuries and fatalities related to distracted driving crashes through paid media campaigns occurring throughout the year. Focusing on mobile phone use, these campaigns focused on timeframes which included NHTSA national high-visibility enforcement waves. Also included was year-round social norming messaging. Campaign materials were also created and released for Spanish speaking communities. Avenues for communicating this distracted driving awareness included but was not limited to statewide streaming and cable television, social media, traditional radio, streaming audio, billboards, and gaming platforms. Media effectiveness was tracked and measured through required evaluation reports from media agencies included in the attached post buy media reports. Information from the annual attitude and awareness survey was taken into consideration with all new creative content.



Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405e-1 (M8PE)	0204-0745-1-DY	CTHSO	State Government	\$542,870.85

Planned Distracted Driving Projects Not Implemented During FFY2024

Project DD-5: Distracted Driving Public Information and Education

Distracted Driving Citation Holders were not ordered this fiscal year because the CTHSO had inventory of holders. The CTHSO plans to order updated holders in the next fiscal year.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405e-1 (M8PE)	0204-0745-1-DZ	CTHSO	State Government	\$0.00

MOTORCYCLE SAFETY (MS)

Performance Measures

Number of Motorcyclist Fatalities (C-7)

Number of Unhelmeted Motorcyclist Fatalities (C-8)

Projects

Planned Motorcycle Safety Projects Implemented

Project MS-1: Connecticut Rider Education Program (Training) Administration

Rider training is the primary countermeasure applied to reaching the performance goal of decreasing the total number of motorcycle fatalities and decreasing the number of unhelmeted fatalities. This task provided for the oversight of the CONREP in the following ways; the training and monitoring of 82 certified motorcycle safety instructors, providing support services to the Connecticut Rider Education Program (CONREP) training sites by providing funding for quality assurance monitoring, technical assistance and support services, Motorcycle Safety Foundation (MSF) curriculum materials, updating and maintaining the program's website (<https://www.ride4ever.org>), which is the programs direct point of contact for course students and license waiver information. A Motorcycle Training Coordinator was utilized to accomplish this task. Funding was provided for professional and outside services, materials, supplies, and other related operating expenses.



Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-MC	0204-0701-AB	CTHSO	State Government	\$23,343.26

Planned Motorcycle Safety Projects Not Implemented During FFY2024

Project MS-2: Public Information and Education/Community Outreach about Motorcycle Riders

The project 0203-0744-2-AC was not implemented this year for a Connecticut-run “*Share the Road* media campaign.” Public outreach meetings are currently being conducted via assistance from our multiple site locations. The CTHSO hopes to get this moving forward for FFY2025. Please note, ideas/opportunities have presented themselves, therefore we will be exploring outreach where we can communicate with the driving public regarding the importance of being aware of motorcyclists on the road while helping riders to understand the importance of safety on roadways.

The project 0204-0744-1-AB was not implemented during this time.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405f-2 (M11MA)	0204-0744-2-AC	CTHSO	State Government	\$0.00
405f-1 (M11MT)	0204-0744-1-AB	CTHSO	State Government	\$0.00

TRAFFIC RECORDS (TR)

Performance Measures

Percentage of Law Enforcement Agencies Participating in the Use of eCitation

Projects

Planned Traffic Records Projects Implemented

Project TR-1: eCitation – Technology/Software Support for Municipal/Local Law Enforcement

This project assisted local/municipal police departments in acquiring public safety equipment for eCitation. Some departments do not have computers or eCitation printers in their vehicles, hindering their abilities for traffic enforcement. Better tools and resources, including technology and software support where warranted, enable local police departments to participate in the eCitation initiative.

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

This eCitation support initiative aids in improving police officer efficiency by reducing the amount of time officers spend collecting citation data and decrease the time it takes these data to be received by the appropriate State agency. This project funded eight (8) police agencies in FFY2024, including:

- Bethel
- Monroe
- North Branford
- Plymouth
- Ridgefield
- Simsbury
- Suffield
- Wilton

The program manager worked with Milford Police Department to develop the grant, but they did not officially submit the grant due to issues related to the staffing needed to complete the grant

activities before the end of the fiscal year. The need for planning and coordination among law enforcement agencies is critical to the success of this effort.

Participating Funded Agencies

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405c (M3DA)	0204-0742-AQ	Suffield	Law Enforcement Agency	\$18,376.16
405c (M3DA)	0204-0742-AR	Ridgefield	Law Enforcement Agency	\$26,213.38
405c (M3DA)	0204-0742-AS	North Branford	Law Enforcement Agency	\$11,455.58
405c(M3DA)	0204-0742-AT	Plymouth	Law Enforcement Agency	\$53,322.50
405c (M3DA)	0204-0742-AU	Monroe	Law Enforcement Agency	\$20,194.26
405c (M3DA)	0204-0742-AV	Simsbury	Law Enforcement Agency	\$17,994.26
405c (M3DA)	0204-0742-AW	Bethel	Law Enforcement Agency	\$26,872.06
405c (M3DA)	0204-0742-AX	Wilton	Law Enforcement Agency	\$25,962.94

Project TR-7: Tablets, Software and Evaluation for DRE Program

This project provided DRE's with computer tablets and DRE specific software support to help capture data corresponding to DRE evaluations. The data is used to identify and analyze drug impaired driving trends.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405c-(M3DA)	0204-0742-AY	UConn	University/College	\$88,169.54

Planned Traffic Records Projects Not Implemented During FFY2024

Project TR-2: Online Disposition System

The goal of this project was the continued development of the online disposition system in Connecticut. This project was not implemented in FFY2024 due to staffing issue with the subgrantee, Centralized Infractions Bureau (CIB).

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405c (M3DA)	0204-0742-AD	CT Judicial (CIB)	State Government	\$0.00

Project TR-3: Easy Street Draw Application for Police Departments

The goal of this project was to provide Statewide police departments with the Easy Street Draw software application to create detailed crash scene diagrams, thereby improving investigation accuracy and reporting. This project was funded using FHWA funds.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405c (M3DA)	0204-0742-AO	CTHSO	State Government	\$0.00

Project TR-4: Ignition Interlock Device (IID) Restriction Code Implementation on Operator License

CTDMV could not submit a grant for FFY2024 due to logistical issues but plan to do so in FFY2025.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405c (M3DA)	0204-0742-AN	CTDMV	State Government	\$0.00

Project TR-5: Connecticut Department of Public health (CTDPH) Emergency Medical Services (EMS) System

The goal of this project was to address the recommendations from the 2021 NHTSA Traffic Records Assessment to improve data systems, data quality and data accessibility. CTDPh submitted a grant but could not work on any tasks due to lack of upfront funding to carry out the project activities.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405c (M3DA)	0204-0742-AG	CTDPH	State Government	\$0.00

Project TR-6: eCitation Connecticut State Police Resident Trooper Towns

The goal of this project was to equip CTDESPP division of Connecticut State Police (CSP) trooper vehicles statewide with the eCitation initiative's necessary resources, enhancing traffic violation processing and Driver History File updates. It would have supported the needed technology upgrades and equipment for efficient data collection and officer performance. However, the CSP could not submit the grant application due to logistical issues.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405c (M3DA)	0204-0742-AM	CTDESPP	State Government	\$0.00

COMMUNITY TRAFFIC SAFETY (CTS)

Performance Measures

Number of Drivers Aged Under 21 Involved in Fatal Crashes (C-9)

Number of Pedestrian Fatalities (C-10)

Number of Bicyclist Fatalities (C-11)

Projects

Planned Community Traffic Safety Projects Implemented

Project CTS-1: Mothers Against Drunk Driving (MADD) Initiatives

The Mothers Against Drunk Driving (MADD) educational outreach program, *Power of Parents, It's Your Influence*, received federal funding under this task. The program was a 30-minute workshop given to parents. It was based on a parent handbook, which motivated parents to talk with their teens about alcohol. Handbooks were presented in a virtual environment to every parent in attendance at each workshop. The workshops were presented by trained facilitators who attended a facilitator training led by the MADD National Office in a virtual format. A Program Specialist had administrative oversight regarding the implementation of this program. A total of 74 virtual and in-person distribution events were held over the course of the grant year, reaching approximately 3,841 parents, caregivers, and community members. A total of approximately 6,617 other educational materials were distributed to parents, caregivers, and community members.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
154-EDU_AL	0204-0721-1-EE	MADD	Non-Profit	\$49,612.41

Project CTS-2: Driver's License and Registration Renewal Education

Funding for this project was used in partnership with the Connecticut Department of Motor Vehicles (CTDMV) to produce an educational training video to become part of the regular cycles of driver's license and registration renewals. This video was designed to better inform individuals of road safety and to positively impact driver behavior. The Connecticut Vision Zeros Council's education subcommittee directed development of a video presentation that is accessible to everyone, regardless of background, concerning State laws that impact motorists and others who share our public roadways. The purpose of this video is to raise awareness and reduce crashes by highlighting safe driving components of State law, including Connecticut's Move Over Law, emergency vehicle and roadside worker safety measures, and best practices to promote pedestrian and bicycle safety. The concept seeks to bridge an awareness gap between new driver preparation and the operator retraining programs, which are often accessed long after an initial operating credential is issued.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-CP	0204-0703-AD	CTDMV	State Government	\$169,062.50

Project CTS-3: City-Centric Pedestrian and Bicyclist Safety Campaign

In partnership with the City of Hartford, this project directly engaged with Transport Hartford at the Center for Latino Progress (CLP), a local grassroots nonprofit to increase pedestrian and bicycle safety among the Spanish speaking and underserved populations within the organization's community. Transport Hartford at CLP is an organization dedicated to promoting equitable, safe, accessible, and sustainable transportation. Education is a guiding principle at Transport Hartford, and this passion towards engagement manifests itself in spring education courses, summer youth internships, walk audits, and ongoing advocacy efforts at the local and regional level. Activities included direct outreach at diverse types of community events such as *Hartford Bike Jam* and *Love Your Block Party*, and participation in walk and bike audits as well as transportation-oriented community meetings.



Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-PS	0204-0710-AG	City of Hartford Health and Human Services	Municipal Government	\$30,751.90

Project CTS-4: Choices Matter Impaired Driving Program Featuring Chris Sandy

The CTHSO was able to again bring the *Choices Matter* impaired driving program back to Connecticut in FFY2024. The program visited 34 schools during the school year, as schools and administrators continue to request the program return to their school due to its positive impacts on their students as they go through the process of obtaining their driving permits and licenses. 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, Chris Sandy committed himself to preventing anyone else from repeating his mistakes, and his story has since been the inspiration for a book and EMMY winning documentary. Chris is now serving the remainder of his sentence on Parole/Probation until 2031. This former inmate continues sharing his dynamic live presentation at schools, colleges, conferences, military bases, and business organizations nationwide. Chris Sandy is considered one of the most talented speakers in the youth industry. An impaired driving simulator was included for students as a hands-on portion of this program to allow participants the experience to see the potentially devastating consequences of driving impaired in a safe setting. Surveys were also given to the students during this portion of the program to gauge their attitudes and awareness related to impaired driving. This presentation is emotional and inspirational to people of all ages, but especially teens becoming experienced drivers and responsible passengers.

