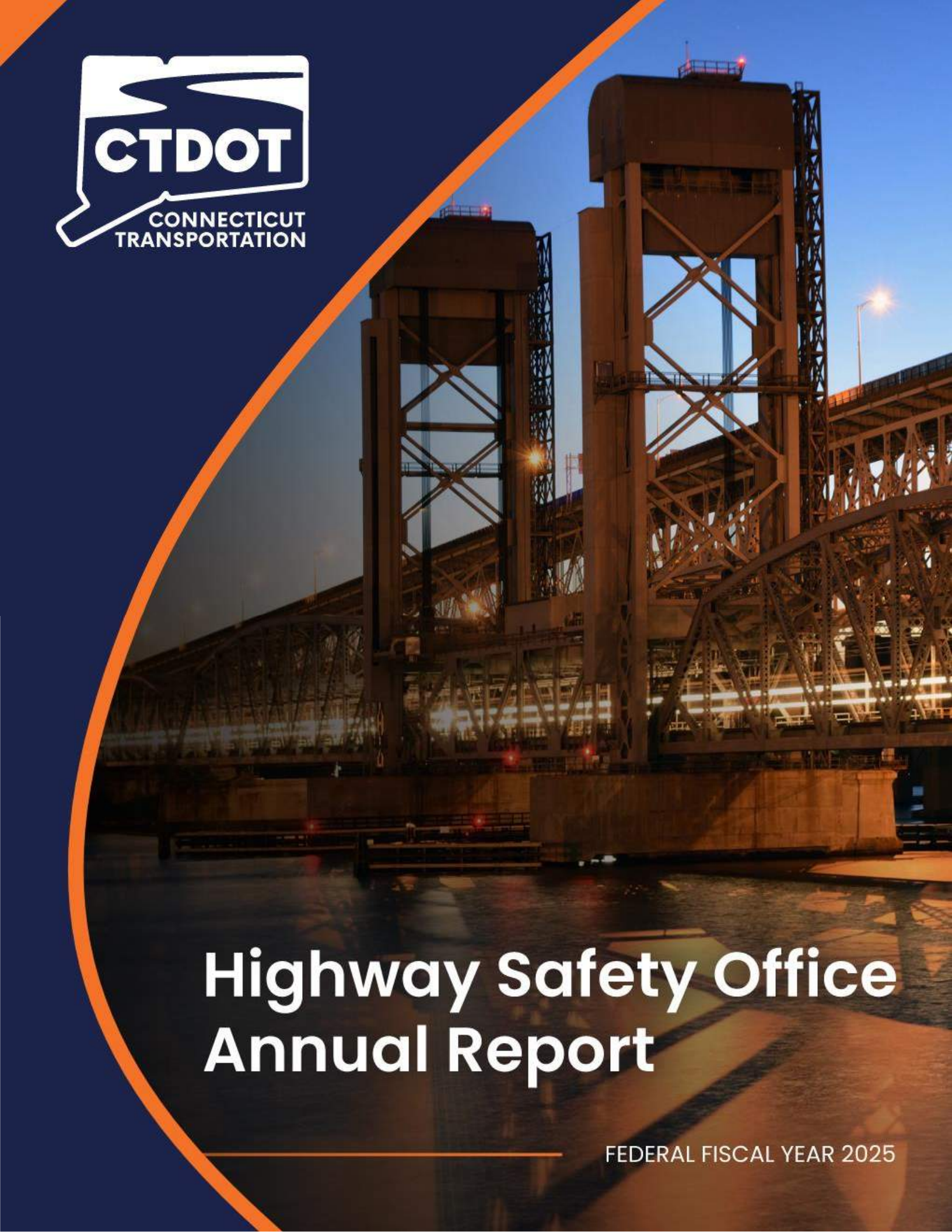




Highway Safety Office Annual Report

FEDERAL FISCAL YEAR 2025

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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) 2025. Fatality data in this report are sourced from the Fatality Analysis Reporting System (FARS) or from State data, which are used when FARS data are unavailable. Injury and other data are sourced through the CTHSO. Note that the 2023 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) including the Division of 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)
- American Association of Retired Persons (AARP)
- 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 (NASMSA)
- American Association of State Highway and Transportation Officials (AASHTO)

Activity Measures:

During FFY2025, 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). The table below shows activity measures for 2021-2025.

Activity Measure	2021	2022	2023	2024	2025
Speeding Citations	7,354	7,934	9,451	8,980	8,493
Safety-Belt Citations	1,725	2,779	3,844	2,364	1,926
Impaired Driving Arrests	665	551	544	586	584

Attitude Measures:

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). In the past, PRG has collected self-reported attitudes toward impaired driving, speeding, and belt use. Due to the delay in PRG's contract renewal, the Attitude and Awareness surveys could not be completed for FFY2025.

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 in Connecticut 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 FFY2025, see the Projects Sections for the program areas of Impaired Driving, Occupant Protection, Police Traffic Services, Distracted Driving, and Law Enforcement Community Collaboration Section in this Annual Report.

Crash Data Trends

CRASH DATA	2020	2021	2022	2023	PRELIMINARY 2024 (DATA AS OF 12/31/2025)	PRELIMINARY 2025 (DATA AS OF 12/31/2025)
C-1 – Number of traffic fatalities (FARS, CTDOT)	299	303	366	308	310	274
C-2 – Number of serious injuries in traffic crashes (State crash data files)	1,316	1,510	1,520	1,375	1,438	1,255
C-3 – Fatalities / VMT (FARS, FHWA, CTDOT)	1.002	1.045	1.234	1.009	1.004	*
C-4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS, CTDOT)	67	75	90	71	57	29
C-5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS, CTDOT)	123	118	129	113	105	24
C-6 – Number of speeding-related fatalities (FARS, CTDOT)	106	127	148	106	126	40
C-7 – Number of motorcyclist fatalities (FARS, CTDOT)	58	67	67	60	75	55
C-8 – Number of unhelmeted motorcyclist fatalities (FARS, CTDOT)	25	36	30	24	29	21
C-9 – Number of drivers aged under 21 involved in fatal crashes (FARS, CTDOT)	34	35	49	29	35	19
C-10 – Number of pedestrian fatalities (FARS, CTDOT)	59	55	72	48	61	64
C-11 – Number of bicyclist fatalities (FARS, CTDOT)	6	3	4	4	4	7
B-1 – Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	93.70%**	91.5%	92.1%	93.50%	95.00%	93.8%

Source: FARS Final Files 2020–2022, FARS Annual Report File 2023, FARS preliminary 2024 data, CTDOT preliminary State data 2025, Connecticut Crash Data Repository for C-2, C-4, C-5, C-6, C-8, C-9.

*The preliminary 2025 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 Police Reports for 2025 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

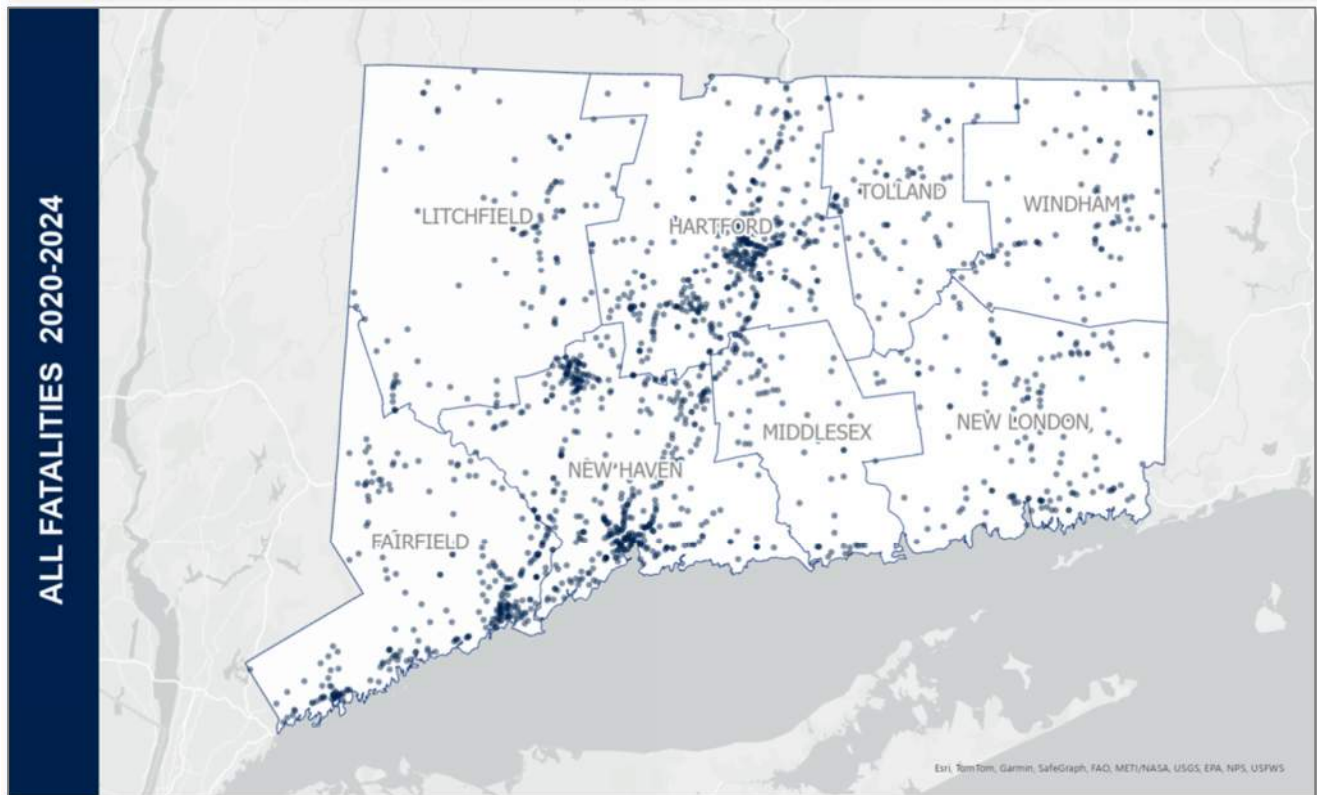
This section reviews Connecticut's performance measures using the most recent available data. Fatality data are sourced from the FARS final report file (2021-2022), the FARS Annual Report file (2023), and CTDOT data (2024-2025). CTDOT data were used in lieu of FARS data for 2024-2025 due to the unavailability 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 2023 were available at the time of publication. The CTDOT 2024 VMT number for Connecticut was used to calculate the 2024 Fatality Rate for the purpose of this Annual Report, since the 2024 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 2021-2025 or the annual 2025 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 2025	STATUS
1	C-1 – Number of traffic fatalities (FARS)	5-yr Moving Avg; 2021-2025	270	Not met
2	C-2 – Number of serious injuries in traffic crashes (State crash data files)	5-yr Moving Avg; 2021-2025	1,300	Not met
3	C-3 – Fatalities / VMT (FARS, FHWA)	5-yr Moving Avg; 2021-2025	0.850	Not met
4	C-4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5-yr Moving Avg; 2021-2025	65	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; 2021-2025	113	Met

6	C-6 – Number of speeding-related fatalities (FARS)	5-yr Moving Avg; 2021-2025	96	Not met
7	C-7 – Number of motorcyclist fatalities (FARS)	5-yr Moving Avg; 2021-2025	55	Not met
8	C-8 – Number of unhelmeted motorcyclist fatalities (FARS)	5-yr Moving Avg; 2021-2025	29	Met
9	C-9 – Number of drivers aged under 21 involved in fatal crashes (FARS)	5-yr Moving Avg; 2021-2025	31	Not met
10	C-10 – Number of pedestrian fatalities (FARS)	5-yr Moving Avg; 2021-2025	55	Not met
11	C-11 – Number of bicyclist fatalities (FARS)	5-yr Moving Avg; 2021-2025	3	Not met
12	B-1 – Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual; 2025	93.0%	Met
13	Number of distracted driving fatalities (State crash data files)	5-yr Moving Avg; 2021-2025	10	Met
16	Number of roadside fatalities (State crash data files)	5-yr Moving Avg; 2021-2025	5	Met
17	Number of work zone fatalities (State crash data files)	5-yr Moving Avg; 2021-2025	2	Not met
14	Percentage of Law Enforcement Agencies participating in the use of eCitation	Annual; 2025	90%	Not met
15	Traffic stop data collection	Annual; 2025	100%	Not met

C-1 Number of Traffic Fatalities



Source: FARS Final Files 2020–2022, FARS Annual Report File 2023, FARS preliminary 2024 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 (2021–2025 moving average) by 2025.