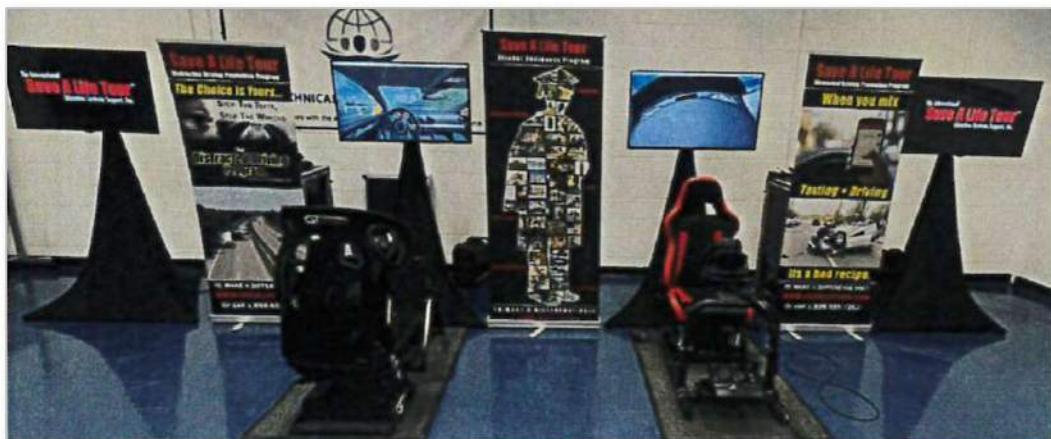
CHOICES MATTER



Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
154-EDU_AL	0204-0721-1-AY	CTHSO	State Government	\$170,000.00

Project CTS-5: Distracted Driving Education Programming and Younger Driver Education

The CTHSO brought the *Save a Life Tour* to Connecticut to raise awareness of the dangers of distracted driving among youths, many of whom have just obtained their license or in the process of getting a learner's permit. The program has continued to be one of if not the most popular educational high school program in the state. The *Save a Life Tour* was able to visit 80 high schools, and due to a special request from law enforcement to attend a safety-oriented summer camp, the program was again on-site for an additional three days after the school year at the camp. Administrators continue to request it for their future students at each location due to the positive impacts it has on their students going through the process of obtaining their driver's permit and license. Updated materials and distracted driving simulators continue to yield positive feedback from students that are more and more technologically focused each year, and therefore at an increasingly heightened risk to drive while distracted. Students could take a behavioral survey related to distracted driving during the simulator portion of the program. These results are compiled and delivered back in a condensed PDF file to monitor the impact of the program and the opinions and beliefs of the students regarding distracted driving.



Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405e-1 (M8PE)	0204-0745-1-AA	CTHSO	State Government	\$249,000.00

Project CTS-6: Pedestrian and Bicyclist Safety Media and Community Awareness Project

The CTHSO continued its partnership with the Connecticut Children's Medical Center (CCMC) on the CT pedestrian and bicycle community awareness project and is in year eight of the program. The message continues to be widely recognized due to the outreach, education, and media efforts combined with the work of the Pedestrian/Bicyclist Safety Outreach Coordinator and the CTHSO. Community engagement continues to be a major focus of the project as safety presentations were requested and given at places such as senior centers and other living communities. Pedestrian and bicycle safety was conducted at various public events including but not limited to safety fairs, press conferences, bike rodeos, farmers markets and walk audits. Additionally, in FFY2024, a *Watch for Me CT* Advisory Board was formed to assist in effectively educating people statewide on the dangers to pedestrians and bicyclists as well as solutions to those issues. Led by *Watch for Me CT*, Connecticut held its first World Day of Remembrance on November 19, 2023, in Hartford's Bushnell Park. This event was a major success, garnering significant earned media and will continue in a different part of the state in FFY2025. The program utilized cable television, radio, and out-of-home advertisements to disseminate safety messages to audiences across the state. A multi-channel digital and social media strategy was used to provide additional targeted reach and message frequency while driving website traffic and encouraging social media discussion. Media effectiveness was tracked and measured through required evaluation reports from media agencies included in the attached post buy media reports. Information from the annual attitude and awareness survey was taken into consideration with all new creative content. Aside from continuing to support related CTHSO efforts, the program also continued its very strong partnerships with a myriad of organizations across the state as well as serving as a member of numerous committees.



Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-PS	0204-0710-AC	Connecticut Children's Medical Center	Non-Profit	\$480,326.29

Project CTS-8: AARP Non-Motorized Media and Education Program

To address increasing traffic fatalities and serious injuries for drivers and pedestrians over the age of 65, in FFY2024 the CTHSO again collaborated with *Watch for Me CT* and AARP members to deliver the educational campaign in English and Spanish titled *Words to Live By / Palabras por las cuales vivir*. This included advertisements on connected and cable television, transit, and digital and social media to raise awareness of this critical safety issue impacting the older population. This message continues to resonate with road users and the public, and the older population has shared appreciation of the recognition of their safety concerns on the roadways. Media effectiveness was tracked and measured through required evaluation reports from media agencies included in the attached post buy media reports. Information from the annual attitude and awareness survey was taken into consideration with all new creative content.



Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405d-ii-4 (M7*PS)	0204-0740-4-AT	CTHSO	State Government	\$199,922.36

Project CTS-9: Non-Motorized Safety Community Education and Outreach Program

Traffic safety advocates in Connecticut worked to pass numerous new laws and revisions to past laws related to pedestrians and bicyclists. Laws centered on “granting the right-of-way to pedestrians who affirmatively indicate their intention to cross the road in a crosswalk” and to “establish a fine for opening the door of a motor vehicle in a way that impedes the travel of a pedestrian or a person riding a bicycle” (known as dooring) were passed via HB-5429 becoming Public Act 21-28 in 2021. This project was to again develop and deliver an education and awareness campaign specifically about the state laws that went into effect on October 1, 2021. *The Pedestrian Rules* campaign was the method to promote this awareness and the safety of non-motorized road users. This included public service announcements on a variety of platforms, public relations, and social media messaging. The campaign includes four separate videos that each focus on particular road users and how these laws apply to them during their commute, and what they can do to travel safely. This effort has been led by many units within CTDOT, and the CTHSO has been designated as the unit to handle the educational/media component of these law changes.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405g-2 (BGPE)	0204-0746-2-AC	CTHSO	State Government	\$149,920.21

Project CTS-10: CTHSO Staff Community Outreach

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



Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-CP	0204-0703-AA	CTHSO	State Government	\$23,907.43

**Project CTS-11: Connecticut South Central Regional Council of Governments
Highway Safety Pilot Program**

Connecticut's South Central Regional Council of Governments (SCRCOG) successfully hired a Highway Safety Specialist in June 2024. One of the first programs to be developed under this program was a senior driver highway safety program for the SCRCOG region. This included offering classes to help senior drivers learn safe driving skills. The program was offered initially in partnership with AAA and is being expanded to include a partnership with AARP during FFY2025. During FFY2024, the driver training classes took place at senior centers throughout the SCRCOG region's 15 member towns, and plans are to expand it to interfaith organizations and other community centers. A flyer was also developed to help senior centers promote the program in their community rooms, on bulletin boards, in newsletters, and on websites.

To address teen driving issues, the Highway Safety Specialist has started developing a teen driver ambassador program called Y SAFE (Youth for Safe and Accident-Free Environment). Contacts have been compiled for superintendents and principals in the region to target initial communications. Additionally, in FFY2025, SCRCOG will work with CTDMV and Travelers Insurance to support their *2025 Teen Safe Driving Video Contest*. This will help to engage teens as they work toward receiving their drivers' licenses.



Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-PT	0204-0707-AX	South Central Regional Council of Governments	Non-Profit	\$47,403.26

Planned Community Traffic Safety Projects Not Implemented During FFY2024

Project CTS-7: Public Information and Education/Community Outreach to Pedestrians and Bicyclists

This program was not funded in FFY2024 as the CTHSO shifted to engaging city organizations in an effort to develop new and future partnerships and developing these materials via this project was not needed.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-PS	0204-0710-AE	CTHSO	State Government	\$0.00

PREVENTING ROADSIDE DEATHS (PRD)

Performance Measures

Number of Roadside Fatalities

Number of Work Zone Fatalities

Project(s)

Planned Community Traffic Safety Project(s) Implemented

Project PRD-1: Colchester Fire Department Move Over, Slow Down Campaign

In August 2024, the Colchester Fire Department launched a pilot program to educate the public about the dangers of not moving over and slowing down for emergency responders. A Scorpion truck-mounted attenuator was purchased to help alert drivers that they are approaching an emergency scene on the highway. In early September 2024, the attenuator was delivered, and a town truck was secured to mount it on. The Colchester Fire Department also developed curriculum about the dangers of not moving over and plan to launch that program during FFY2025.

In addition, The CTHSO in collaboration with Colchester Fire and EMS and the Connecticut Construction Industries Association (CCIA), recently announced the launch of a new public service announcement (PSA) campaign entitled *Real Lives* to raise awareness about the Connecticut's Move Over Law. The *Real*



Lives PSA features a variety of real individuals, not actors, that represent various essential roadside service roles including local and state law enforcement, a firefighter, an EMT, local and state highway maintainers, and a local tow truck operator. Their collective involvement underscores the wide range of people who rely on the Move Over Law for their safety. The PSA was launched September 16, 2024, and will continue until May 2025.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-CP	0204-0703-AB	Colchester Fire Department	Fire and Emergency Services	\$233,321.75

DRIVER AND OFFICER SAFETY EDUCATION (DOSE)

Project(s)

Planned Community Traffic Safety Project(s) Implemented

Project DOSE-1: Connecticut Police Chiefs Association – Public Information and Education (Breaking Barriers)

One goal of this project was to improve communication and understanding between law enforcement and younger/newer drivers by creating educational videos designed to inform and educate drivers about what to expect during a traffic stop. The centerpiece of this project was the development of a series of videos in both English and Spanish. These videos were edited and completed in late 2023 and then released in early 2024, starting with a YouTube soft launch in February and followed by a press conference at a driving school in May.



The first video created, a demonstration simulation narrated by the driver, provides viewers with a clear understanding of what to expect during a traffic stop and demonstrates how to respond appropriately. The video is entitled *The Traffic Stop* and shows a mock traffic stop that examines the perception of both the motorist and the police officer. The intent behind the video is to show the human side of traffic enforcement and the need for educating the public on traffic safety.

The Connecticut Police Chiefs Association (CPCA) collaborated with CTDMV to distribute the video to newly licensed drivers during the written exam process. The second video takes an *Ask Me Anything* approach and features candid one-on-one discussions between a diverse group of officers and drivers, addressing pressing questions and concerns. The video focuses on one-on-one conversations between police officers and young drivers in Connecticut, with unscripted dialog allowing for motorists to ask any questions they had about why officers conduct traffic enforcement the way they do. Additionally, this second video was extended by more than eight (8) minutes of footage since it has generated much active and thoughtful conversation between law enforcement and community groups statewide.

Another goal of this project was the creation of two (2) driver safety media campaigns during busy holiday seasons. These campaigns increased awareness of the dangers of speeding, driving distracted, pedestrian safety, the importance of using seat belts, and the dangers of driving impaired. Running these media campaigns in concurrence with the CTHSO's law enforcement partners is the most effective way of obtaining results. The objectives of these media campaign included creating, developing, and implementing a realistic and effective safety marketing and communications strategy. The CPCA worked with a local media consulting firm which was responsible for developing and evaluating the awareness campaigns and provided continued assistance during their public information campaigns. Media coverage included cable television, outdoor digital billboards, internet, internet radio, social media, and digital banners during the 2023 fall and winter holiday seasons. The media message was Connecticut specific and emphasized the importance of driving responsibly.



Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-PM	0204-0711-AC	CT Police Chiefs Association	Non-Profit	\$349,647.00
402-CP	0204-0703-AC	CT Police Chiefs Association	Non-Profit	\$75,833.75
402-PT	0204-0707-AG	CT Police Chiefs Association	Non-Profit	\$5,250.00

PLANNING AND ADMINISTRATION (P&A)

Projects

Project PA-1: Planning and Administration Program Administration

The Connecticut Office of Highway Safety served as the primary agency responsible for ensuring the highway safety concerns for Connecticut are identified and addressed through the development and implementation of appropriate countermeasures. The Planning and Administration Area included the necessary costs related to the overall management of the programs and projects in FFY2024. The CTHSO worked with traffic safety stakeholders, including state and municipal law enforcement agencies and all grant recipients to administer the statewide traffic safety program and coordinate activities and projects outlined in the 2024 AGA 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 1 Office. Funding was provided for personnel, employee-related expenses and CTHSO staff member's travel, materials, supplies, and other related operating expenses.

Other activities accomplished include but are not limited to:

- Provided data for Federal and state reports, provided CTHSO program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs.
- Provided data and information to policy and decision-makers on the benefits of various traffic safety laws.
- Identified and prioritized highway safety problems for future CTHSO attention, programming, and activities.
- Conducted program management and oversight for all activities within this priority area.
- Participated on various traffic safety committees.
- Promoted safe driving activities.
- Covered equipment costs related to completion of highway safety plans, reports, and grant management.
- Prepared and submitted the 2023 Annual Report by January 28, 2024.

- Prepared and submitted the FFY2025 Annual Grant Application and 405 applications by August 1, 2024.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-PA	0204-0733-AA	CTHSO	State Government	\$352,056.67

Project PA-2: Impaired Driving Administration

The task included coordination of activities and projects outlined in the Impaired Driving program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 1 Office. Funding was provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies and other related operating expenses. Funding was expended for overtime and operating expenses.



The Connecticut Statewide Impaired Driving Task Force was established in March 2013. The purpose of this forum is to bring together area highway safety stakeholders and develop comprehensive strategies to prevent and reduce impaired driving behavior. The mission of the task force is "To save lives and reduce injuries due to impaired driving on Connecticut roadways through program leadership, innovation, and facilitation of effective partnerships with public and private organizations." The task force is comprised of a variety of disciplines including

- The CTHSO
- Federal Motor Carrier Safety Administration
- Connecticut Department of Mental Health and Addiction Services (CTMHAS)
- Connecticut Department of Motor Vehicles (CTDMV)
- Connecticut Office of the Chief State's Attorney
- Police Officer Standards and Training (POST) Council
- State and Municipal police agencies
- University of Connecticut (UConn)
- University of New Haven
- Connecticut Children's Medical Center (CCMC)
- Mothers Against Drunk Driving (MADD)
- AAA
- Hartford Healthcare Injury Prevention
- Preusser Research Group (PRG)

The task force held four (4) meetings in FFY2024 (November 15, 2023; February 14, 2024; May 15, 2024; and August 14, 2024). Objectives addressed by the task force throughout the year included HVE initiatives, police training initiatives, Administrative Per Se hearing evaluations, Ignition Interlock Device (IID) updates, media campaigns, legislative efforts pertaining to DUI,

addressing the use of oral fluids and electronic warrants in Connecticut, toxicological changes in DUI, drug impaired driving issues and research.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-AL	0204-0704-AA	CTHSO	State Government	\$63.10
154-ENF_AL	0204-0722-AA	CTHSO	State Government	\$ 7,006.93

Project PA-3: Occupant Protection Program Administration

The goal of this project was to increase seat belt use in Connecticut. This project included coordination of activities and projects outlined in the Occupant Protection/Child Passenger Safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 1 Office. Funding was provided for personnel, employee-related expenses and overtime, professional and outside services, travel expenses for training and to attend outreach events, to purchase educational materials and supplies for outreach and press events, and other related operating expenses. The CTHSO continued Seat Belt Working Group meetings, sustained enforcement, educational outreach and media buys during enforcement and non-enforcement periods.

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

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-OP	0204-0702-AA	CTHSO	State Government	\$762.49

Project PA-4: Child Restraint Administration

There were 81 technicians who were eligible to recertify for Connecticut from October 2023 through September 2024. A total of 38 technicians did recertify bringing Connecticut to a 46 percent recertification rate compared to a 46.1 percent national average. For many that did not recertify, it was due to their position change at their job or due to retirement.

In FFY2024, the number of fitting stations increased to 99. Printed literature, car seat recommendations and educational supplies were provided to assist in supporting the fitting stations. There are 430 CPS Certified Technicians of which 22 are CPS Certified Instructors. These CPS Instructors are available to teach certification classes for those interested in becoming a car seat technician.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-CR	0204-0709-AA	CTHSO	State Government	\$0.00

Project PA-5: Police Traffic Services Program Administration

This task included coordination of activities and projects outlined in the Police Traffic Services program area, statewide coordination of program activities, support to other program areas in the CTHSO including oversight of enforcement components of both local and/or national mobilizations and crackdown periods, law enforcement training, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 1 office. Funding was provided for personnel, support the maintenance and function of the Law Enforcement Liaison (LEL) position within the CTHSO, employee-related expenses and overtime, professional and outside services, travel, materials, supplies, and other related operating expenses. Much of this project was used to fund salary while a small portion was used for travel and operating expenses.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-PT	0204-0707-AA	CTHSO	State Government	\$480.00

Project PA-6: Motorcycle Safety Program Administration

The task included coordination of activities and projects outlined in the Motorcycle Safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 1 Office. The Program Coordinator served as a direct line of communication between the CTHSO and the Connecticut Community College system that administers the Connecticut Rider Education Program (CONREP), including assisting in annual activity proposals and voucher reimbursement. This task and associated project are specifically meant for in-house management of the Motorcycle Safety program. Funding was provided for personnel, employee-related expenses, overtime, professional and outside services including facilities and support services for the required annual instructor update. Travel to in-state training facilities for project monitoring, requests for support and out-of-state travel including the annual State Motorcycle Safety Administrators Summit and annual dues, travel related to training opportunities, providing educational materials for distribution to students and other related operating expenses.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-MC	0204-0701-AA	CTHSO	State Government	\$1,514.65

Project PA-7: Traffic Records Administration

The task provided for the coordination of activities and projects outlined in the Traffic Records program area, statewide coordination of program activities, and the development and facilitation of public information and education projects. It also included providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 1. Funding was used for consulting services that provide TRCC coordination for the months of October and November 2023.

No funding was utilized from project 0204-0705-AA for travel.

Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
405c (M3DA)	0204-0742-AA	CTHSO	State Government	\$7,455.00
402-TR	0203-0705-AA	CTHSO	State Government	\$0

Project PA-8: IntelliGrants IGX eGrants Implementation and Maintenance

The IntelliGrants IGX eGrants management system, known internally as Statewide Application for eGrants and Reimbursements (SAFER), continues to be developed to manage each step of the CTHSO grant lifecycle in an online environment. Functions being currently being developed, tested, and finalized include grant applications, workflow, review, scoring, awards, and reimbursements. In August 2024, the CTHSO began accepting applications via the eGrants system for non-enforcement grants as well as DUI Enforcement grants. The CTHSO is continuing to work with the eGrants vendor in FFY2025 to further configure the system for the CTHSO, completing the remaining grant application and reimbursement processes.



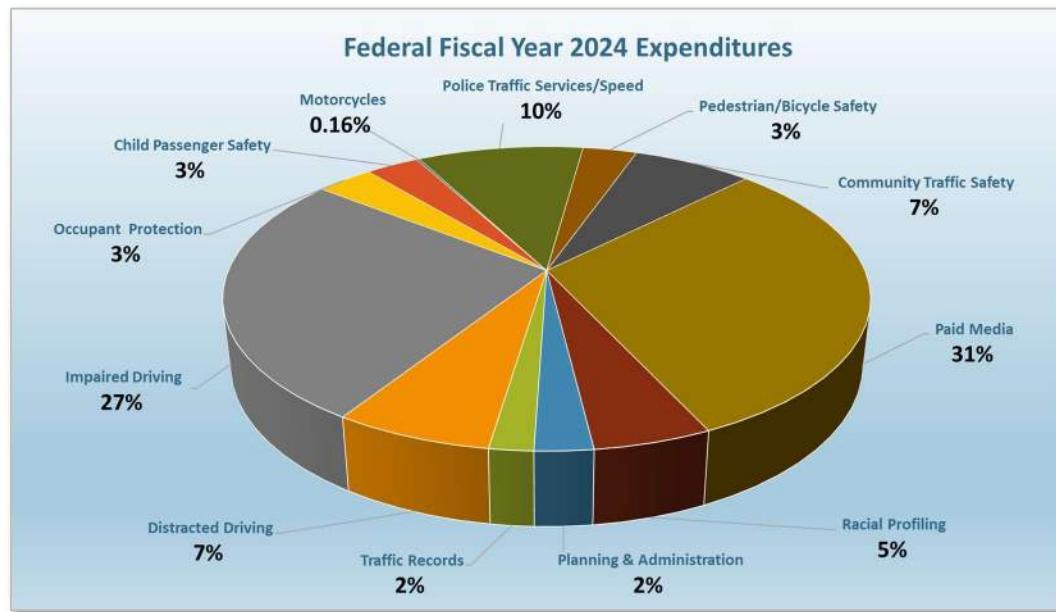
Funding Source	Project Number	Subrecipient	Organization Type	\$ Amount Expended
402-PT	0204-0707-AW	CTHSO	State Government	\$71,355.89
154-PA	0204-0723-AB	CTHSO	State Government	\$38,422.40

FINANCIAL SUMMARY

FFY2024 FINANCIAL SUMMARY

Financial Summary (Data as of 12/28/2024)

	402	154AL	154PA	154PM	154LET	154EDU	1906	405 B	405 C	405 D	405 D Int	405 E	405 F	405 G	405 H	Total	% of Total
Planning & Administration	\$352,057		\$38,422													\$390,479	2.5%
Traffic Records	\$0															\$296,016	1.9%
Distracted Driving	\$0															\$1,062,769	6.7%
Impaired Driving	\$63	\$1,247,743			\$340,089	\$902,789										\$4,200,856	26.5%
Occupant Protection	\$482,388															\$535,391	3.4%
Child Passenger Safety	\$502,125															\$502,125	3.2%
Motorcycles	\$24,858															\$24,858	0.2%
Police Traffic Services/Speed	\$896,858															\$1,568,723	9.9%
Pedestrian/Bicycle Safety	\$511,078															\$511,078	3.2%
Community Traffic Safety	\$928,406															\$1,128,328	7.1%
Paid Media	\$349,647															\$4,842,271	30.5%
Racial Profiling																\$794,502	5.0%
TOTAL	\$4,047,481	\$1,247,743	\$38,422	\$1,876,282	\$340,089	\$902,789	\$794,502	\$531,678	\$296,016	\$2,408,019	\$199,922	\$3,024,534	\$0	\$149,920	\$0	\$15,857,396	100.0%