Outcome: Performance target not met.

Analysis: The number of fatalities has continued to increase, and preliminary data for Connecticut for 2025 show a fatality number of 274. The final fatality counts for 2024–2025 may change as additional information regarding cases is received. In order to meet the target of 270 for the five-year period of 2021–2025, data analysis suggests that the fatality number needs to be 63 or lower in 2025. Connecticut will not meet the performance target.

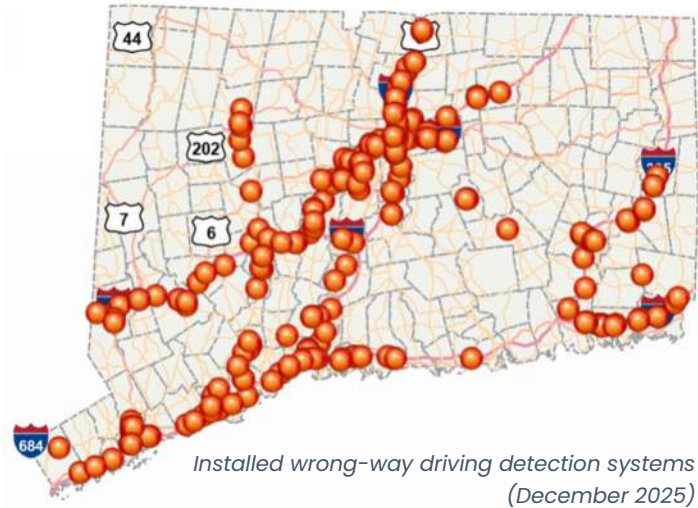
State's effort to show progress in meeting target / State's adjustment to the Annual Grant Application (AGA) to facilitate meeting target: The COVID-19 pandemic significantly altered travel patterns and driving behavior, and its effects continued to be felt in FFY2025. The effectiveness of high visibility enforcement (HVE) campaigns has been impacted by a sustained decline in participation from law enforcement agencies. Since the onset of the pandemic and the passage of Connecticut's Police Accountability Act in 2020, there was a noticeable reduction in sustained enforcement efforts. Although there has been a gradual increase in traffic stops and citations, they have not returned to pre-COVID-19 pandemic levels. Staffing shortages have further limited law enforcement participation in HVE campaigns. The Connecticut Highway Safety Office (CTHSO) continues to participate in national mobilizations such as *Click It or Ticket*, *U Drive. U Text. U Pay.*, and *Drive Sober or Get Pulled Over*, while also promoting year-round sustained enforcement based on local problem identification by law enforcement and highway safety partners.

Following the legalization of recreational cannabis in Connecticut in 2021 and the opening of dispensaries beginning in 2023, the CTHSO, supported by the Office of the Governor, has expanded Drug Recognition Expert (DRE) training and certification programs. These efforts aim to improve the identification of impaired drivers and enhance crash data reporting. In FFY2025, the State continued to host ongoing Green Labs, providing law enforcement with hands-on training to assess impairment from cannabis and alcohol. This training is especially valuable as officers adapt to the evolving landscape of legalized recreational cannabis.



Connecticut experienced a sharp rise in fatal wrong-way crashes in 2022, with 13 incidents resulting in 23 fatalities, approximately 6 percent of all traffic fatalities and a 500 percent increase from previous years. Nearly all fatal wrong-way crashes during this period

involved alcohol impairment, with many drivers also testing positive for cannabis and other substances. To address this issue, the State has allocated over \$40 million from 2022 to 2025 for the installation of wrong-way driving detection systems (WWDDSs). As of December 2025, approximately 211 systems have been installed statewide. In addition, the CTDOT Safety Engineering Unit has upgraded signage on over 700 limited-access highway off-ramps, added red retro-reflective strips, improved pavement markings, and installed updated traffic signals and wrong-way signs on the back of speed limit signs. Media campaigns have also been launched to raise awareness about wrong-way driving. The installation of the WWDDS, together with the several public awareness campaigns, social media, press conferences and local news coverage, have contributed to a reduction of 50 percent or more in the number of fatal wrong way crashes from 2023 to 2025 compared to 2022.



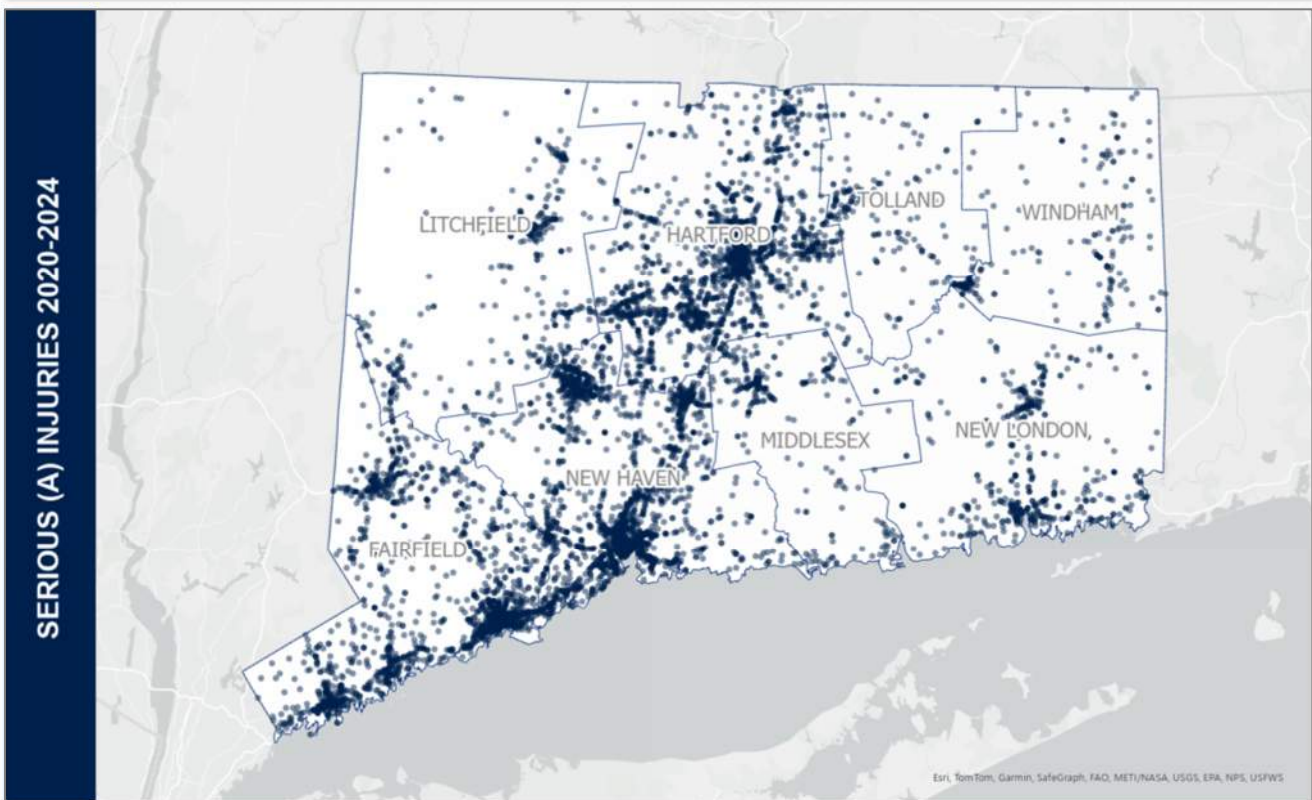
Within the CTHSO, additional funding has been directed to State and local police for alcohol-impaired and distracted driving enforcement grants, expanded media campaigns addressing cannabis and alcohol use, and support for programs such as DRE training, DUI checkpoints, and roving patrols. To address the problem of impaired driving on Connecticut roadways, CTDOT introduced legislative bills to lower the legal limit of the Blood Alcohol Concentration (BAC) from 0.08 to 0.05 g/dl during the 2023 legislative session and again in 2024 and 2025. In previous years, bills were proposed to lower the BAC level as well as designate BAC levels between 0.05 and 0.08 as “ability impaired” but neither gained enough support. In 2025, Bill 1376 was proposed to lower blood alcohol content for driving and boating under the influence from 0.08 to 0.05, coordinate an interagency exchange of information concerning police phlebotomy training, and study the feasibility of implementing electronic warrant technology. The CTHSO has worked to address the alcohol-impaired driving issue in the State through various avenues including, but not limited to, educational and awareness campaigns, enforcement grants, etc. Although these bills did not pass in 2024 and 2025, CTDOT will continue similar efforts in the next legislative session.

The CTHSO’s primary enforcement focus areas remain Impaired Driving, Occupant Protection, Speed Enforcement, and Distracted Driving. Paid media campaigns support these efforts by raising public awareness. Educational campaigns are also being developed to address misconceptions about cannabis-impaired driving. Looking ahead,

the CTHSO will implement data-driven countermeasures to address over-represented groups. The office will continue to prioritize high-risk areas and engage with targeted communities through partnerships with agencies such as CTDMV, CTDPH, Community-Based Organizations (CBOs), and Local Health Agencies. Collaboration with the State's Councils of Governments (COGs) will support the development of regional programs to address crash concerns. Enhanced crash data sharing will empower local stakeholders to focus their efforts more effectively on reducing injuries and fatalities on Connecticut's roadways.

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 upcoming Triennial HSP and AGA.

C-2 Number of Serious Injuries in Traffic Crashes



Source: Connecticut Crash Data Repository as of 1/7/2026. 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 (2021-2025 moving average) by 2025.

Outcome: Performance target not met.

Analysis: Connecticut had decreasing numbers of serious injuries in 2020 but saw a sharp increase thereafter. The State's preliminary data for 2025 show a serious injury number of 1,255. In order to meet the target of 1,300 for the five-year period of 2021–2025, data analysis suggests that the serious injury number needs to be 657 or less in 2025. 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: In FFY2025, the Connecticut Highway Safety Office (CTHSO) continued its commitment to enhancing enforcement programs aimed at reducing unsafe driving behaviors across the State's roadways. The State has remained focused on implementing data-driven countermeasures that specifically target over-represented groups, identified through comprehensive data analysis. Key strategies included ongoing participation in national mobilizations such as *Click It or Ticket* and *Drive Sober or Get Pulled Over*, as well as the promotion of year-round sustained enforcement based on local problem identification by law enforcement agencies and highway safety partners.

To support these efforts, the CTHSO provided a range of training programs and technical assistance to law enforcement officers. These included:

- Enhanced training for the identification of impaired drivers
- Guidance on responding to autonomous vehicle-related crashes
- Resources to address officer burnout
- Emphasis on the importance of timely and accurate crash data reporting to reduce roadway injuries and fatalities

The CTHSO's major program areas—Impaired Driving, Occupant Protection, Speed Enforcement, and Distracted Driving—continue to account for the majority of enforcement activities. Paid media campaigns remain a central component of both high visibility and sustained enforcement efforts, amplifying public awareness and behavior change.

Beyond enforcement, the CTHSO collaborates with a wide network of traffic safety partners, non-profit organizations, and the State's Councils of Governments (COGs) to address traffic safety at the community level. Outreach efforts have focused on at-risk communities, including Bridgeport, Waterbury, New Haven, and Hartford, with initiatives to educate parents and



caregivers on proper car seat installation and adult seat belt use. Several impactful projects have been implemented to combat impaired driving in Connecticut including:

- Healthcare Heroes Against Impaired Driving and their *Not One More* campaign – Media and outreach efforts emphasizing how one less drink, smoke, or impaired decision can save lives.
- Partnership with Mothers Against Drunk Driving (MADD) – Ongoing collaboration to educate parents and teens about the risks of impaired driving.
- *Choices Matter* Project – A high school-focused initiative that includes presentations, surveys, and simulator-based experiences to raise awareness about impaired driving.