FFY2024 PROJECT LIST

Program Area	Project Number	Town/Subrecipient	Project Description	HSP Original Amount	HSP Amended Amount	Grant Amount	FFY2024 Expended Amount
154-DUI_AL	0204-0719-1-AC	CT Judicial	TSRP (Additional Alcohol)	\$0.00	\$0.00	\$0.00	\$0.00
154-DUI_DG	0204-0719-2-AC	CT Judicial	TSRP (Additional Drugs)	\$0.00	\$0.00	\$0.00	\$0.00
154-EDU_AL	0204-0721-1-AB	CT-DOT/HSO	Alcohol Related Program Training	\$100,000.00	\$100,000.00	\$100,000.00	\$7,138.10
154-EDU_AL	0204-0721-1-AD	Automotive Coalition for Traffic Safety, Inc. (ACTS)	DADSS CT Trial Deployment.	\$750,000.00	\$750,000.00	\$734,784.97	\$676,038.06
154-EDU_AL	0204-0721-1-AY	CT-DOT/HSO	Choices Matter	\$300,000.00	\$300,000.00	\$300,000.00	\$170,000.00
154-EDU_AL	0204-0721-1-EE	MADD	Power of Parents	\$70,000.00	\$70,000.00	\$64,928.65	\$49,612.41
154-ENF_AL	0204-0722-AA	CT-DOT/HSO	Alcohol Program Management (154)	\$100,000.00	\$100,000.00	\$100,000.00	\$7,006.93
154-ENF_AL	0204-0722-AF	Killingly	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-AG	Glastonbury	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$24,679.07	\$24,679.07
154-ENF_AL	0204-0722-AJ	Bristol	Comprehensive DUI Enforcement	\$100,000.00	\$100,000.00	\$55,018.27	\$2,621.88
154-ENF_AL	0204-0722-AL	Greenwich	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$34,525.76	\$33,892.82
154-ENF_AL	0204-0722-AM	Watertown	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$29,960.00	\$22,520.20

154-ENF_AL	0204-0722-AN	New Britain	Comprehensive DUI Enforcement	\$120,000.00	\$120,000.00	\$119,974.40	\$77,454.31
154-ENF_AL	0204-0722-AQ	Naugatuck	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$29,940.31	\$18,317.61
154-ENF_AL	0204-0722-AT	Fairfield	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$44,928.00	\$39,766.52
154-ENF_AL	0204-0722-AU	Meriden	Comprehensive DUI Enforcement	\$55,000.00	\$55,000.00	\$19,175.13	\$972.43
154-ENF_AL	0204-0722-AX	Seymour	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$41,759.54	\$15,266.07
154-ENF_AL	0204-0722-AZ	Plainville	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-BA	Bridgeport	Comprehensive DUI Enforcement	\$160,000.00	\$160,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-BB	Stafford	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-BC	Cromwell	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$13,789.49	\$13,789.48
154-ENF_AL	0204-0722-BD	Norwalk	Comprehensive DUI Enforcement	\$90,000.00	\$90,000.00	\$77,718.82	\$46,972.87
154-ENF_AL	0204-0722-BH	Manchester	Comprehensive DUI Enforcement	\$160,000.00	\$160,000.00	\$159,695.86	\$76,092.46
154-ENF_AL	0204-0722-BI	Branford	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-BJ	North Haven	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-BL	Coventry	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$15,228.38	\$300.71
154-ENF_AL	0204-0722-BN	Windsor	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-BQ	Old Lyme	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00

154-ENF_AL	0204-0722-BR	Bloomfield	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-BS	Stonington	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-BW	Darien	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-BX	Danbury	Comprehensive DUI Enforcement	\$50,000.00	\$50,000.00	\$49,350.71	\$32,183.06
154-ENF_AL	0204-0722-BY	Berlin	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-BZ	Wilton	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$24,999.84	\$24,969.35
154-ENF_AL	0204-0722-CB	Hartford	Comprehensive DUI Enforcement	\$325,000.00	\$325,000.00	\$323,956.28	\$237,127.38
154-ENF_AL	0204-0722-CC	Wallingford	Comprehensive DUI Enforcement	\$90,000.00	\$90,000.00	\$23,046.82	\$20,486.07
154-ENF_AL	0204-0722-CD	East Haddam	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-CE	North Stonington	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-CF	Tolland	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$24,415.40	\$626.04
154-ENF_AL	0204-0722-CH	Vernon	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$44,035.95	\$19,510.63
154-ENF_AL	0204-0722-CI	Monroe	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$29,395.95	\$29,395.96
154-ENF_AL	0204-0722-CK	Haddam	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-CM	Stratford	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-CN	Enfield	Comprehensive DUI Enforcement	\$80,000.00	\$80,000.00	\$79,140.17	\$52,687.35

154-ENF_AL	0204-0722-CO	Newington	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-CP	Colchester	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$24,909.28	\$16,744.61
154-ENF_AL	0204-0722-CS	Montville	Comprehensive DUI Enforcement	\$65,000.00	\$65,000.00	\$64,568.37	\$36,440.78
154-ENF_AL	0204-0722-CV	Waterford	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$15,734.93	\$9,816.60
154-ENF_AL	0204-0722-CX	Plymouth	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-CY	Suffield	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-DA	Newtown	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-DC	Westbrook	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$13,097.07	\$7,052.93
154-ENF_AL	0204-0722-DE	Torrington	Comprehensive DUI Enforcement	\$55,000.00	\$55,000.00	\$54,998.33	\$51,132.59
154-ENF_AL	0204-0722-DI	New Haven	Comprehensive DUI Enforcement	\$160,000.00	\$160,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-DK	Plainfield	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-DL	Old Saybrook	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-DN	Orange	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-DP	Hamden	Comprehensive DUI Enforcement	\$40,000.00	\$40,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-DQ	Windsor Locks	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$34,352.86	\$31,011.83
154-ENF_AL	0204-0722-DR	West Hartford	Comprehensive DUI Enforcement	\$60,000.00	\$60,000.00	\$0.00	\$0.00

154-ENF_AL	0204-0722-DS	Farmington	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$22,347.70	\$18,054.93
154-ENF_AL	0204-0722-DT	DESPP	Expanded DUI Enforcement & Equipment	\$600,000.00	\$600,000.00	\$535,087.72	\$136,944.52
154-ENF_AL	0204-0722-DU	Mansfield	Comprehensive DUI Enforcement	\$75,000.00	\$75,000.00	\$66,342.28	\$36,507.68
154-ENF_AL	0204-0722-DV	Rocky Hill	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$23,818.24	\$1,293.46
154-ENF_AL	0204-0722-DW	East Windsor	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$37,383.70	\$4,583.78
154-ENF_AL	0204-0722-DY	East Hartford	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$29,662.43	\$8,057.19
154-ENF_AL	0204-0722-DZ	New London	Comprehensive DUI Enforcement	\$40,000.00	\$40,000.00	\$28,757.23	\$3,568.68
154-ENF_AL	0204-0722-EC	Preston	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$28,048.78	\$3,246.17
154-ENF_AL	0204-0722-ED	Waterbury	Comprehensive DUI Enforcement	\$160,000.00	\$160,000.00	\$96,183.52	\$53,717.10
154-ENF_AL	0204-0722-EF	Wolcott	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-EG	Shelton	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-EN	Southington	Comprehensive DUI Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-EZ	Stamford	Comprehensive DUI Enforcement	\$120,000.00	\$120,000.00	\$116,586.34	\$3,129.97
154-ENF_AL	0204-0722-FA	New Milford	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$24,910.10	\$15,638.59
154-ENF_AL	0204-0722-FC	Ansonia	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$24,440.97	\$11,491.77
154-ENF_AL	0204-0722-FD	Milford	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$24,723.36	\$2,671.11

154-ENF_AL	0204-0722-FE	Middletown	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-FG	West Haven	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-FH	Marlborough	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-FI	Harwinton	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-FJ	Putnam	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-FK	Southbury	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-ZZ	Municipal Police Agencies	Comprehensive DUI Enforcement & Equipment (ZZ)	\$3,000,000.00	\$3,000,000.00	\$0.00	\$0.00
154-LET_DG	0204-0724-2-AB	CT-DOT/HSO	DRE Training	\$250,000.00	\$250,000.00	\$250,000.00	\$98,317.48
154-LET_DG	0204-0724-2-AE	CT-DOT/HSO	DRE Overtime Call-Out	\$900,000.00	\$900,000.00	\$48,000.00	\$22,643.00
154-LET_DG	0204-0724-2-AF	DESPP	DRE Instructor Support (3)	\$150,000.00	\$150,000.00	\$125,667.65	\$36,637.71
154-LET_DG	0204-0724-2-AG	Manchester	DRE Instructor Support	\$100,000.00	\$100,000.00	\$18,736.63	\$12,720.27
154-LET_DG	0204-0724-2-AH	Montville	DRE Instructor Support	\$50,000.00	\$50,000.00	\$48,439.02	\$35,717.74
154-LET_DG	0204-0724-2-AI	Newtown	DRE Instructor Support	\$50,000.00	\$50,000.00	\$45,783.84	\$14,062.95
154-LET_DG	0204-0724-2-AJ	South Windsor	DRE Instructor Support	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-LET_DG	0204-0724-2-AK	Waterford	DRE Instructor Support	\$50,000.00	\$50,000.00	\$49,929.81	\$27,435.93
154-LET_DG	0204-0724-2-AM	New Milford	DRE Instructor Support	\$50,000.00	\$50,000.00	\$49,954.22	\$16,330.37

154-LET_DG	0204-0724-2-AN	Vernon	DRE Instructor Support	\$50,000.00	\$50,000.00	\$31,848.36	\$10,832.72
154-LET_DG	0204-0724-2-AO	Norwalk	DRE Instructor Support	\$50,000.00	\$50,000.00	\$49,464.05	\$24,428.72
154-LET_DG	0204-0724-2-AQ	CT-DOT/HSO	Law Enforcement Phlebotomy Program Pilot	\$300,000.00	\$300,000.00	\$300,000.00	\$40,961.81
154-LET_DG	0204-0724-2-ZZ	Law Enforcement	DRE Instructor Support/Callout	\$500,000.00	\$500,000.00	\$0.00	\$0.00
154-PA	0204-0723-AB	CT-DOT/HSO	IntelliGrants IGX eGrants Implementation & Maintenance	\$100,000.00	\$182,000.00	\$100,000.00	\$38,422.40
154-PM_AL	0204-0720-1-AA	CT-DOT/HSO	DUI Media Campaign	\$2,500,000.00	\$2,500,000.00	\$2,500,000.00	\$1,376,385.96
154-PM_DG	0204-0720-2-AB	CT-DOT/HSO	Cannabis Impairment Awareness Media Campaign	\$500,000.00	\$500,000.00	\$500,000.00	\$499,895.93
154-UP_154	0204-0720-2-ZZ	CT-DOT/HSO	Uncommitted Funds	\$2,000,000.00	\$2,833,000.00	\$0.00	\$0.00
1906-F1906ER	0204-0725-AA	UCONN	Racial Profiling Prohibition	\$1,200,000.00	\$1,200,000.00	\$1,199,677.02	\$794,501.80
1906-F1906X	0204-0725-YZ	CT-DOT/HSO	Uncommitted Funds	\$1,400,000.00	\$1,476,000.00	\$0.00	\$0.00
402-AL	0204-0704-AA	CT-DOT/HSO	Alcohol Program Management	\$10,000.00	\$10,000.00	\$10,000.00	\$63.10
402-CP	0204-0703-AA	CT-DOT/HSO	HSO Staff Community Outreach	\$150,000.00	\$150,000.00	\$150,000.00	\$23,907.43
402-CP	0204-0703-AB	Colchester Fire Dept.	Move Over, Slow Down Campaign	\$0.00	\$275,000.00	\$274,875.00	\$233,321.75
402-CP	0204-0703-AC	CPCA	LEL Outreach	\$150,000.00	\$150,000.00	\$150,000.00	\$75,833.75