In FFY2025, the CTHSO continued its work on the *Driven to Protect* initiative, promoting the Driver Alcohol Detection System for Safety (DADSS). This included public outreach, high school education campaigns, and demonstrations of this innovative alcohol detection technology. The *Watch for Me CT* program remained a cornerstone of the CTHSO's efforts to improve non-motorist safety. These initiatives have expanded their reach into communities such as Hartford, Bridgeport, Waterbury, Stamford, New Britain, Manchester, New Haven, Norwalk, and East Hartford. The program continues to grow through press releases, media interviews, and social media engagement. To further support pedestrian and bicyclist safety, the CTHSO has actively engaged new partners, including municipal health departments, to better serve at-risk communities. These partnerships aim to create safer environments for all road users and ensure that safety messaging and resources are equitably distributed across 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 upcoming Triennial HSP and AGA.

C-3 Fatalities / 100M VMT



Source: FARS Final Files 2020-2022, FARS Annual Report File 2023, FARS preliminary 2024 data, CTDOT 2024 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 (2021-2025 moving average) by 2025.

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 2025 show a fatality number of 274. In order to meet the target of 0.850 for the five-year period of 2021-2025, data analysis suggests that the fatality rate needs to be zero in 2025 which is highly unlikely. The final fatality counts for 2024-2025 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 brought lasting changes to travel patterns and driving behavior. High visibility enforcement (HVE) efforts have been significantly impacted, with fewer police agencies participating in campaigns during and after the pandemic. Since the onset of the COVID-19 pandemic and the enactment of Connecticut's Police Accountability Act in 2020, there has been a noticeable decline in sustained enforcement activities by law enforcement agencies. Although there has been

a gradual increase in traffic stops and citations, they have not returned to pre-COVID-19 pandemic levels. Although there has been a gradual increase in traffic stops and citations, they have not returned to pre-COVID-19 pandemic levels. Staffing shortages have continued to affect police departments, contributing to decreased participation in HVE campaigns.

The CTHSO continues to implement a wide range of training programs and technical support initiatives aimed at reducing crash-related injuries and fatalities across the State. These efforts include enhanced law enforcement training to better identify impaired drivers and improve the timeliness and accuracy of crash data reporting. Since the establishment of the Green Lab in 2023, the CTHSO has expanded its training for Drug Recognition Experts (DREs), focusing on the detection of cannabis impairment, while also incorporating alcohol impairment components. To support these efforts, the CTHSO has increased funding for State and local law enforcement through alcohol-impaired and distracted driving enforcement grants. These are complemented by expanded media campaigns targeting both cannabis and alcohol use, and continued support for programs such as DRE training, DUI sobriety checkpoints, and roving patrols.

Beyond enforcement, the CTHSO collaborates with traffic safety partners, non-profits, and Connecticut's Councils of Governments to address safety at the community level. Outreach efforts have focused on at-risk communities such as Bridgeport, Waterbury, New Haven, and Hartford, educating caregivers on proper child car seat use and promoting adult seat belt compliance. Several targeted initiatives have been launched to combat impaired driving. One such program, *Healthcare Heroes Against Impaired Driving*, highlights the dangers of impaired driving from the perspective of healthcare professionals. Public outreach campaigns, including the *Not One More* message, emphasize how avoiding just one more drink or smoke can save lives. The CTHSO also partners with organizations like Mothers Against Drunk Driving (MADD) to educate parents and teens about the risks of impaired driving. The *Choices Matter* project continues to engage high school students through presentations, surveys, and simulator-based experiences that demonstrate the



consequences of impaired driving. In FFY2025, the *Driven to Protect* initiative continued to advance public awareness of the Driver Alcohol Detection System for Safety (DADSS) through outreach events, school campaigns, and demonstrations of this innovative alcohol detection technology. The *Watch for Me CT* program remains a cornerstone of the CTHSO's non-motorist safety strategy. In FFY2025, the program continued to expand its reach into communities across the State—including Hartford, Bridgeport, Waterbury, Stamford, New Britain, Manchester, New Haven, Norwalk, and East Hartford—through education, media outreach, and community engagement.



To further address pedestrian and bicyclist safety, the CTHSO has begun working with new partners, including city health departments, to better serve at-risk populations. These efforts are supported by press releases, media interviews, and social media campaigns aimed at raising awareness and promoting safer roadways for all users.

In response to the alarming rise in wrong-way crashes—particularly the significant spike in 2022 and another uptick in 2024—the Connecticut Highway Safety Office (CTHSO) continued to collaborate closely with CTDOT Traffic Safety engineers to implement both immediate and long-term countermeasures. Completed efforts include the enhancement of signage at over 700 limited-access highway off-ramps. These upgrades feature oversized “Wrong Way” signs, red retro-reflective strips on signposts, improved pavement arrows, and double-wide stop lines to increase visibility and driver awareness. Ongoing initiatives include the deployment of advanced wrong-way vehicle detection systems. These systems use 360-degree cameras and active flashing alerts on wrong-way signs to notify drivers and law enforcement in real time. Additional measures include updated traffic signals with directional arrow indicators and the placement of wrong-way signs on the reverse side of highway speed limit signs to increase visibility from multiple angles. As of 2025, CTDOT has installed approximately 211 wrong-way notification systems across the State. These systems are part of a broader strategy supported by over \$40 million in State funding dedicated to wrong-way driving prevention technologies. The

CTHSO is also working with CTDOT to support a statewide awareness media campaign focused on the dangers of wrong-way driving. This campaign aims to educate the public, reinforce safe driving behaviors, and highlight the technological and engineering solutions being implemented. To further support transparency and public engagement, an interactive online map has been launched, showing the locations of installed wrong-way detection systems and planned future installations.

The CTHSO continues to prioritize its core program areas—Impaired Driving, Occupant Protection, Speed Enforcement, and Distracted Driving—which account for the majority of enforcement activities. Paid media remains a central component of both high-visibility and sustained enforcement efforts. In FFY2025, the CTHSO expanded educational campaigns to address persistent misconceptions about cannabis-impaired driving. These campaigns were developed with a focus on data-driven strategies, targeting over-represented groups identified through crash data analysis and demographic insights. The CTHSO remains committed to engaging high-risk communities and strengthening partnerships with agencies such as the Connecticut Department of Motor Vehicles (CTDMV), Department of Public Health (CTDPH), and local health departments. Collaboration with the State’s Councils of Governments (COGs) continues to support the development of localized programs that address regional crash concerns. Enhanced crash data sharing is helping local partners better focus their efforts on reducing traffic-related injuries and fatalities.

CTDOT, in partnership with the CTHSO, is leading the charge toward eliminating traffic fatalities through the Vision Zero Council (https://portal.ct.gov/dot/programs/vision-zero?language=en_US). Established in 2021 under Public Act 21-28, the Council is an interagency workgroup tasked with developing statewide policies to eliminate transportation-related deaths and serious injuries involving all road users—pedestrians, bicyclists, transit riders, motorists, and passengers. The Council and its subcommittees—focused on equity, enforcement, engineering, and education—have proposed in FFY2025 a series of legislative recommendations, including:



- Lowering the blood alcohol limits for impaired driving
- Establish a pilot program for blood draws and saliva testing along with an electronic warrant system to compel testing for impairment
- Assist in engaging with insurance companies to discuss concerns on highway safety, the effects of current laws, technology and liability
- Review and revise cannabis-related statutes

- Support continued implementation of the Automated Work Zone Safety Enforcement (AWZSE) program and expand to additional programming
- Free or reduced driver's education programs for new student drivers
- Designate safety corridors on public roadways
- Requiring municipalities to adopt Complete Streets plans
- Provide additional funding to municipalities to create Vision Zero action plans
- Increase funding for Community Connectivity Grant program with a focus on safety
- Propose to include community service requirements as part of a disposition for certain traffic cases
- Updated the language of the Vision Zero Program of Distinction to help eliminate barriers to application and access to the program
- Fund a research position to inform policy recommendations based on specific data analysis
- Review of driver test questions and driver education program
- Increase community education on new policies and infrastructure
- Enacting an open-container law
- Enacting a universal motorcycle helmet law
- Establishing a Fatal Collision Reduction Team for high-visibility enforcement
- Expanding car seat funding, distribution, and education programs for low income families who lack appropriate child restraint

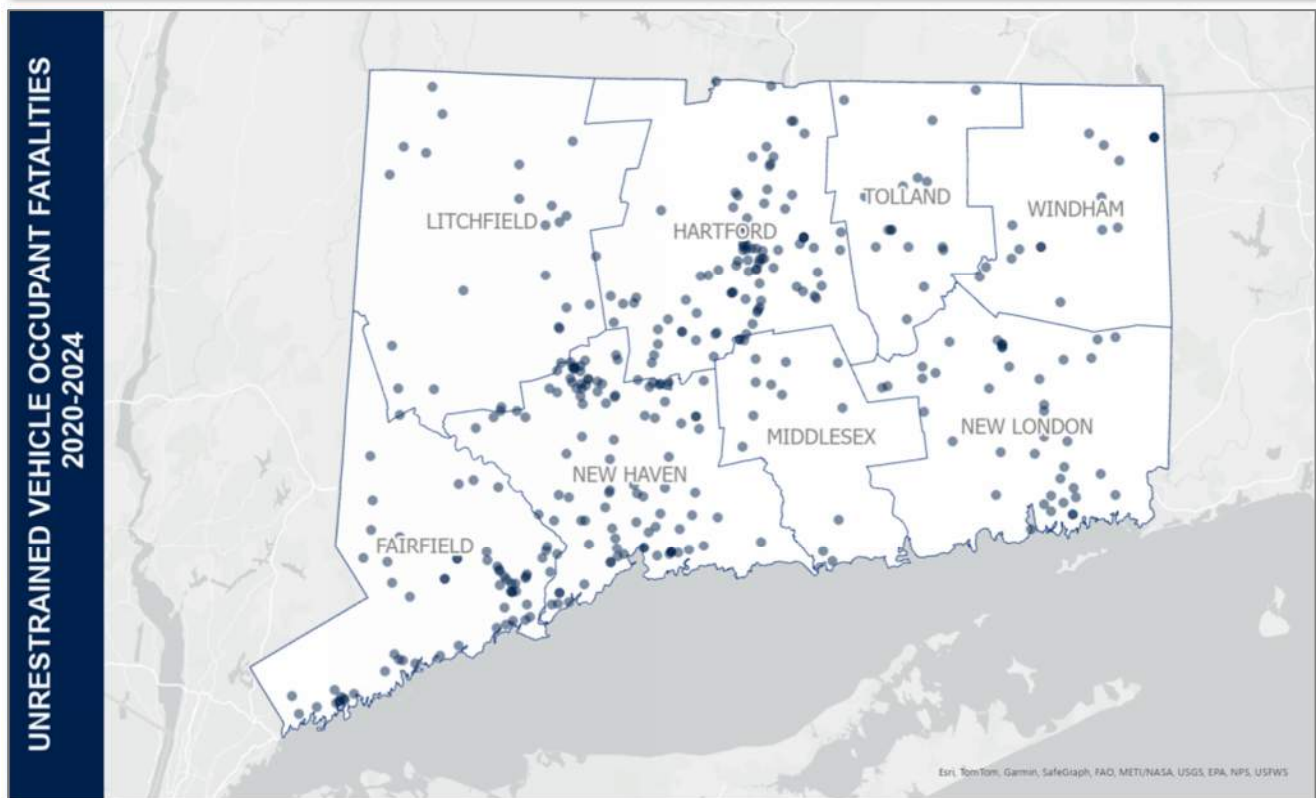
The CTHSO is actively implementing several of these strategies. For example, it is working with CTDMV to deliver regular driver education and awareness programs. High school-focused initiatives such as the *Save a Life Tour* (Distracted Driving), DADSS (Driver Alcohol Detection System for Safety), and *Choices Matter* (Impaired Driving) continue to educate young drivers on the consequences of risky behaviors.



To support at-risk communities, the CTHSO provides car seat education and distributes car seats to families in need. Public education campaigns remain a key strategy, with ongoing efforts like *Click It or Ticket* and *Drive High = DUI* reaching residents through digital, print, and in-person outreach across the State. The CTHSO also supports the use of automated traffic enforcement technologies, including red-light and speed cameras in high-risk areas such as school zones, pedestrian safety zones, and work zones. Legislation enabling these tools was passed in 2023, with pilot programs launched in 2024 using State funding. Additionally, CTDOT continues to advocate for new safety legislation, including a universal motorcycle helmet law and an open-container law, to further reduce roadway 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 upcoming Triennial HSP and AGA.

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



Source: FARS Final Files 2020-2022, FARS Annual Report File 2023, FARS preliminary 2024 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 (2021-2025 moving average) to 65 by 2025.

Outcome: Performance target met.

Analysis: The unrestrained vehicle occupant fatalities have steadily increased since a low in 2020 with a declining trend in 2023 and 2024. Connecticut’s preliminary data for 2025 have the number of unrestrained passenger vehicle occupant fatalities in all seat positions at 29. The final fatality counts for 2024-2025 may change as additional information regarding cases is received. In order to meet the target of 65 for the five-year period of 2021-2025, data analysis suggests that the fatality number needs to be 32 or lower in 2025. Connecticut is optimistic about achieving the five-year moving average target of 65.

State’s effort to show progress in meeting target / State’s adjustment to the AGA to facilitate meeting target: The Connecticut Highway Safety Office (CTHSO) remains committed to increasing sustained enforcement of seat belt use across the State. In FFY2026, the CTHSO will continue encouraging law enforcement agencies to prioritize seat belt enforcement as a secondary focus during other overtime enforcement grant activities. This approach is supported by year-round seat belt social norming campaigns and targeted commercials during national mobilization periods to reinforce the importance of buckling up.

To address persistent disparities in seat belt use, the CTHSO is placing greater emphasis and funding on areas with historically low seat belt usage, high rates of unrestrained injuries and fatalities, and among high-risk populations—particularly males aged 18-34. This targeted approach is informed by a comprehensive analysis of crash and observational survey data, identifying towns with low belt use. The analysis incorporates five (5) years of data, including unbelted crash and fatality rates, population, and vehicle miles traveled (VMT), to prioritize funding and enforcement opportunities for participating law enforcement agencies. This focused strategy will not replace the CTHSO’s ongoing efforts to achieve statewide law enforcement participation during national *Click It or Ticket* mobilizations in May and November. Agencies are encouraged to participate regardless of funding availability.

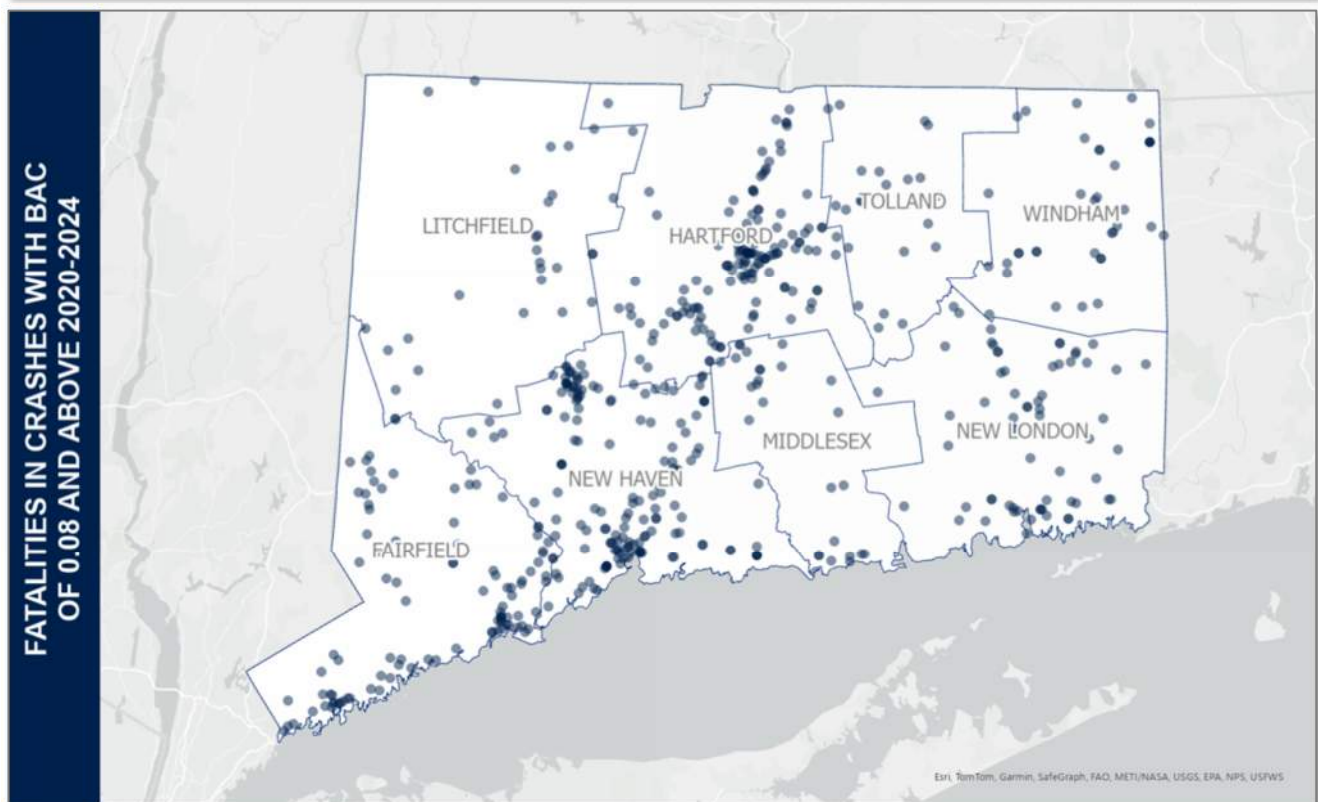


Connecticut’s seat belt use rate has stayed above 93 percent over the past several years. To build on this momentum, the CTHSO, in collaboration with the Connecticut State Police, continues to conduct community outreach at town fairs, high schools, and middle

schools—particularly in at-risk communities including but not limited to Bridgeport, Waterbury, New Haven, and Hartford—to promote seat belt safety for all vehicle occupants. These efforts focus on educating parents and caregivers about the importance of both child passenger safety and adult seat belt use. CTHSO staff and subgrantees regularly speak with families about the critical role adults play in modeling safe behavior for children. The CTHSO partners with organizations such as Yale New Haven Hospital, Waterbury Police Department, Connecticut Children’s Medical Center, and the Hang Time program to reach diverse audiences. Hang Time primarily serves at-risk communities, with attendees often identifying as Black or Hispanic, and a smaller number of Caucasian participants. The gender mix is typically balanced, though it may vary by location and event. Some veterans, particularly from the Bridgeport area, also participate. The Her Time program specifically supports Black and Brown women in at-risk communities, while Choices, a program under the Hang Time umbrella, targets high school athletes—often influential figures in their school communities. The program features speakers who were formerly incarcerated and were once student-athletes themselves, using their experiences to encourage better decision-making among youth. The Seat Belt Working Group continues to meet regularly to develop and refine strategies aimed at increasing seat belt use and reducing unrestrained injuries and fatalities statewide.

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 upcoming Triennial HSP and AGA.

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



Data Sources: FARS Final Files 2020–2022, FARS Annual Report File 2023, FARS preliminary 2024 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+) (2021–2025 moving average) to 113 by 2025.

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 and 2024. In order to meet the target of 113 for the five-year period of 2021–2025, data analysis suggests that the alcohol-impaired fatality number needs to be 100 or lower in 2025. The preliminary 2025 State data have the fatality number of 24. The final fatality counts for 2024–2025 may change as additional information regarding cases is received. The State data are not imputed and include impairment due to both alcohol and drugs combined. Based on the 2020–2024 data and the available 2025 data, Connecticut is optimistic about achieving the five-year moving average target of 113.

State’s effort to show progress in meeting target / State’s adjustment to the AGA to facilitate meeting target: The Impaired Driving Program continues to emphasize high visibility enforcement (HVE) to reduce driving under the influence of alcohol and / or drugs. Municipalities are encouraged to collaborate through Regional Traffic Units, allowing smaller towns with limited resources to participate in HVE activities. These efforts have significantly increased the number of officers engaged in DUI enforcement statewide, including extra patrols and sobriety checkpoints aimed at deterring impaired driving. In 2025, the program continued to promote year-round sustained enforcement, with a focus on high-risk days and times when DUI crashes are more likely. The CTHSO is working with State and municipal law enforcement agencies to expand the Comprehensive DUI Enforcement Program, increasing enforcement activity beyond FFY2024 levels.

Training remains a cornerstone of the program. The number of certified Standardized Field Sobriety Test (SFST) instructors and practitioners continues to grow through ongoing training. The CTHSO also supports Advanced Roadside Impaired Driving Enforcement (ARIDE) training through the Drug Evaluation and Classification Program (DECP), which prepares officers to become Drug Recognition Experts (DREs). Following the legalization of recreational cannabis in Connecticut, legislation now requires

all new officers to complete ARIDE training within three (3) years of certification. This mandate has led to a significant increase in ARIDE classes statewide. Connecticut hosted its first Green Lab in February 2023, offering officers hands-on experience observing the effects of cannabis, alcohol, and their combination on volunteers. Additional Green Labs



were held in FFY2024 and continue into FFY2025 to educate both officers and cannabis users. As of 2025, there are 64 DREs in Connecticut.

The Traffic Safety Resource Prosecutor (TSRP) continues to support DUI case preparation, legal research, and training. The TSRP advises law enforcement and the CTHSO on DUI legislation and develops training materials to improve the identification and prosecution of impaired drivers. The TSRP also provides training for prosecutors and judges, leading to improved report writing, courtroom testimony, and conviction rates. Administrative Hearing Attorneys review Administrative Per Se cases, oversee hearings, and assist law enforcement. They also represent the Connecticut DMV at Ignition Interlock Device (IID) violation hearings and manage components of the IID program. CTHSO staff work closely with both the TSRP and Administrative Hearing Attorneys to improve DUI prosecution outcomes.

Media and outreach efforts were expanded in FFY2025 through new partnerships and messaging. The CTHSO continues to lead the Impaired Driving Task Force, which brings together stakeholders to identify trends, share data, and develop sustainable solutions. Monitoring of DUI Overtime Enforcement projects is ongoing, with site visits to participating agencies—especially those using grant-funded equipment. Meetings with law enforcement focus on crash data use, grant performance, and training needs.