402-CP	0204-0703-AD	DMV	Driver's License and Registration Renewal Education	\$0.00	\$200,000.00	\$200,000.00	\$169,062.50
402-CR	0204-0709-AA	CT-DOT/HSO	Child Restraint Administration	\$10,000.00	\$10,000.00	\$10,000.00	\$0.00
402-CR	0204-0709-AB	CT-DOT/HSO	CPS Training	\$30,000.00	\$30,000.00	\$30,000.00	\$16,470.76
402-CR	0204-0709-AC	CCMC	CPS Fitting Stations Support	\$110,000.00	\$110,000.00	\$110,000.00	\$93,605.65
402-CR	0204-0709-AD	YNHH	CPS Fitting Stations Support	\$140,000.00	\$140,000.00	\$140,000.00	\$135,530.73
402-CR	0204-0709-AE	YNHH	Community Traffic Safety Program	\$170,000.00	\$170,000.00	\$169,736.47	\$145,867.42
402-CR	0204-0709-AG	CCMC	Western CT CPS Support	\$150,000.00	\$150,000.00	\$150,000.00	\$94,283.43
402-CR	0204-0709-AH	City of Hartford Dept of Health and Human Services	Safe Kids Hartford CPS Program	\$130,000.00	\$130,000.00	\$128,303.61	\$79,921.01
402-CR	0204-0709-AI	YNHH	Targeting Disparities to Increase Proper Car Seat Use	\$280,000.00	\$280,000.00	\$279,459.20	\$164,292.35
402-CR	0204-0709-AJ	Waterbury PD	Hangtime Community Traffic Safety Program	\$130,000.00	\$130,000.00	\$112,552.32	\$75,729.27
402-CR	0204-0709-AK	CCMC	Northern CT CPS Training Support	\$130,000.00	\$130,000.00	\$130,000.00	\$108,027.80
402-CR	0204-0709-AL	Griffin Hospital	Child Passenger Safety Road Program	\$0.00	\$25,000.00	\$25,000.00	\$14,677.50
402-MC	0204-0701-AA	CT-DOT/HSO	Motorcycle Safety Program Administration	\$10,000.00	\$10,000.00	\$10,000.00	\$1,514.65
402-MC	0204-0701-AB	CT-DOT/HSO	CONREP Technical Assistance	\$100,000.00	\$100,000.00	\$100,000.00	\$23,343.26

402-OP	0204-0702-AA	CT-DOT/HSO	OP Program Administration	\$10,000.00	\$10,000.00	\$10,000.00	\$762.49
402-OP	0204-0702-AD	Waterbury PD	Waterbury Area Traffic Safety Program	\$200,000.00	\$200,000.00	\$172,720.55	\$120,250.86
402-OP	0204-0702-AF	CT-DOT/HSO	Occupant Protection PI&E	\$10,000.00	\$10,000.00	\$10,000.00	\$0.00
402-OP	0204-0702-AG	CCMC	Look Before You Lock Where's Baby Unattended Passenger Education Campaign	\$225,000.00	\$225,000.00	\$225,000.00	\$212,611.51
402-OP	0204-0702-AK	Berlin	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0204-0702-AL	Bloomfield	Click It or Ticket Enforcement	\$10,000.00	\$0.00	\$0.00	\$0.00
402-OP	0204-0702-AM	Bridgeport	Click It or Ticket Enforcement	\$30,000.00	\$30,000.00	\$27,611.61	\$17,451.89
402-OP	0204-0702-AN	Danbury	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,685.44	\$9,062.99
402-OP	0204-0702-AP	East Hartford	Click It or Ticket Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
402-OP	0204-0702-AQ	Enfield	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,448.86	\$2,805.72
402-OP	0204-0702-AR	Fairfield	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$8,646.14	\$7,439.92
402-OP	0204-0702-AS	Farmington	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0204-0702-AT	Glastonbury	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,871.63	\$6,416.56
402-OP	0204-0702-AU	Hamden	Click It or Ticket Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
402-OP	0204-0702-AV	Hartford	Click It or Ticket Enforcement	\$20,000.00	\$20,000.00	\$18,345.99	\$17,714.09
402-OP	0204-0702-AW	Manchester	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00

402-OP	0204-0702-AX	Meriden	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,245.15	\$9,245.15
402-OP	0204-0702-AY	Monroe	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,570.78	\$9,570.78
402-OP	0204-0702-AZ	Naugatuck	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,361.82	\$8,688.34
402-OP	0204-0702-BA	New Britain	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,672.00	\$6,833.25
402-OP	0204-0702-BC	Orange	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$10,000.00	\$0.00
402-OP	0204-0702-BD	South Windsor	Click It or Ticket Enforcement	\$8,000.00	\$8,000.00	\$7,440.96	\$5,497.74
402-OP	0204-0702-BE	Southington	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,784.80	\$4,632.24
402-OP	0204-0702-BF	Stonington	Click It or Ticket Enforcement	\$8,000.00	\$8,000.00	\$0.00	\$0.00
402-OP	0204-0702-BG	Vernon	Click It or Ticket Enforcement	\$8,000.00	\$8,000.00	\$0.00	\$0.00
402-OP	0204-0702-BH	Wallingford	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,261.83	\$7,409.46
402-OP	0204-0702-BI	Waterbury	Click It or Ticket Enforcement	\$15,000.00	\$15,000.00	\$12,880.10	\$5,969.62
402-OP	0204-0702-BJ	Watertown	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,897.55	\$1,447.47
402-OP	0204-0702-BK	West Hartford	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-BM	Westport	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-BO	Woodbridge	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$3,505.16	\$0.00
402-OP	0204-0702-BQ	Bristol	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00

402-OP	0204-0702-BS	Canton	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-BU	Granby	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-BV	Groton	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-BW	Middletown	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-BY	New Haven	Click It or Ticket Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
402-OP	0204-0702-BZ	New Milford	Click It or Ticket Enforcement	\$8,000.00	\$8,000.00	\$7,883.03	\$842.20
402-OP	0204-0702-CB	Newtown	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-CC	North Haven	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-CD	Norwalk	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-CE	Norwich	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-CF	Plainville	Click It or Ticket Enforcement	\$8,000.00	\$8,000.00	\$0.00	\$0.00
402-OP	0204-0702-CH	Shelton	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$5,000.00	\$4,420.39
402-OP	0204-0702-CJ	Stamford	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,739.20	\$5,867.30
402-OP	0204-0702-CK	Stratford	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,675.96	\$8,282.76
402-OP	0204-0702-CL	Suffield	Click It or Ticket Enforcement	\$10,000.00	\$0.00	\$0.00	\$0.00
402-OP	0204-0702-CM	Torrington	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,925.30	\$9,165.68

402-OP	0204-0702-CN	Trumbull	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-CP	Winchester	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-CQ	Windsor	Click It or Ticket Enforcement	\$5,000.00	\$0.00	\$0.00	\$0.00
402-OP	0204-0702-CR	Wolcott	Click It or Ticket Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
402-OP	0204-0702-CS	Coventry	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-CT	Portland	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-CW	Plymouth	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-DI	North Branford	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-DP	Greenwich	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-PA	0204-0733-AA	CT-DOT/HSO	Planning and Administration	\$825,000.00	\$825,000.00	\$825,000.00	\$352,056.67
402-PM	0204-0711-AC	CPCA	Public Outreach & Education Campaigns	\$350,000.00	\$350,000.00	\$350,000.00	\$349,647.00
402-PS	0204-0710-AC	CCMC	Pedestrian Safety Awareness Project-Watch for Me CT	\$525,000.00	\$525,000.00	\$525,000.00	\$480,326.29
402-PS	0204-0710-AE	CT-DOT/HSO	PI&E	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-PS	0204-0710-AG	City of Hartford Health and Human Services	City-Centric Pedestrian and Bicyclist Safety Campaign	\$110,000.00	\$110,000.00	\$109,654.00	\$30,751.90
402-PS	0204-0710-AH	East Hartford PD	Community Outreach and Equipment	\$150,000.00	\$150,000.00	\$0.00	\$0.00
402-PT	0204-0707-AA	CT-DOT/HSO	PTS Administration	\$20,000.00	\$20,000.00	\$20,000.00	\$480.00

402-PT	0204-0707-AG	CPCA	Breaking Barriers	\$0.00	\$200,000.00	\$200,000.00	\$5,250.00
402-PT	0204-0707-AM	Branford	Comprehensive DUI Enforcement and Equipment	\$0.00	\$60,000.00	\$55,786.76	\$39,776.00
402-PT	0204-0707-AW	CT-DOT/HSO	IntelliGrants IGX eGrants Implementation & Maintenance	\$120,000.00	\$152,000.00	\$152,000.00	\$71,355.89
402-PT	0204-0707-AX	SCRCOG	Regional Highway Safety Pilot	\$170,000.00	\$170,000.00	\$169,718.38	\$47,403.26
402-SE	0204-0706-AC	Bridgeport	Speed and Aggressive Driving Enforcement	\$80,000.00	\$80,000.00	\$0.00	\$0.00
402-SE	0204-0706-AD	Bristol	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$44,766.76	\$21,258.17
402-SE	0204-0706-AF	Danbury	Speed and Aggressive Driving Enforcement	\$80,000.00	\$80,000.00	\$0.00	\$0.00
402-SE	0204-0706-AG	East Hartford	Speed and Aggressive Driving Enforcement	\$70,000.00	\$70,000.00	\$68,553.16	\$31,899.55
402-SE	0204-0706-AI	Fairfield	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$49,962.10	\$48,818.93
402-SE	0204-0706-AJ	Hamden	Speed and Aggressive Driving Enforcement	\$80,000.00	\$80,000.00	\$79,961.35	\$78,493.63
402-SE	0204-0706-AK	Hartford	Speed and Aggressive Driving Enforcement	\$80,000.00	\$80,000.00	\$0.00	\$0.00
402-SE	0204-0706-AM	Meriden	Speed and Aggressive Driving Enforcement	\$75,000.00	\$75,000.00	\$28,009.67	\$16,637.96
402-SE	0204-0706-AN	Middletown	Speed and Aggressive Driving Enforcement	\$80,000.00	\$80,000.00	\$69,434.68	\$61,415.73
402-SE	0204-0706-AO	New Britain	Speed and Aggressive Driving Enforcement	\$80,000.00	\$80,000.00	\$78,749.12	\$47,392.22
402-SE	0204-0706-AP	New Haven	Speed and Aggressive Driving Enforcement	\$80,000.00	\$80,000.00	\$0.00	\$0.00

402-SE	0204-0706-AR	Norwalk	Speed and Aggressive Driving Enforcement	\$75,000.00	\$75,000.00	\$72,257.76	\$72,257.76
402-SE	0204-0706-AS	Shelton	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0204-0706-AU	Trumbull	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$26,777.05	\$7,758.97
402-SE	0204-0706-AV	Waterbury	Speed and Aggressive Driving Enforcement	\$80,000.00	\$80,000.00	\$78,686.79	\$70,006.92
402-SE	0204-0706-AW	West Hartford	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0204-0706-AX	Wethersfield	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0204-0706-AY	Stamford	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$48,696.00	\$10,682.65
402-SE	0204-0706-AZ	Norwich	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$49,817.27	\$42,534.48
402-SE	0204-0706-BA	West Haven	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0204-0706-BB	Wallingford	Speed and Aggressive Driving Enforcement	\$60,000.00	\$60,000.00	\$49,494.21	\$33,473.39
402-SE	0204-0706-BC	Newtown	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0204-0706-BD	Southington	Speed and Aggressive Driving Enforcement	\$50,000.00	\$0.00	\$0.00	\$0.00
402-SE	0204-0706-BE	Berlin	Speed and Aggressive Driving Enforcement	\$50,000.00	\$0.00	\$0.00	\$0.00
402-SE	0204-0706-BF	Greenwich	Speed and Aggressive Driving Enforcement	\$50,000.00	\$0.00	\$0.00	\$0.00
402-SE	0204-0706-BG	Manchester	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$48,107.17	\$47,173.94
402-SE	0204-0706-BH	Seymour	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00

402-SE	0204-0706-BI	New Milford	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0204-0706-BJ	Naugatuck	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$49,161.88	\$36,198.89
402-SE	0204-0706-BK	Torrington	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0204-0706-BL	Ansonia	Speed and Aggressive Driving Enforcement	\$0.00	\$50,000.00	\$49,497.11	\$28,816.45
402-SE	0204-0706-BM	Darien	Speed and Aggressive Driving Enforcement	\$0.00	\$50,000.00	\$49,072.97	\$46,682.52
402-SE	0204-0706-BN	East Windsor	Speed and Aggressive Driving Enforcement	\$0.00	\$50,000.00	\$43,419.55	\$31,090.60
402-TR	0204-0705-AA	CT-DOT/HSO	Traffic Records Administration	\$50,000.00	\$50,000.00	\$50,000.00	\$0.00
402-TR	0204-0705-ZZ	Municipal Police Agencies	E-citation Local Law Enforcement	\$700,000.00	\$213,000.00		\$0.00
402-TSP	0204-0708-AA	DMV	GDL/Teen Driving Education	\$400,000.00	\$400,000.00	\$0.00	\$0.00
405b-1 (M1HVE)	0204-0741-1-AC	DESPP (CSP)	Occupant Protection Enforcement	\$150,000.00	\$150,000.00	\$150,000.00	\$53,002.68
405b-2 (M1PE)	0204-0741-2-AD	CT-DOT/HSO	Occupant Protection Media Buy	\$600,000.00	\$600,000.00	\$350,000.00	\$342,920.79
405b-2 (M1PE)	0204-0741-2-AE	DESPP (CSP)	Convincer/Rollover Simulator Education and Equipment	\$325,000.00	\$325,000.00	\$314,172.56	\$135,754.31
405c (M3DA)	0204-0742-AA	CT-DOT/HSO	Traffic Records Administration	\$200,000.00	\$200,000.00	\$100,000.00	\$7,455.00
405c (M3DA)	0204-0742-AD	CT Judicial (CIB)	Online Disposition System	\$225,000.00	\$225,000.00	\$0.00	\$0.00
405c (M3DA)	0204-0742-AG	Dept of Public Health	Emergency Medical System	\$310,000.00	\$310,000.00	\$156,822.07	\$0.00
405c (M3DA)	0204-0742-AM	DESPP (CSP)	E-Citation Resident Trooper Town	\$600,000.00	\$600,000.00	\$0.00	\$0.00

405c (M3DA)	0204-0742-AN	DMV	IID - Restriction Code Implementation	\$200,000.00	\$21,500.00	\$0.00	\$0.00
405c (M3DA)	0204-0742-AO	CT-DOT/HSO	Easy Street Draw	\$200,000.00	\$100,000.00	\$0.00	\$0.00
405c (M3DA)	0204-0742-AP	Milford	eCitation – Technology/Software Support	\$0.00	\$27,000.00	\$0.00	\$0.00
405c (M3DA)	0204-0742-AQ	Suffield	eCitation – Technology/Software Support	\$0.00	\$20,000.00	\$18,376.16	\$18,376.16
405c (M3DA)	0204-0742-AR	Ridgefield	eCitation – Technology/Software Support	\$0.00	\$27,000.00	\$26,213.38	\$26,213.38
405c (M3DA)	0204-0742-AS	North Branford	eCitation – Technology/Software Support	\$0.00	\$15,000.00	\$11,455.58	\$11,455.58
405c (M3DA)	0204-0742-AT	Plymouth	eCitation – Technology/Software Support	\$0.00	\$55,000.00	\$53,322.50	\$53,322.50
405c (M3DA)	0204-0742-AU	Monroe	eCitation – Technology/Software Support	\$0.00	\$22,000.00	\$20,594.26	\$20,194.26
405c (M3DA)	0204-0742-AV	Simsbury	eCitation – Technology/Software Support	\$0.00	\$20,000.00	\$17,994.26	\$17,994.26
405c (M3DA)	0204-0742-AW	Bethel	eCitation – Technology/Software Support	\$0.00	\$28,000.00	\$26,872.06	\$26,872.06
405c (M3DA)	0204-0742-AX	Wilton	eCitation – Technology/Software Support	\$0.00	\$28,000.00	\$27,012.94	\$25,962.94
405c (M3DA)	0204-0742-AY	UCONN (CTSRC)	Tablets, Software, and Evaluation for DRE Program	\$0.00	\$100,000.00	\$93,243.58	\$88,169.54

405d-1 (M5HVE)	0204-0743-1-BM	CT-DOT/HSO	Drug Recognition Expert Field Kits	\$100,000.00	\$100,000.00	\$0.00	\$0.00
405d-4 (M5CS)	0204-0743-4-AC	CT Judicial	TSRP	\$300,000.00	\$300,000.00	\$280,798.79	\$140,549.20
405d-4 (M5CS)	0204-0743-4-BF	DMV	Administrative (Per Se) Hearing Attorneys	\$575,000.00	\$575,000.00	\$571,886.83	\$373,651.16
405d-5 (M5BAC)	0204-0743-5-BQ	DESPP (DSS)	Toxicology Lab Personnel	\$270,000.00	\$270,000.00	\$252,811.53	\$31,730.11
405d-5 (M5BAC)	0204-0743-5-DK	UCONN (CTSRC)	Tablets, Software, and Evaluation for DRE Program	\$100,000.00	\$100,000.00	\$0.00	\$0.00
405d-5 (M5BAC)	0204-0743-5-DN	DESPP (DSS)	Warranties and Equipment	\$1,250,000.00	\$1,250,000.00	\$1,116,685.81	\$1,069,242.94
405d-5 (M5BAC)	0204-0743-5-DO	DESPP (DSS)	Toxicology Supplies	\$95,000.00	\$95,000.00	\$95,000.00	\$94,998.73
405d-7 (M5PEM)	0204-0743-7-AB	Hartford Hospital	Healthcare Heroes Against Impaired Driving	\$700,000.00	\$700,000.00	\$700,000.00	\$697,846.84
405d-ii-4 (M7*PS)	0204-0740-4-AT	CT-DOT/HSO	Bike/Ped Media Buy (AARP)	\$200,000.00	\$200,000.00	\$200,000.00	\$199,922.36
405d-ii-6 (FDIOT)	0204-0740-6-YZ	CT-DOT/HSO	Uncommitted Funds	\$300,000.00	\$300,000.00	\$0.00	\$0.00
405e-1 (M8PE)	0204-0745-1-AA	CT-DOT/HSO	Save A Life Tour	\$350,000.00	\$350,000.00	\$350,000.00	\$249,000.00
405e-1 (M8PE)	0204-0745-1-DY	CT-DOT/HSO	Distracted Driving Public Messaging Campaign	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00	\$542,870.85
405e-1 (M8PE)	0204-0745-1-DZ	CT-DOT/HSO	Distracted Driving PI&E	\$40,000.00	\$40,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-AC	New Haven	Distracted Driving Enforcement	\$85,000.00	\$85,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-AD	Danbury	Distracted Driving Enforcement	\$70,000.00	\$70,000.00	\$62,148.24	\$52,978.37

405e-2 (M8DDLE)	0204-0745-2-AE	Waterbury	Distracted Driving Enforcement	\$85,000.00	\$85,000.00	\$29,917.50	\$20,896.98
405e-2 (M8DDLE)	0204-0745-2-AF	Hartford	Distracted Driving Enforcement	\$100,000.00	\$100,000.00	\$99,911.75	\$63,943.22
405e-2 (M8DDLE)	0204-0745-2-AG	Manchester	Distracted Driving Enforcement	\$70,000.00	\$70,000.00	\$68,505.91	\$33,996.49
405e-2 (M8DDLE)	0204-0745-2-AH	Norwalk	Distracted Driving Enforcement	\$65,000.00	\$65,000.00	\$64,148.86	\$64,148.86
405e-2 (M8DDLE)	0204-0745-2-AI	Newington	Distracted Driving Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-AJ	Westport	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-AK	Hamden	Distracted Driving Enforcement	\$85,000.00	\$85,000.00	\$84,832.52	\$84,832.52
405e-2 (M8DDLE)	0204-0745-2-AL	Farmington	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$28,435.80	\$25,553.92
405e-2 (M8DDLE)	0204-0745-2-AM	Orange	Distracted Driving Enforcement	\$50,000.00	\$50,000.00	\$48,577.50	\$13,815.95
405e-2 (M8DDLE)	0204-0745-2-AN	Bristol	Distracted Driving Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-AO	Norwich	Distracted Driving Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-AP	West Haven	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-AQ	Bridgeport	Distracted Driving Enforcement	\$85,000.00	\$85,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-AR	Stamford	Distracted Driving Enforcement	\$70,000.00	\$70,000.00	\$63,913.50	\$38,131.11
405e-2 (M8DDLE)	0204-0745-2-AS	Derby	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-AT	Stratford	Distracted Driving Enforcement	\$40,000.00	\$40,000.00	\$38,703.84	\$38,656.01