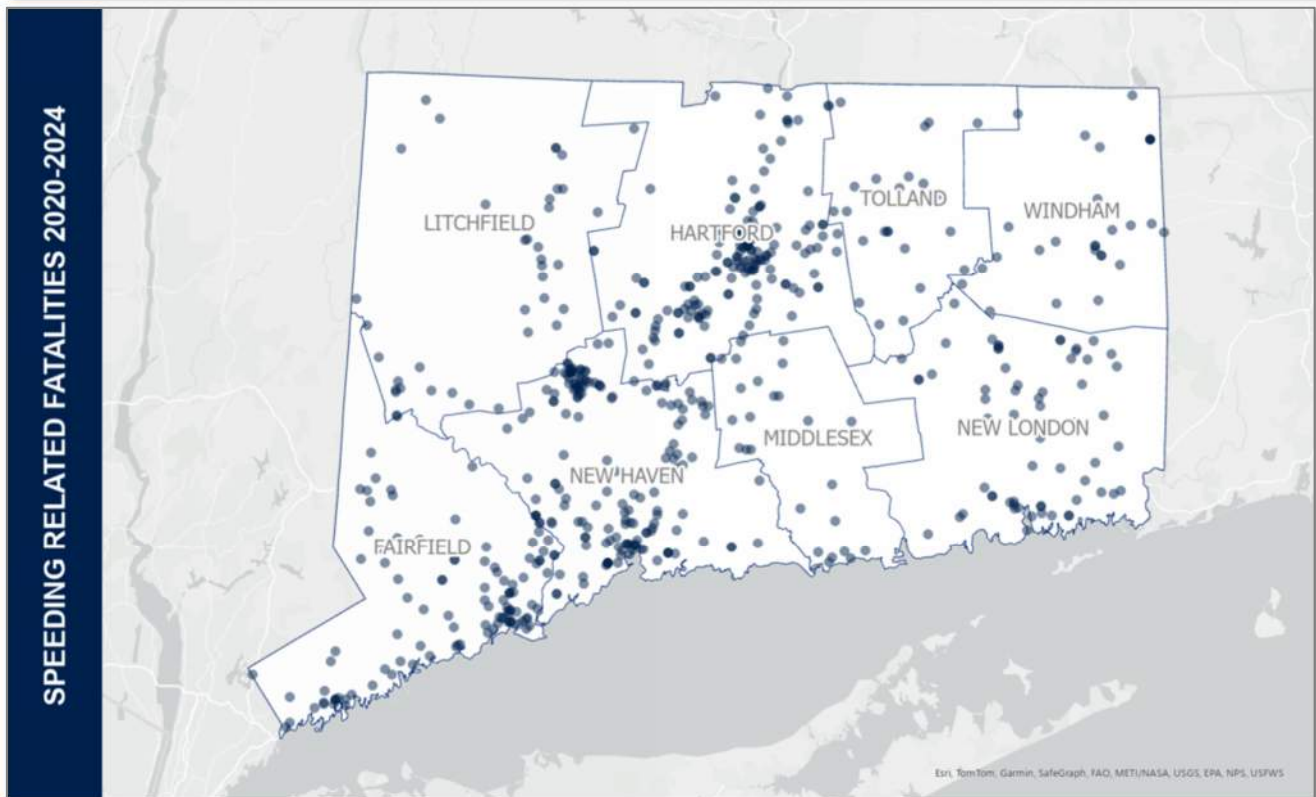
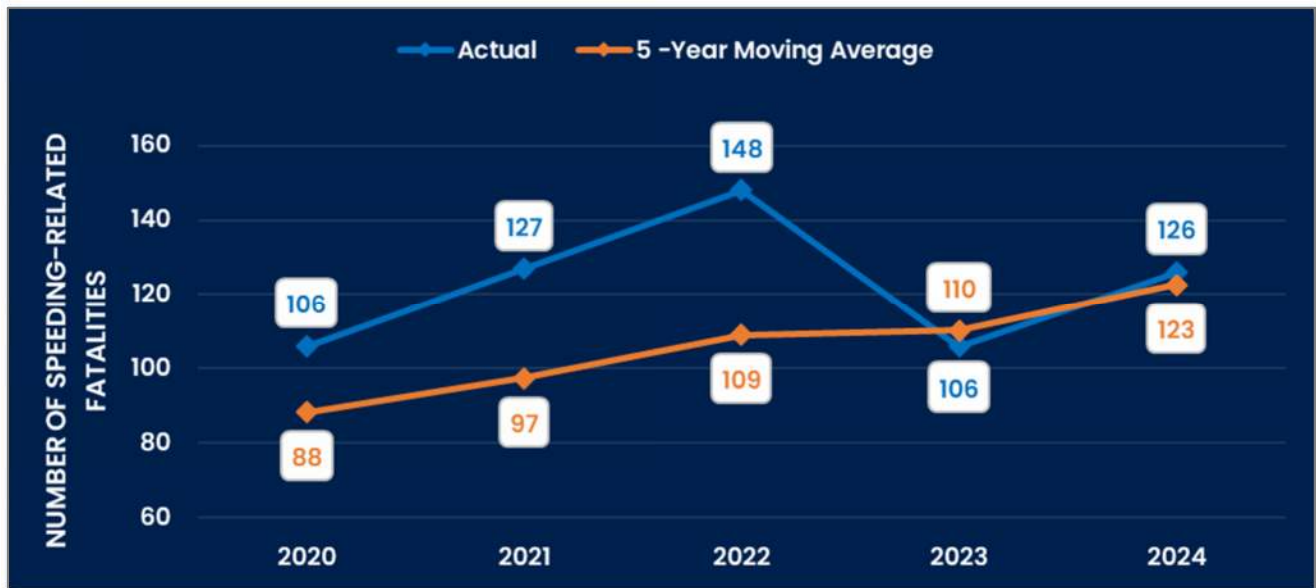
Several impactful projects continue to combat impaired driving:

- Healthcare Heroes Against Impaired Driving and their *Not One More* campaign – Media and outreach efforts emphasizing how one less drink, smoke, or impaired decision can save lives.
- Partnerships with MADD help educate parents and teens about the risks of impaired driving.
- The *Choices Matter* program engages high school students through presentations, surveys, and simulator experiences.
- The *Driven to Protect* initiative promotes the Driver Alcohol Detection System for Safety (DADSS) through public outreach and school campaigns.

In FFY2025, the CTHSO expanded the phlebotomy training program for law enforcement officers to draw blood in the field when drug impairment is suspected. Planning also continued for a pilot program on roadside oral fluid testing for drug impairment, in accordance with Connecticut statutes.

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 upcoming Triennial HSP and AGA.

C-6 Number of Speeding-Related Fatalities



Source: FARS Final Files 2020-2022, FARS Annual Report File 2023, FARS preliminary 2024 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 (2021-2025 moving average) to 96 by 2025.

Outcome: Performance target not met.

Analysis: Over the past five (5) years speeding related fatalities have fluctuated. In order to meet the target of 96 for the five-year period of 2021-2025, data analysis suggests that the speeding-related fatality number needs to be zero in 2025. Connecticut preliminary data for 2025 have a fatality number of 40. The final fatality counts for 2024-2025 may change as additional information regarding cases is received. Although the 2025 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 continues to prioritize speed enforcement as a critical strategy to reduce speeding-related crashes, injuries, and fatalities. In FFY2025, the CTHSO utilized flexible Distracted Driving resources alongside Section 402 and 405e funds to support a summer high visibility enforcement (HVE) campaign—timed to coincide with the period when speeding-related crashes are most prevalent. This enforcement effort is paired with a robust media campaign, including the ongoing message: *When Speeding Kills, It's Never an Accident*. New creative media content is also being explored to further engage the public.



To address the ongoing rise in speed-related fatalities and serious injuries, the CTHSO continues to expand both the number of participating law enforcement agencies, and the funding allocated to speed and aggressive driving enforcement projects. Agencies are encouraged to submit grant applications supported by local crash and enforcement data, identifying specific areas with high incidences of speed-related crashes. Grant selection is based on several factors, including:

- Documented speed-related crash trends
- Population density and traffic volume
- Roadway characteristics (e.g., low posted speed limits)
- Potential for impact in urban areas and larger municipalities

Speed Problem Identification (ID) data is used to guide the selection of agencies for participation in speed-focused HVE grants. These efforts are aligned with the Connecticut

Strategic Highway Safety Plan (SHSP) and coordinated with CTDOT to ensure enforcement is focused on areas with the highest crash, injury, and fatality rates.

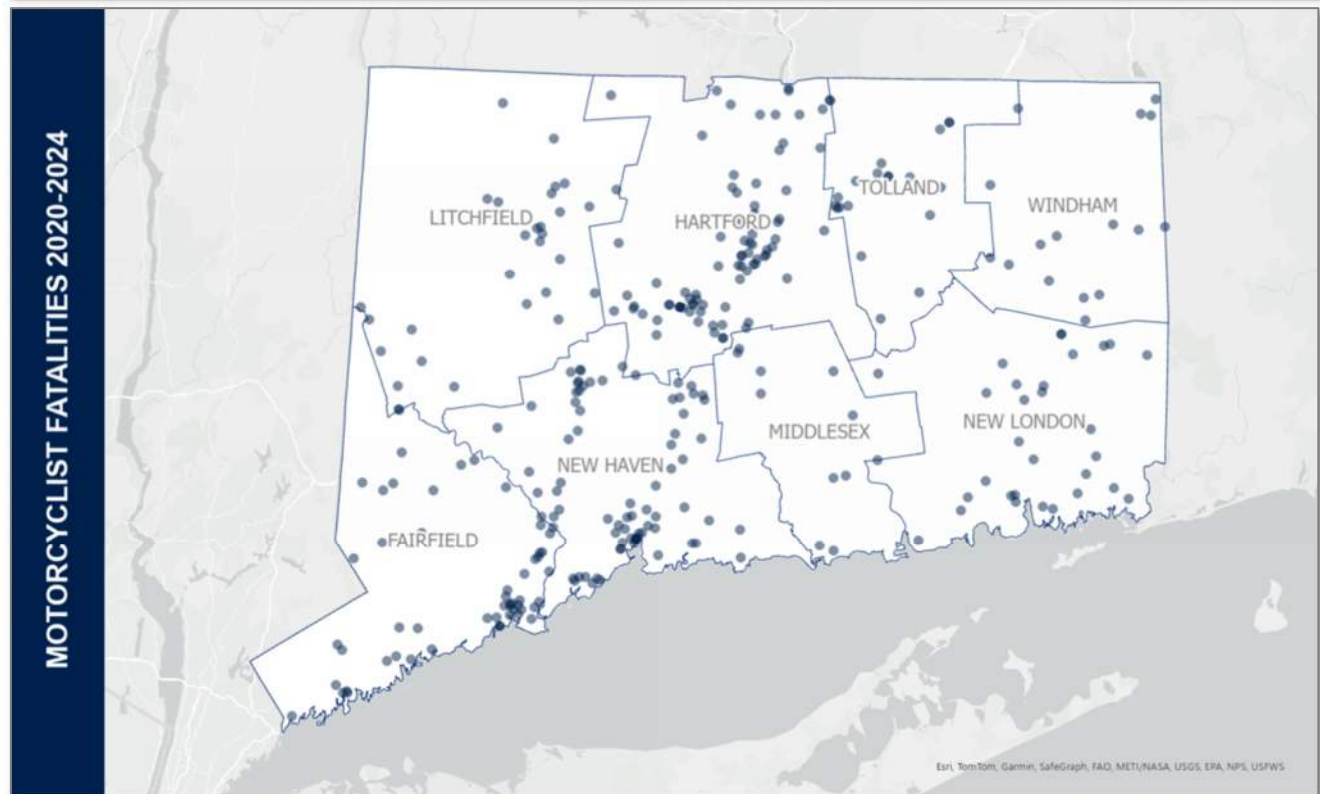
The Automated Speed Safety Camera Pilot Program, active from April 10 to December 31, 2023, demonstrated the effectiveness of automated enforcement in improving safety in work zones. Following its success, the Connecticut General Assembly passed legislation in May 2024 establishing the Automated Traffic Enforcement Safety Device (ATESD) Program (<https://portal.ct.gov/dot/programs/automated-traffic-enforcement-safety-device>). CTDOT and the Connecticut Office of the State Traffic Administration (CTOSTA) considers four (4) types of locations in its review:

- 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

In FFY2025, six (6) municipal ATESD plans were approved with six (6) additional municipal ATESD plans submitted and under review for FFY2026. This program aims to reduce speeding, improve pedestrian safety, and change driver behavior through consistent enforcement.

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 upcoming Triennial HSP and AGA.

C-7 Number of Motorcyclist Fatalities



Source: FARS Final Files 2020-2022, FARS Annual Report File 2023, FARS preliminary 2024 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 (2021-2025 moving average) to 55 by 2025.

Outcome: Performance target not met.

Analysis: The number of motorcyclist fatalities has steadily increased since 2020 with a decrease in 2023 followed by a spike in 2024. Looking ahead, Connecticut’s preliminary data for 2025 will have a motorcyclist fatality number of 55. The final fatality counts for 2024-2025 may change as additional information regarding cases is received. In order to meet the target of 55 for the five-year period of 2021-2025, data analysis suggests that the fatality number needs to be 6 or lower in 2025. 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 Connecticut Highway Safety Office (CTHSO) continues its commitment to improving motorcyclist safety, particularly in the months leading up to summer, when rider fatalities historically peak. In FFY2025, the CTHSO maintained an aggressive advertising campaign reminding motorists to “Share the Road” with motorcyclists. This campaign was supported by a summer-long social media initiative aimed at increasing public awareness and reducing motorcycle-related crashes. Despite these efforts, preliminary data from 2024 and early 2025 suggest that the motorcyclist safety performance measure may not be met. As a result, the CTHSO is intensifying its focus on reaching unlicensed and untrained riders, with an emphasis on expanding access to both beginner and experienced rider training programs.

Motorcycle helmet legislation (Senate Bill No. 1377) was introduced and approved in FFY2025 which requires riders under 21 years old wear a helmet. This is a shift from the previous requirement that applied only to those under 18. The law was effective October 1, 2025.



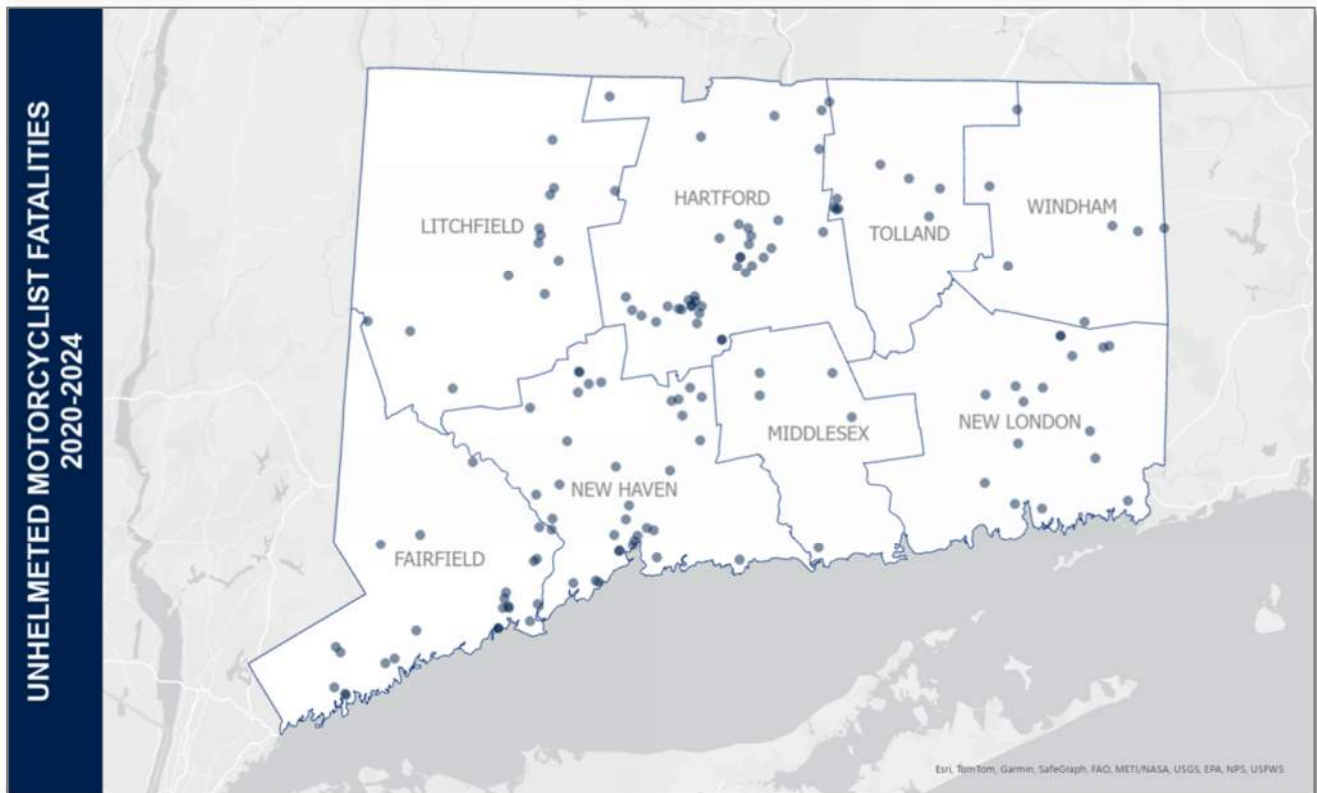
The Connecticut Rider Education Program (CONREP), in partnership with Be Crash Free, a Motorcycle Safety Foundation (MSF)-approved provider, continues to offer training designed to prepare RiderCoaches and deliver high-quality instruction to new and returning riders. To support ongoing education, annual update classes for RiderCoaches will continue as needed, reinforcing best practices and the importance of motorcycle safety. Crash data continues to show that single-vehicle motorcycle crashes are often

linked to excessive speed, highlighting the need for riders to understand and respect their own skill levels. The CTHSO will continue to promote messaging that encourages riders to ride within their abilities and seek training to improve their proficiency. CONREP remains a key partner in promoting motorcycle safety through training, outreach, and educational materials. These efforts align with the goals of the Vision Zero Council of Connecticut, which is working to implement policy changes aimed at reducing rider fatalities and improving safety outcomes for all road users.

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 FFY2025, 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.

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 upcoming Triennial HSP and AGA.

C-8 Number of Unhelmeted Motorcyclist Fatalities



Source: FARS Final Files 2020-2022, FARS Annual Report File 2023, FARS preliminary 2024 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 (2021-2025 moving average) in 2025.

Outcome: Performance target met.

Analysis: Connecticut saw a sharp increase in unhelmeted motorcyclist fatalities in 2021 followed by an overall decreasing trend. The five-year moving average has stayed relatively flat. Looking ahead, Connecticut's preliminary data for 2025 have an unhelmeted motorcyclist fatality number of 21. The final fatality counts for 2024-2025 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 2021-2025), data analysis suggests that the fatality number needs to be 26 or lower in 2025. Although the 2025 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 Connecticut Highway Safety Office (CTHSO) continued to prioritize motorcyclist safety, particularly during the summer months, when rider fatalities are historically at their highest. In FFY2025, the CTHSO remained focused on education, training, and legislative advocacy to reduce motorcycle-related crashes and fatalities. While Connecticut does not currently have a universal helmet law, as of 2024, a new law requires all newly endorsed motorcyclists to wear a helmet for three (3) years following the issuance of their motorcycle endorsement. In FFY2025, motorcycle helmet legislation (Senate Bill No. 1377) was introduced and approved which requires riders under 21 years old wear a helmet. This is a shift from the previous requirement that applied only to those under 18. The law was effective October 1, 2025.

Despite these measures, unhelmeted fatalities remain a concern. Through involvement with the Vision Zero Council, the CTHSO continued to advocate for a universal helmet law applicable to all riders, regardless of age or experience as well as expanded access to motorcycle safety training programs for both new and returning riders.

The CTHSO continued to support and expand the Connecticut Rider Education Program (CONREP), which offers:

- Beginner and experienced rider training
- Outreach to unlicensed and untrained riders
- Emphasis on riding within one's skill level

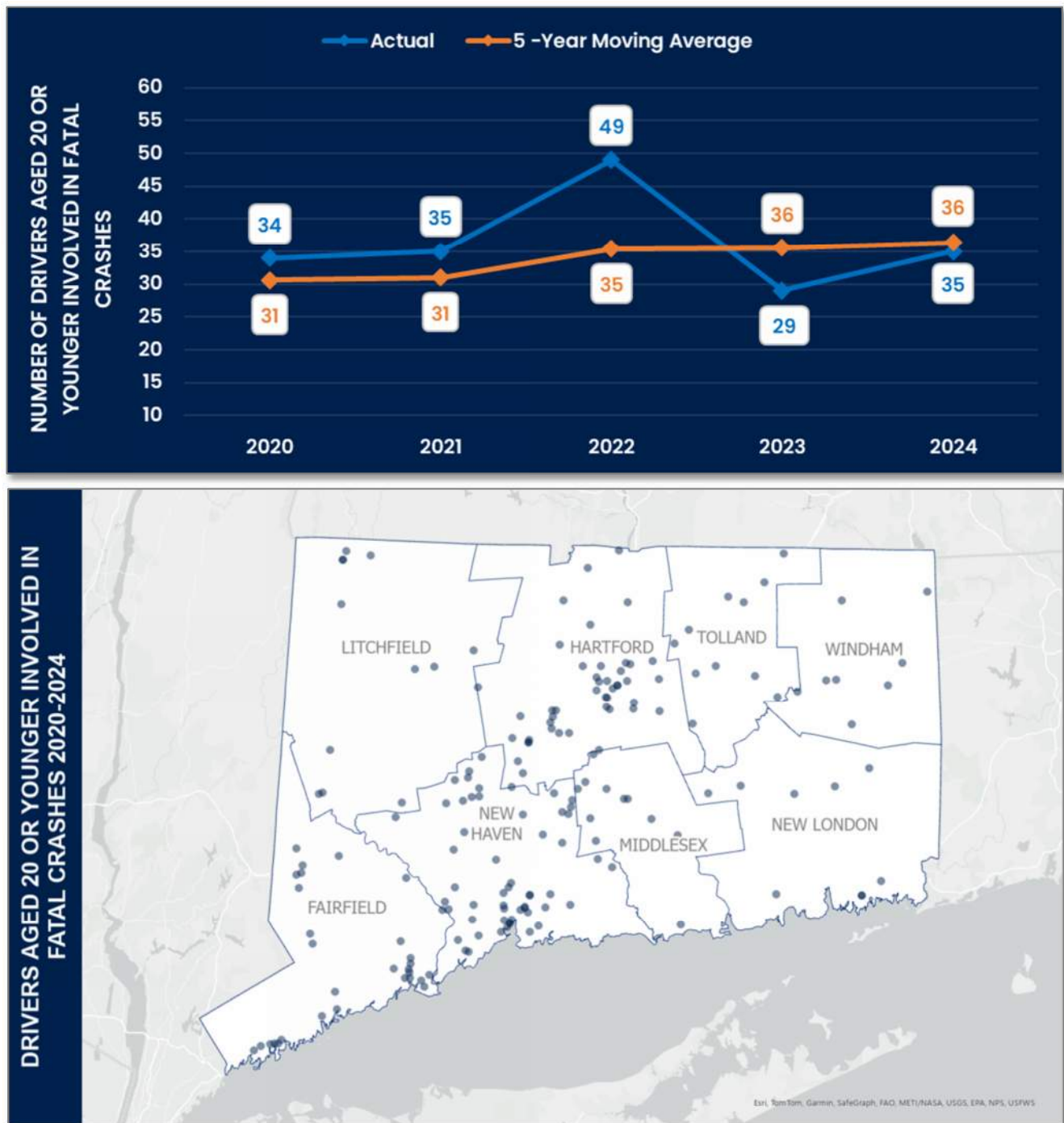
To increase training capacity, the CTHSO has been working to add more RiderCoaches trained through Be Crash Free, a Motorcycle Safety Foundation (MSF)-approved provider. These coaches are equipped to deliver high-quality instruction to both novice and returning riders, helping to reduce single-vehicle motorcycle crashes.

In FFY2025, the CTHSO continued to run a summer-long social media campaign reminding motorists to *Share the Road* with motorcyclists and be alert and aware of motorcycles in traffic. The campaign also targeted riders directly, emphasizing the importance of riding

within personal skill limits and the life-saving benefits of wearing a USDOT-approved 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 upcoming Triennial HSP and AGA.

C-9 Number of Drivers Aged under 21 Involved in Fatal Crashes



Source: FARS Final Files 2020-2022, FARS Annual Report File 2023, FARS preliminary 2024 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 (2021-2025 moving average) to 31 by 2025.

Outcome: Performance target not met.

Analysis: Looking ahead, Connecticut’s preliminary data for 2025 have a drivers aged under 21 fatality number of 19. The final fatality counts for 2024–2025 may change as additional information regarding the cases is received. In order to meet the target of 31 for the five-year period of 2021–2025, data analysis suggests that the drivers aged under 21 fatality number needs to be 7 or lower in 2025. 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 Connecticut Highway Safety Office (CTHSO) continued to prioritize statewide educational programming for high school students, with a focus on reducing crashes, injuries, and fatalities among drivers under the age of 21.

In FFY2025, the CTHSO continued to deliver two (2) impactful, interactive programs to high schools across Connecticut:

- *Save a Life Tour* – Focused on the dangers of distracted driving
- *Choices Matter* – Focused on the consequences of impaired driving

These two (2) programs featured motivational speakers, driving simulators, and interactive educational tools. Together, they reach well over 100 high schools annually, with a strong emphasis on high-risk communities. The CTHSO worked directly with program managers to ensure equitable access and effective delivery across the State.