405e-2 (M8DDLE)	0204-0745-2-AU	Plainville	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$22,057.73	\$12,062.82
405e-2 (M8DDLE)	0204-0745-2-AV	Trumbull	Distracted Driving Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-AW	Wethersfield	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-AX	Vernon	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$23,826.64	\$15,381.07
405e-2 (M8DDLE)	0204-0745-2-AY	North Haven	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,348.99	\$15,238.63
405e-2 (M8DDLE)	0204-0745-2-AZ	Bloomfield	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-BB	West Hartford	Distracted Driving Enforcement	\$70,000.00	\$70,000.00	\$69,000.12	\$38,508.10
405e-2 (M8DDLE)	0204-0745-2-BC	Southington	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-BE	Wallingford	Distracted Driving Enforcement	\$40,000.00	\$40,000.00	\$31,258.68	\$20,441.08
405e-2 (M8DDLE)	0204-0745-2-BF	East Hartford	Distracted Driving Enforcement	\$40,000.00	\$40,000.00	\$38,083.87	\$32,018.12
405e-2 (M8DDLE)	0204-0745-2-BG	Waterford	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,842.37	\$6,399.53
405e-2 (M8DDLE)	0204-0745-2-BI	Willimantic	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$17,503.20	\$8,112.66
405e-2 (M8DDLE)	0204-0745-2-BK	Berlin	Distracted Driving Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-BL	Meriden	Distracted Driving Enforcement	\$45,000.00	\$45,000.00	\$43,828.88	\$10,608.94
405e-2 (M8DDLE)	0204-0745-2-BM	Cheshire	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-BN	Wilton	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$23,891.20	\$23,049.03

405e-2 (M8DDLE)	0204-0745-2-BO	Monroe	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-BS	Canton	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,719.88	\$22,627.12
405e-2 (M8DDLE)	0204-0745-2-BT	Enfield	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,803.25	\$11,698.86
405e-2 (M8DDLE)	0204-0745-2-BV	New Milford	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,773.73	\$9,599.19
405e-2 (M8DDLE)	0204-0745-2-BW	Greenwich	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$29,480.40	\$28,919.25
405e-2 (M8DDLE)	0204-0745-2-BX	Avon	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,752.22	\$595.15
405e-2 (M8DDLE)	0204-0745-2-BY	New Britain	Distracted Driving Enforcement	\$60,000.00	\$60,000.00	\$59,443.20	\$50,508.86
405e-2 (M8DDLE)	0204-0745-2-CA	Naugatuck	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,574.77	\$23,420.22
405e-2 (M8DDLE)	0204-0745-2-CD	Milford	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-CF	Mansfield	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-CG	Ridgefield	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-CH	Plymouth	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,636.15	\$3,793.63
405e-2 (M8DDLE)	0204-0745-2-CK	Watertown	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,621.30	\$6,237.78
405e-2 (M8DDLE)	0204-0745-2-CL	New Canaan	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,969.60	\$12,567.23
405e-2 (M8DDLE)	0204-0745-2-CN	Glastonbury	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$29,614.89	\$24,000.40
405e-2 (M8DDLE)	0204-0745-2-CP	Torrington	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,997.82	\$23,031.30

405e-2 (M8DDLE)	0204-0745-2-CT	Fairfield	Distracted Driving Enforcement	\$55,000.00	\$55,000.00	\$54,038.36	\$53,705.70
405e-2 (M8DDLE)	0204-0745-2-CV	Middletown	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-CX	Windsor	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,802.07	\$2,292.36
405e-2 (M8DDLE)	0204-0745-2-CY	Montville	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,461.07	\$19,033.77
405e-2 (M8DDLE)	0204-0745-2-DA	Wolcott	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-DW	DESPP (CSP)	Distracted Driving Enforcement	\$200,000.00	\$200,000.00	\$200,000.00	\$127,961.10
405e-2 (M8DDLE)	0204-0745-2-EF	Newtown	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$24,307.71	\$12,519.28
405e-2 (M8DDLE)	0204-0745-2-ER	Shelton	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-ES	Seymour	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$18,374.20	\$11,484.45
405e-2 (M8DDLE)	0204-0745-2-ET	Thomaston	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-EU	Woodbridge	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$14,020.63	\$0.00
405e-2 (M8DDLE)	0204-0745-2-EV	Ansonia	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-ZZ	Municipal Police Agencies	Distracted Driving Enforcement (ZZ)	\$1,000,000.00	\$1,000,000.00		\$0.00
405e-3 (M8*PT)	0204-0745-3-EP	CT-DOT/HSO	Data Analysis & Surveys	\$400,000.00	\$400,000.00	\$400,000.00	\$400,000.00
405e-4 (M8*SE)	0204-0745-4-EQ	DESPP (CSP)	Speed and Aggressive Driving Enforcement & Equipment	\$500,000.00	\$500,000.00	\$341,548.02	\$271,865.18
405e-6 (M8*PM)	0204-0745-6-AB	CT-DOT/HSO	HVE Speed Campaign Media Buy	\$500,000.00	\$500,000.00	\$500,000.00	\$498,028.90

405e-8 (M8X)	0204-0745-8-YZ	CT-DOT/HSO	Uncommitted Funds	\$1,000,000.00	\$1,000,000.00	\$0.00	\$0.00
405f-1 (M11MT)	0204-0744-1-AB	CT-DOT/HSO	PI&E	\$10,000.00	\$10,000.00	\$0.00	\$0.00
405f-2 (M11MA)	0204-0744-2-AC	CT-DOT/HSO	PI&E Media	\$110,000.00	\$112,000.00	\$0.00	\$0.00
405g-2 (BGPE)	0204-0746-2-AC	CT-DOT/HSO	Non-Motorized Media and Outreach	\$400,000.00	\$400,000.00	\$400,000.00	\$149,920.21
405h-1 (M12BPE)	0204-0747-1-AB	Flagman Slow Down Move Over Education Outreach Program	Community Traffic Safety Project	\$75,000.00	\$75,100.00	\$0.00	\$0.00
				Total	\$41,305,000.00	\$42,641,600.00	\$24,597,524.41
							\$15,857,396.39

FFY2024 AMENDMENT LIST

#	Highway Safety Plan Amendments FFY2024	Project Number	Date Sent	Date Approved	Amount	Funding Taken From	Increase in Plan
1	Connecticut Police Chiefs Association – Public Information and Education (Breaking Barriers)	0204-0707-AG	10/30/2023	11/8/2023	\$200,000.00	0204-0705-ZZ	\$0.00
2	eCitation Local Law Enforcement	0204-0742-AP	11/17/2023	11/21/2023	\$45,000.00	0204-0742-AN	\$0.00
3	IntelliGrants IGX eGrants Implementation & Maintenance	0204-0707-AW	11/22/2023	12/5/2023	\$32,000.00	0204-0705-ZZ	\$0.00
4	eCitation Local Law Enforcement	0204-0742-AQ 0204-0742-AR	2/6/2024	2/7/2024	\$47,000.00	0204-0742-AN	\$0.00
5	New funding	Various			\$0.00	Various	
	Uncommitted Funds	0204-0720-2-ZZ			\$833,000.00	NHTSA New Funds	
	IntelliGrants IGX eGrants Implementation & Maintenance	0204-0723-AB			\$82,000.00	NHTSA New Funds	
	Uncommitted Funds	0204-0725-YZ			\$76,000.00	NHTSA New Funds	
	eCitation Local Law Enforcement	0204-0705-ZZ	2/14/2024	2/29/2024	\$50,000.00	NHTSA New Funds	\$1,060,600.00
	Ignition Interlock Device (IID) Restriction Code Implantation on Operator License	0204-0742-AN			\$18,500.00	NHTSA New Funds	
	Public Information and Education/Community Outreach about Motorcycle Riders	0204-0744-2-AC			\$1,000.00	NHTSA New Funds	
6	Community Traffic Safety Project	0204-0747-1-AB			\$100.00	NHTSA New Funds	
	Griffin Health Child Passenger Safety Program	0204-0709-AL	2/28/2024	3/4/2024	\$25,000.00	0204-0702-AL, CL, CQ	\$0.00
7	Speed and Aggressive Driving High Visibility Enforcement	0204-0706-BL, BM, BN	3/27/2024	3/28/2024	\$150,000.00	0204-0706-BD, BE, BF	\$0.00

						No cost amendment/ Change in GTS codes to add 154- LET_DG	
8	Cannabis Impairment Awareness Media Campaign	0204-0720-1-AA	4/18/2024	4/22/2024	\$0.00		\$0.00
9	eCitation Local Law Enforcement	0204-0742-AS and 0204-0742-AP	4/30/2024	4/30/2024	\$25,000.00	0204-0742-AN	\$0.00
	New funding eCitation Local Law Enforcement	Various 0204-0705-ZZ			\$0.00 \$700,000.00	Various NHTSA New Funds	
10	Ignition Interlock Device (IID) Restriction Code Implantation on Operator License	0204-0742-AN	5/10/2024	5/13/2024	\$200,000.00	NHTSA New Funds	\$276,000.00
	Public Information and Education/Community Outreach about Motorcycle Riders	0204-0744-2-AC			\$110,000.00	NHTSA New Funds	
11	eCitation Local Law Enforcement	0204-0742-AU and 0204-0742-AT	5/28/2024	6/3/2024	\$77,000.00	0204-0742-AN	\$0.00
12	eCitation Local Law Enforcement	0204-0742-AV and 0204-0742-AW	6/13/2024	6/17/2024	\$48,000.00	0204-0742-AN	\$0.00
13	eCitation Local Law Enforcement	0204-0742-AX	6/28/2024	7/1/2024	\$28,000.00	0204-0742-AP	\$0.00
14	Move Over, Slow Down Campaign	0204-0703-AB	7/15/2024	7/15/2024	\$275,000.00	0204-0705-ZZ	\$0.00
15	Comprehensive DUI Enforcement and Equipment - Branford	0204-0722-BI	7/12/2024	7/15/2024	\$65,000.00	0204-0722-ZZ	\$0.00
16	Tablets, Software and Evaluation for DRE Program	0204-0742-AY	7/22/2024	7/24/2024	\$100,000.00	0204-0742-AO	\$0.00
17	Driver's License and Registration Renewal Education	0204-0703-AD	7/24/2024	7/30/2024	\$200,000.00	0204-0705-ZZ	\$0.00
						TOTAL	\$1,336,600.00

LIST OF PROJECTS INCLUDED IN THE FFY2024 AGA BUT NO GRANTS RECEIVED

Program Area	Project Number	Town/ Subrecipient	Project Description	HSP Original Amount	HSP Amended Amount	Grant Amount	FFY2024 Expended Amount
154-DUI_AL	0204-0719-1-AC	CT Judicial	TSRP (Additional Alcohol)	\$0.00	\$0.00	\$0.00	\$0.00
154-DUI_DG	0204-0719-2-AC	CT Judicial	TSRP (Additional Drugs)	\$0.00	\$0.00	\$0.00	\$0.00
154-UP_154	0204-0720-2-ZZ	CT-DOT/HSO	Uncommitted Funds	\$2,000,000.00	\$2,833,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-AF	Killingly	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-AZ	Plainville	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-BA	Bridgeport	Comprehensive DUI Enforcement	\$160,000.00	\$160,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-BB	Stafford	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-BI	Branford	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-BJ	North Haven	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-BN	Windsor	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-BQ	Old Lyme	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-BR	Bloomfield	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-BS	Stonington	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-BW	Darien	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-BY	Berlin	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-CD	East Haddam	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-CE	North Stonington	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-CK	Haddam	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-CM	Stratford	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-CO	Newington	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-CX	Plymouth	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-CY	Suffield	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-DA	Newtown	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-DI	New Haven	Comprehensive DUI Enforcement	\$160,000.00	\$160,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-DK	Plainfield	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-DL	Old Saybrook	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-DN	Orange	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00

154-ENF_AL	0204-0722-DP	Hamden	Comprehensive DUI Enforcement	\$40,000.00	\$40,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-DR	West Hartford	Comprehensive DUI Enforcement	\$60,000.00	\$60,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-EF	Wolcott	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-EG	Shelton	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-EN	Southington	Comprehensive DUI Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-FE	Middletown	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-FG	West Haven	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-FH	Marlborough	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-FI	Harwinton	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-FJ	Putnam	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-FK	Southbury	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0204-0722-ZZ	Municipal Police Agencies	Comprehensive DUI Enforcement & Equipment (ZZ)	\$3,000,000.00	\$3,000,000.00	\$0.00	\$0.00
154-LET_DG	0204-0724-2-AJ	South Windsor	DRE Instructor Support	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-LET_DG	0204-0724-2-ZZ	Law Enforcement	DRE Instructor Support/Callout	\$500,000.00	\$500,000.00	\$0.00	\$0.00
1906-F1906X	0204-0725-YZ	CT-DOT/HSO	Uncommitted Funds	\$1,400,000.00	\$1,476,000.00	\$0.00	\$0.00
402-OP	0204-0702-AK	Berlin	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0204-0702-AL	Bloomfield	Click It or Ticket Enforcement	\$10,000.00	\$0.00	\$0.00	\$0.00
402-OP	0204-0702-AP	East Hartford	Click It or Ticket Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
402-OP	0204-0702-AS	Farmington	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0204-0702-AU	Hamden	Click It or Ticket Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
402-OP	0204-0702-AW	Manchester	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0204-0702-BF	Stonington	Click It or Ticket Enforcement	\$8,000.00	\$8,000.00	\$0.00	\$0.00
402-OP	0204-0702-BG	Vernon	Click It or Ticket Enforcement	\$8,000.00	\$8,000.00	\$0.00	\$0.00
402-OP	0204-0702-BK	West Hartford	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-BM	Westport	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-BQ	Bristol	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0204-0702-BS	Canton	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-BU	Granby	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-BV	Groton	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-BW	Middletown	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-BY	New Haven	Click It or Ticket Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
402-OP	0204-0702-CB	Newtown	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00

402-OP	0204-0702-CC	North Haven	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-CD	Norwalk	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-CE	Norwich	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-CF	Plainville	Click It or Ticket Enforcement	\$8,000.00	\$8,000.00	\$0.00	\$0.00
402-OP	0204-0702-CL	Suffield	Click It or Ticket Enforcement	\$10,000.00	\$0.00	\$0.00	\$0.00
402-OP	0204-0702-CN	Trumbull	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-CP	Winchester	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-CQ	Windsor	Click It or Ticket Enforcement	\$5,000.00	\$0.00	\$0.00	\$0.00
402-OP	0204-0702-CR	Wolcott	Click It or Ticket Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
402-OP	0204-0702-CS	Coventry	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-CT	Portland	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-CW	Plymouth	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-DI	North Branford	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0204-0702-DP	Greenwich	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-PS	0204-0710-AE	CT-DOT/HSO	PI&E	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-PS	0204-0710-AH	East Hartford PD	Community Outreach and Equipment	\$150,000.00	\$150,000.00	\$0.00	\$0.00
402-SE	0204-0706-AC	Bridgeport	Speed and Aggressive Driving Enforcement	\$80,000.00	\$80,000.00	\$0.00	\$0.00
402-SE	0204-0706-AF	Danbury	Speed and Aggressive Driving Enforcement	\$80,000.00	\$80,000.00	\$0.00	\$0.00
402-SE	0204-0706-AK	Hartford	Speed and Aggressive Driving Enforcement	\$80,000.00	\$80,000.00	\$0.00	\$0.00
402-SE	0204-0706-AP	New Haven	Speed and Aggressive Driving Enforcement	\$80,000.00	\$80,000.00	\$0.00	\$0.00
402-SE	0204-0706-AS	Shelton	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0204-0706-AW	West Hartford	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0204-0706-AX	Wethersfield	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0204-0706-BA	West Haven	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0204-0706-BC	Newtown	Speed and Aggressive Driving	\$50,000.00	\$50,000.00	\$0.00	\$0.00

Enforcement							
402-SE	0204-0706-BD	Southington	Speed and Aggressive Driving Enforcement	\$50,000.00	\$0.00	\$0.00	\$0.00
402-SE	0204-0706-BE	Berlin	Speed and Aggressive Driving Enforcement	\$50,000.00	\$0.00	\$0.00	\$0.00
402-SE	0204-0706-BF	Greenwich	Speed and Aggressive Driving Enforcement	\$50,000.00	\$0.00	\$0.00	\$0.00
402-SE	0204-0706-BH	Seymour	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0204-0706-BI	New Milford	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0204-0706-BK	Torrington	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-TSP	0204-0708-AA	DMV	GDL/Teen Driving Education	\$400,000.00	\$400,000.00	\$0.00	\$0.00
405c (M3DA)	0204-0742-AD	CT Judicial (CIB)	Online Disposition System	\$225,000.00	\$225,000.00	\$0.00	\$0.00
405c (M3DA)	0204-0742-AM	DESPP (CSP)	E-Citation Resident Trooper Town	\$600,000.00	\$600,000.00	\$0.00	\$0.00
405c (M3DA)	0204-0742-AN	DMV	IID - Restriction Code Implementation	\$200,000.00	\$21,500.00	\$0.00	\$0.00
405c (M3DA)	0204-0742-AO	CT-DOT/HSO	Easy Street Draw	\$200,000.00	\$100,000.00	\$0.00	\$0.00
405c (M3DA)	0204-0742-AP	Milford	eCitation – Technology/Software Support	\$0.00	\$27,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0204-0743-1-BM	CT-DOT/HSO	Drug Recognition Expert Field Kits	\$100,000.00	\$100,000.00	\$0.00	\$0.00
405d-5 (M5BAC)	0204-0743-5-DK	UCONN (CTSRC)	Tablets, Software, and Evaluation for DRE Program	\$100,000.00	\$100,000.00	\$0.00	\$0.00
405d-ii-6 (FDIOT)	0204-0740-6-YZ	CT-DOT/HSO	Uncommitted Funds	\$300,000.00	\$300,000.00	\$0.00	\$0.00
405e-1 (M8PE)	0204-0745-1-DZ	CT-DOT/HSO	Distracted Driving PI&E	\$40,000.00	\$40,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-AC	New Haven	Distracted Driving Enforcement	\$85,000.00	\$85,000.00	\$0.00	\$0.00
405e-2	0204-0745-2-AI	Newington	Distracted Driving Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00

(M8DDLE)							
405e-2 (M8DDLE)	0204-0745-2-AJ	Westport	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-AN	Bristol	Distracted Driving Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-AO	Norwich	Distracted Driving Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-AP	West Haven	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-AQ	Bridgeport	Distracted Driving Enforcement	\$85,000.00	\$85,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-AS	Derby	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-AV	Trumbull	Distracted Driving Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-AW	Wethersfield	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-AZ	Bloomfield	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-BC	Southington	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-BK	Berlin	Distracted Driving Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-BM	Cheshire	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-BO	Monroe	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-CD	Milford	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-CF	Mansfield	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-CG	Ridgefield	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-CV	Middletown	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00

405e-2 (M8DDLE)	0204-0745-2-DA	Wolcott	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-ER	Shelton	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-ET	Thomaston	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0204-0745-2-EV	Ansonia	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-8 (M8X)	0204-0745-8-YZ	CT-DOT/HSO	Uncommitted Funds	\$1,000,000.00	\$1,000,000.00	\$0.00	\$0.00
405f-1 (M11MT)	0204-0744-1-AB	CT-DOT/HSO	PI&E	\$10,000.00	\$10,000.00	\$0.00	\$0.00
405f-2 (M11MA)	0204-0744-2-AC	CT-DOT/HSO	PI&E Media	\$110,000.00	\$112,000.00	\$0.00	\$0.00
405h-1 (M12BPE)	0204-0747-1-AB	Flagman Slow Down Move Over Education Outreach Program	Community Traffic Safety Project	\$75,000.00	\$75,100.00	\$0.00	\$0.00
				TOTAL	\$13,689,000.00	\$14,173,600.00	\$0.00
							\$0.00

LIST OF PROJECTS THAT RECEIVED GRANTS FOR FFY2024 BUT NO FUNDS EXPENDED

Program Area	Project Number	Town/ Subrecipient	Project Description	HSP Original Amount	HSP Amended Amount	Grant Amount	FFY2024 Expended Amount
402-CR	0204-0709-AA	CT-DOT/HSO	Child Restraint Administration	\$10,000.00	\$10,000.00	\$10,000.00	\$0.00
402-OP	0204-0702-AF	CT-DOT/HSO	Occupant Protection PI&E	\$10,000.00	\$10,000.00	\$10,000.00	\$0.00
402-OP	0204-0702-BC	Orange	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$10,000.00	\$0.00
402-OP	0204-0702-BO	Woodbridge	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$3,505.16	\$0.00
402-TR	0204-0705-AA	CT-DOT/HSO	Traffic Records Administration	\$50,000.00	\$50,000.00	\$50,000.00	\$0.00
405c (M3DA)	0204-0742-AG	Dept of Public Health	Emergency Medical System	\$310,000.00	\$310,000.00	\$156,822.07	\$0.00
405e-2 (M8DDLE)	0204-0745-2-EU	Woodbridge	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$14,020.63	\$0.00
				TOTAL	\$420,000.00	\$420,000.00	\$254,347.86
							\$0.00

Note: An explanation of why these planned activities were not implemented during FFY2024 has been provided in the respective program areas.

SURVEYS AND MEDIA REPORTS

Surveys

The FFY2024 surveys include (attached separately):

1. Awareness Survey
2. Bellwether (Child Seat) Observations
3. Statewide Annual Seat Belt Use Observations

Media Reports

The FFY2024 media reports include (attached separately):

1. AARP Pedestrian Safety Media Campaign Post Buy Report
2. Anti-Speed and Aggressive Driving Media Campaign Post Buy Report
3. Cannabis Impaired Driving Media Campaign Post Buy Report
4. CPCA Back to School Safety Media Campaign Post Buy Report
5. CPCA Holiday Safety Media Campaign Post Buy Report
6. Distracted Driving (Spanish) Media Campaign Post Buy Report
7. Distracted Driving Media Campaign Post Buy Report
8. High Risk Rural Roads Anti-Speeding Media Campaign Post Buy Report (FHWA funded)
9. Impaired Driving (Spanish) Media Campaign Post Buy Report
10. Impaired Driving Media Campaign Post Buy Report
11. Move Over Media Campaign Post Buy Report
12. Occupant Protection (Spanish) Media Campaign Post Buy Report
13. Occupant Protection Media Campaign Post Buy Report
14. Pedestrian Safety Media Campaign Post Buy Report
15. Watch for Me Media Campaign Post Buy Report
16. Where's Baby Media Campaign Post Buy Report