The CTHSO continued to collaborate with key partners, including the Connecticut Department of Motor Vehicles (CTDMV), to explore new initiatives targeting young drivers. In FFY2025, the CTHSO:

- Advocated for policies that support safer driving behaviors among youth
- Engaged in discussions around enforcement and awareness of Graduated Driver License (GDL) laws
- Initiated conversations with law enforcement to identify challenges and develop solutions for improving GDL compliance and education

In FFY2025, the Driver Alcohol Detection System for Safety (DADSS) technology demonstration vehicle with CTHSO continued to be presented at Science, Technology, Engineering, and Mathematics (STEM) educational events geared toward high school and university students. The DADSS team provided students with an overview of the DADSS program and the *Driven to Protect Connecticut* educational website, and students and faculty of all ages had the opportunity to stop by to explore and experience the technology designed to prevent impaired driving.

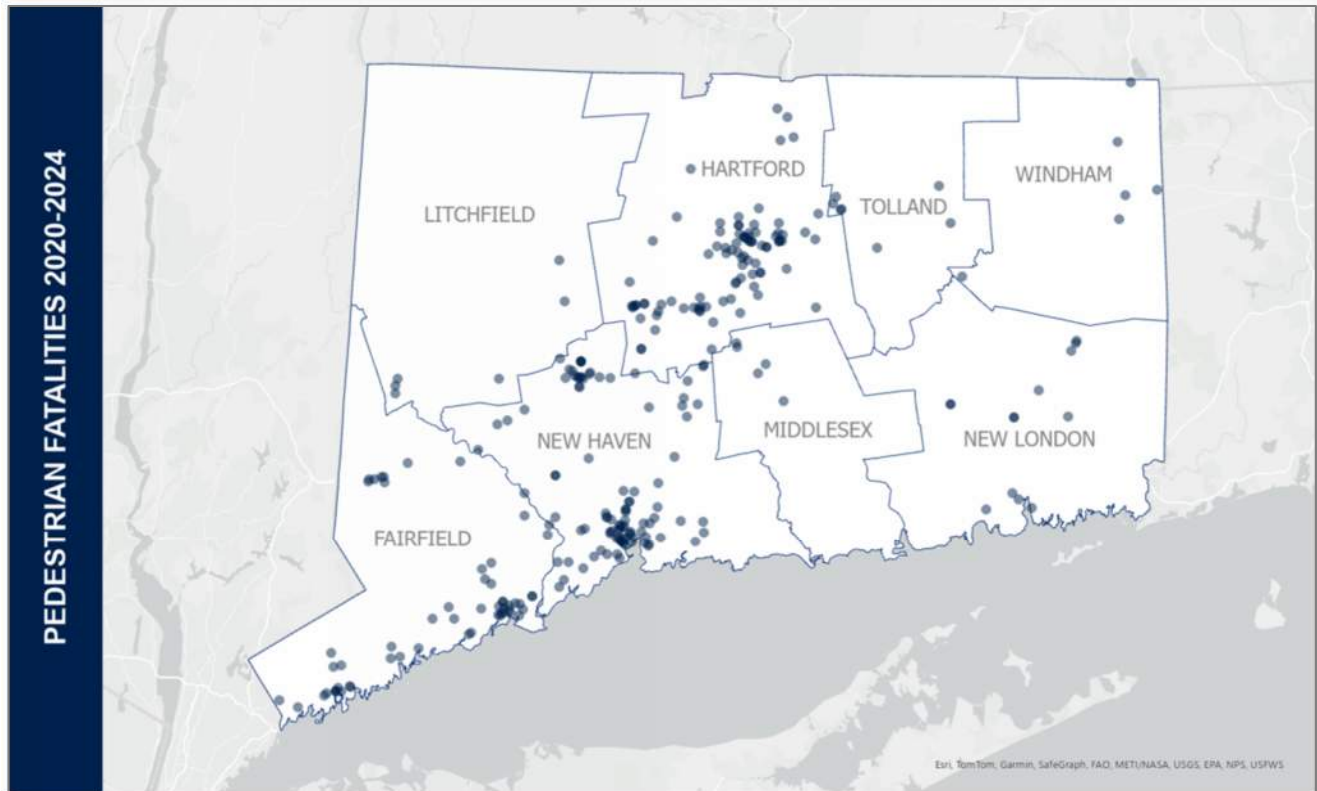
Additionally, in FFY2025, the South Central Regional Council of Governments (SCRCOG), in partnership with AAA, began laying the groundwork for a traffic safety youth leadership program. This initiative aims to:

- Empower students to become peer leaders and safety advocates
- Promote community-based traffic safety awareness
- Foster long-term behavioral change among young drivers

The CTHSO continued to support and expand this initiative in FFY2025 as part of its broader youth engagement strategy.

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 upcoming Triennial HSP and AGA.

C-10 Number of Pedestrian Fatalities



Source: FARS Final Files 2020-2022, FARS Annual Report File 2023, FARS preliminary 2024 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.

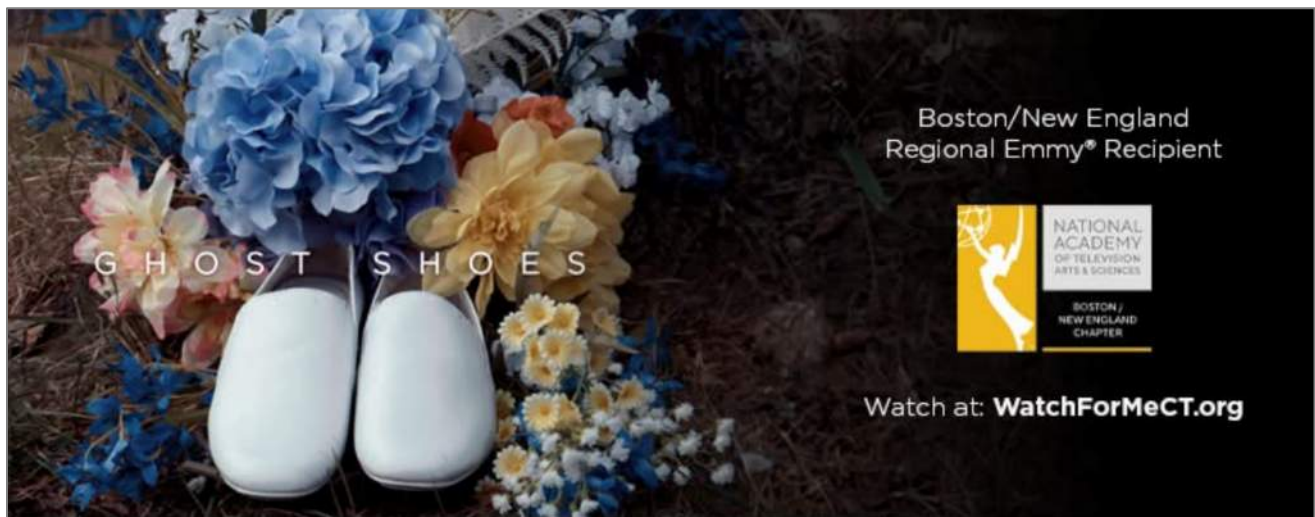
Performance Target: To reduce the pedestrian fatalities (2021-2025 moving average) to 55 by 2025.

Outcome: Performance target not met.

Analysis: Connecticut’s preliminary data for 2025 show a pedestrian fatality number of 64. The final fatality counts for 2024-2025 may change as additional information regarding cases is received. In order to meet the target of 55 for the five-year period of 2021-2025, data analysis suggests that the pedestrian fatality number needs to be 39 or lower in 2025. 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 States across the country, Connecticut continues to experience an upward trend in pedestrian fatalities. In response, the Connecticut Highway Safety Office (CTHSO) remains committed to prioritizing pedestrian safety through targeted education, enforcement, infrastructure investment, and legislative advocacy.

In 2021, legislative changes aimed at improving pedestrian safety included a requirement for drivers to yield to pedestrians in or visibly approaching crosswalks and a “dooring” law prohibiting motorists from opening vehicle doors in a manner that obstructs pedestrians or bicyclists on sidewalks, shoulders, or bikeways. To support these changes, the CTHSO launched a comprehensive public education campaign, including outreach materials and media coverage and a partnership with AARP to raise awareness among older adults, who remain overrepresented in pedestrian crash statistics. These campaigns continued in FFY2025, with expanded messaging and outreach to vulnerable populations across the State.



The *Watch for Me CT* program remained a cornerstone of the CTHSO’s pedestrian safety strategy. In FFY2025, the program continued to support statewide education and enforcement campaigns, collaborate with local partners to promote safe walking and biking, engage communities through events and media, including the *Ghost Shoes* campaign, which places white shoes at crash sites as memorials and visual reminders of

the consequences of unsafe driving. The program's reach extended into at-risk communities across Connecticut, including:

- | | | |
|-----------------|---------------|-------------|
| ▪ Bridgeport | ▪ Manchester | ▪ Norwalk |
| ▪ East Hartford | ▪ New Britain | ▪ Stamford |
| ▪ Hartford | ▪ New Haven | ▪ Waterbury |

The CTHSO also continued to support National Pedestrian Safety Month each October through press releases, media interviews, and social media campaigns

The Community Connectivity Grant Program (CCGP) seeks to improve accommodations for bicyclists and pedestrians in urban, suburban and rural community centers. With the sixth round of awards, CTDOT awarded an additional \$12 million in grants to 17 municipalities CCGP (<https://portal.ct.gov/dot/programs/ccgp>). The goal is to make conditions safer for pedestrians and bicyclists. Selected projects Included:

- Cromwell – Willowbrook Road and Evergreen Road sidewalk connectivity
- East Haven – Messina Drive traffic signal and pedestrian walkway
- Glastonbury – Manchester Road sidewalks, Shoddy Mill to Hebron Avenue
- Greenwich – Pedestrian safety improvements at three (3) central town intersections
- Guilford – Boston Post Road (Route 1) sidewalk extension to Madison town line
- Litchfield – Sidewalk enrichment plan, Americans with Disabilities Act (ADA) upgrades and sidewalk enhancements
- Portland – The Complete Streets, Main Street sidewalk improvements Phase III
- Voluntown – Village Center pedestrian network enhancement
- Watertown – Main Street (Route 63) pedestrian improvements
- West Hartford – Sidewalk accessibility improvements

In June 2025, the CTDOT Transportation Rural Improvement Program (TRIP) continued to provide State funding to rural municipalities for transportation capital projects, including construction, modernization, and major repair of pedestrian and roadway infrastructure (<https://portal.ct.gov/dot/programs/trip>). In June 2025, \$10 million was awarded to eight (8) rural communities for supports projects often ineligible for federal transportation programs. Selected programs include:

- Burlington – Roadway Improvements on West Chippen Road – Reconstruction of the roadway and drainage improvements, making conditions safer for drivers, bicyclists, and pedestrians.
- Litchfield: Roadway Improvements on Campville Road – Reconstruction of the roadway and drainage improvements, making conditions safer for drivers, bicyclists, and pedestrians.

- Marlborough – Sidewalk Extension on Lake Road – Construction of more than 300 feet of sidewalk and a crosswalk on Lake Road.

The Automated Speed Safety Camera Pilot Program, active from April 10 to December 31, 2023, demonstrated the effectiveness of automated enforcement in improving safety in work zones. Following its success, the Connecticut General Assembly passed legislation in May 2024 establishing the Automated Traffic Enforcement Safety Device (ATESD) Program (<https://portal.ct.gov/dot/programs/automated-traffic-enforcement-safety-device>). CTDOT and the Connecticut Office of the State Traffic Administration (CTOSTA) considers four (4) types of locations in its review:

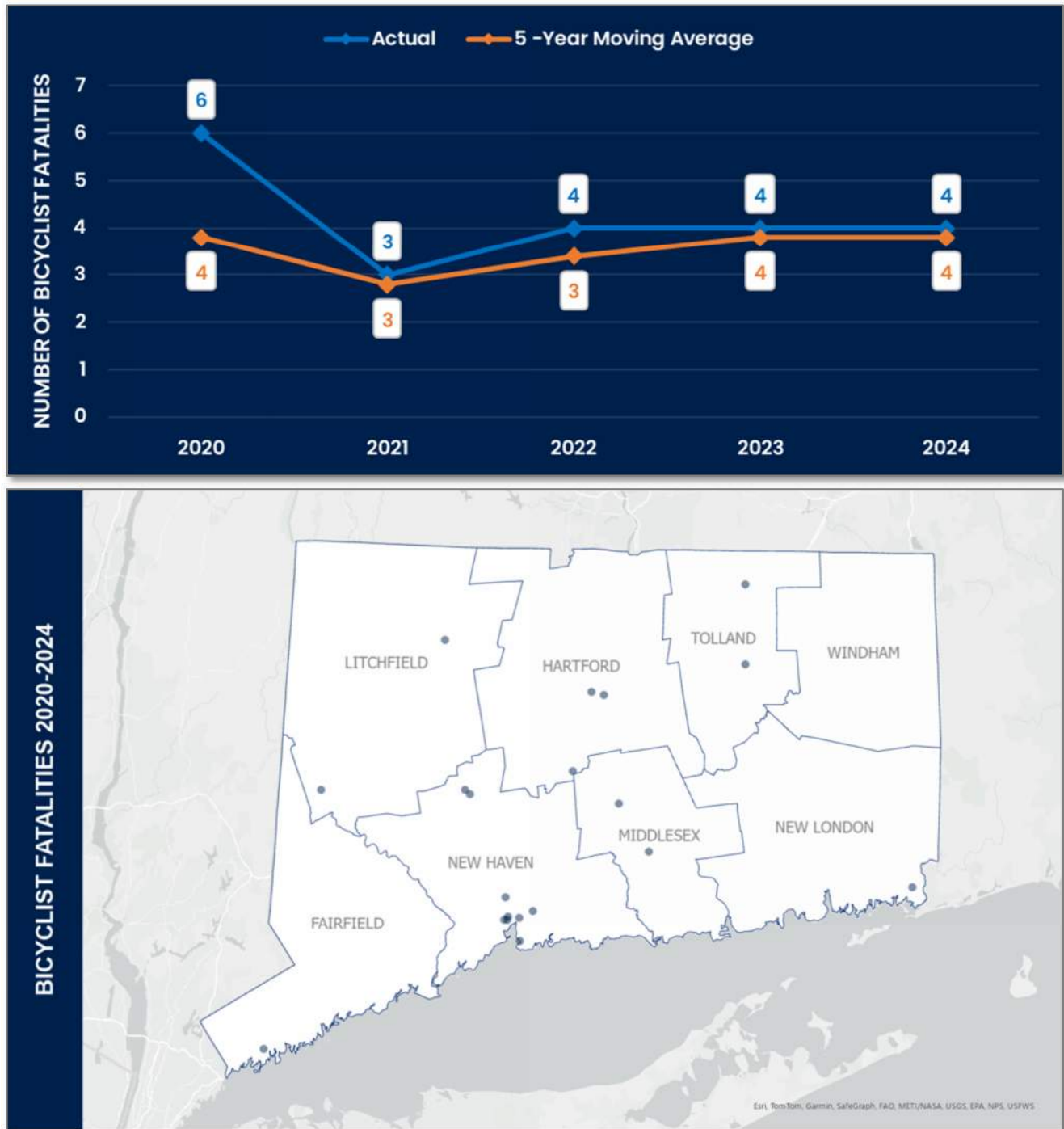
- Traffic Control Signals for running a red-light indication
- School Zones for exceeding the posted speed limit by more than 10 mph
- Pedestrian Safety Zones for exceeding the posted speed limit by more than 10 mph
- Other Locations for exceeding the posted speed limit by more than 10 mph

In FFY2025, six (6) municipal ATESD plans were approved with six (6) additional municipal ATESD plans submitted and under review for FFY2026. This program aims to reduce speeding, improve pedestrian safety, and change driver behavior through consistent enforcement.



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 upcoming Triennial HSP and AGA.

C-11 Number of Bicyclist Fatalities



Source: FARS Final Files 2020-2022, FARS Annual Report File 2023, FARS preliminary 2024 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 (2021-2025 moving average) in 2025.

Outcome: Performance target not met.

Analysis: The number of bicyclist fatalities has fluctuated over the past years with a sharp decrease in 2021, but the five-year moving average has stayed relatively flat. Connecticut's preliminary data for 2025 have the bicyclist fatality number of 7. The final fatality counts for 2024-2025 may change as additional information regarding cases is received. In order to meet the target of 3 for the five-year period of 2021-2025, data analysis suggests that the fatality number needs to be zero in 2025. 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 Connecticut Highway Safety Office (CTHSO) continued to dedicate significant resources to improving non-motorized safety, with a strong focus on bicyclist and pedestrian protection. In FFY2025, innovative safety programs and projects that prioritize vulnerable road users remained a central component of CTHSO's planning and outreach efforts.

Following the legislative changes that took effect on October 1, 2021, including the enactment of Connecticut's "dooring" law, the CTHSO launched a comprehensive education and outreach campaign to inform the public about these new protections for bicyclists. This campaign included:

- A dedicated public awareness website
- Targeted advertising across digital and traditional media
- Collaboration with advocacy groups to amplify messaging

These efforts continued into FFY2025, with updated materials and renewed outreach to ensure all road users understand their responsibilities and the rights of bicyclists.

The *Watch for Me CT* program remained a cornerstone of the State's non-motorized safety strategy. In FFY2025, the program continued to:

- Support statewide education and enforcement campaigns
- Collaborate with local partners to promote safe walking and biking
- Participate in high-visibility events, including the World Day of Remembrance for traffic crash victims, which in 2023 generated significant earned media and public engagement

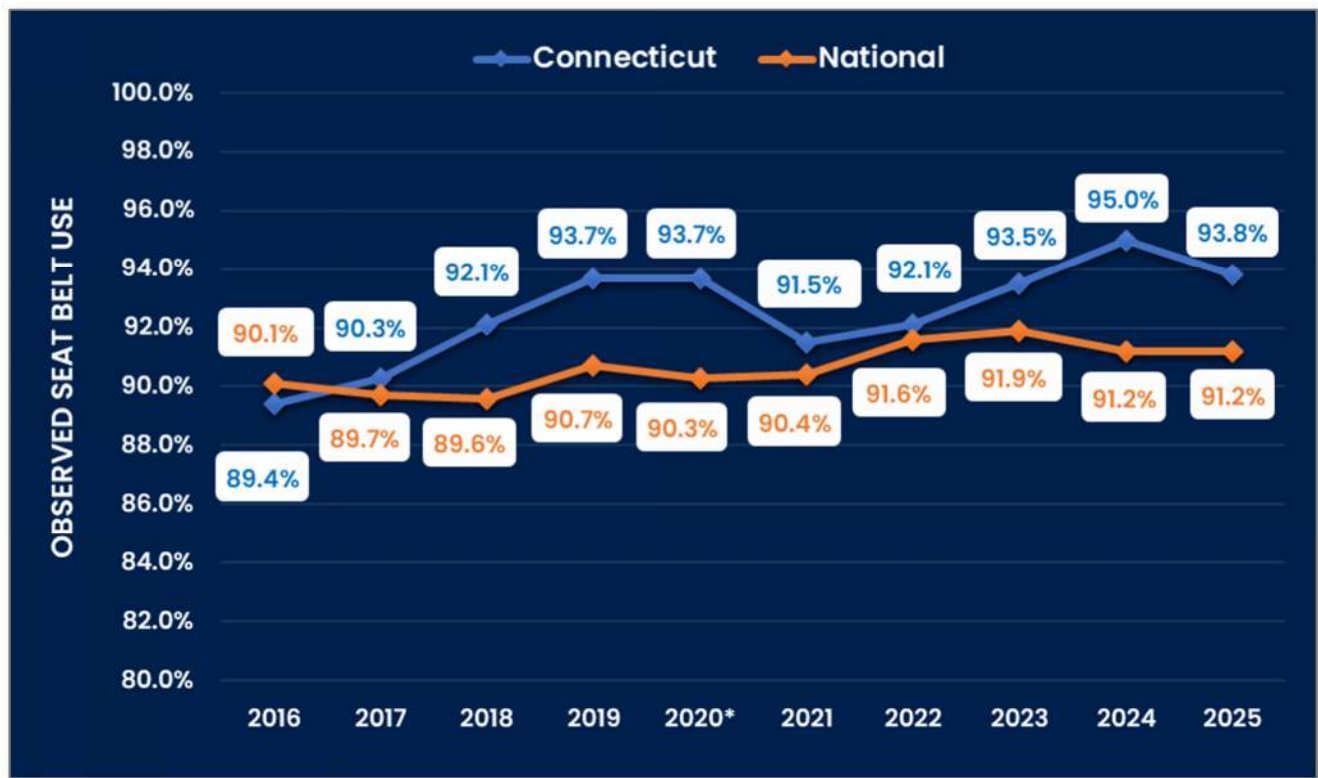
The CTHSO explored additional events and partnerships to expand the program's reach and impact in FFY2025 and beyond.



Legislation was submitted and passed in FFY2025 (House Bill No. 6862) for guidance related to e-bikes, e-scooters, and motor-driven cycles. It went into effect October 1, 2025, and provides guidance on helmet requirements, speed, and age restrictions.

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 upcoming Triennial HSP and AGA.

B-1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (Survey)



NOTE: NHTSA has not released the 2025 national belt use rate yet; the 91.2 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 2025.

Outcome: Performance target met.

The observed seat belt use decreased slightly in 2025 from 95.0 percent to 93.8 percent.

State's effort to show progress in meeting target / State's adjustment to the AGA to facilitate meeting target: Connecticut remains committed to increasing seat belt usage across the State. In FFY2025, the Connecticut Highway Safety Office (CTHSO) continued to collaborate with law enforcement agencies to identify and implement strategies aimed at improving seat belt compliance. While the challenges associated with seat belt use are recognized nationally, Connecticut has been taking proactive steps to address them locally. The CTHSO, in partnership with the Connecticut State Police, maintained its presence at community outreach events, including town fairs and visits to high schools and middle schools, to emphasize the life-saving importance of seat belt use. Additionally,

the CTHSO continued its collaboration with the State's Councils of Governments to expand outreach and awareness efforts, particularly targeting adult seat belt use.

The Seat Belt Working Group, composed of representatives from State and municipal law enforcement, PRG, AAA, CashmanKatz Media Consultants, the Connecticut Transportation Safety Research Center (CTSRC), the Connecticut Department of Public Health (CTDPH), emergency room physicians, hospital injury prevention departments, and the CTHSO, remained active in FFY2025. This group continued to evaluate and refine strategies to increase seat belt usage statewide. As a result of the Seat Belt Working Group's efforts, Connecticut has implemented several key changes, including:

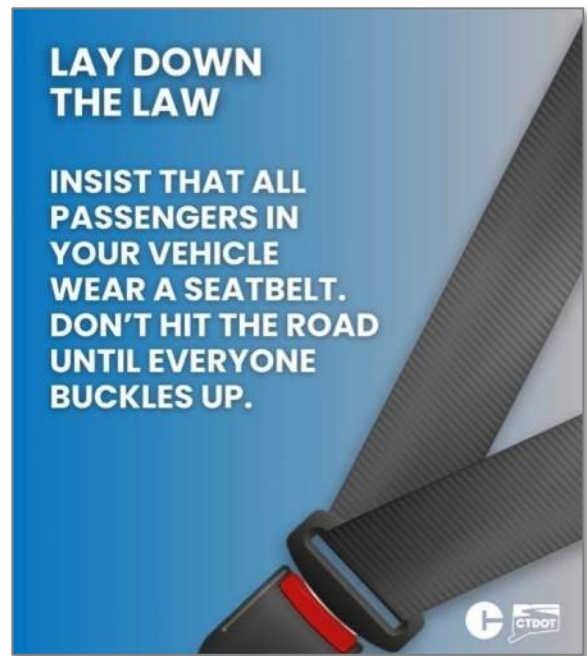
- Enhancements to the media campaign to highlight the financial penalties for not wearing a seat belt.
- Year-round messaging to reinforce the importance of seat belt use.
- Increased emphasis on sustained enforcement by law enforcement agencies.

The CTHSO continued to support the *Click It or Ticket* (CIOT) national mobilization, including the Thanksgiving Holiday Travel campaign, to reinforce the message that driving or riding unbuckled will result in a citation. Outside of CIOT periods, the CTHSO maintained a year-round social norming campaign to keep seat belt use top of mind for drivers and passengers. In FFY2025, greater emphasis and funding was directed toward:

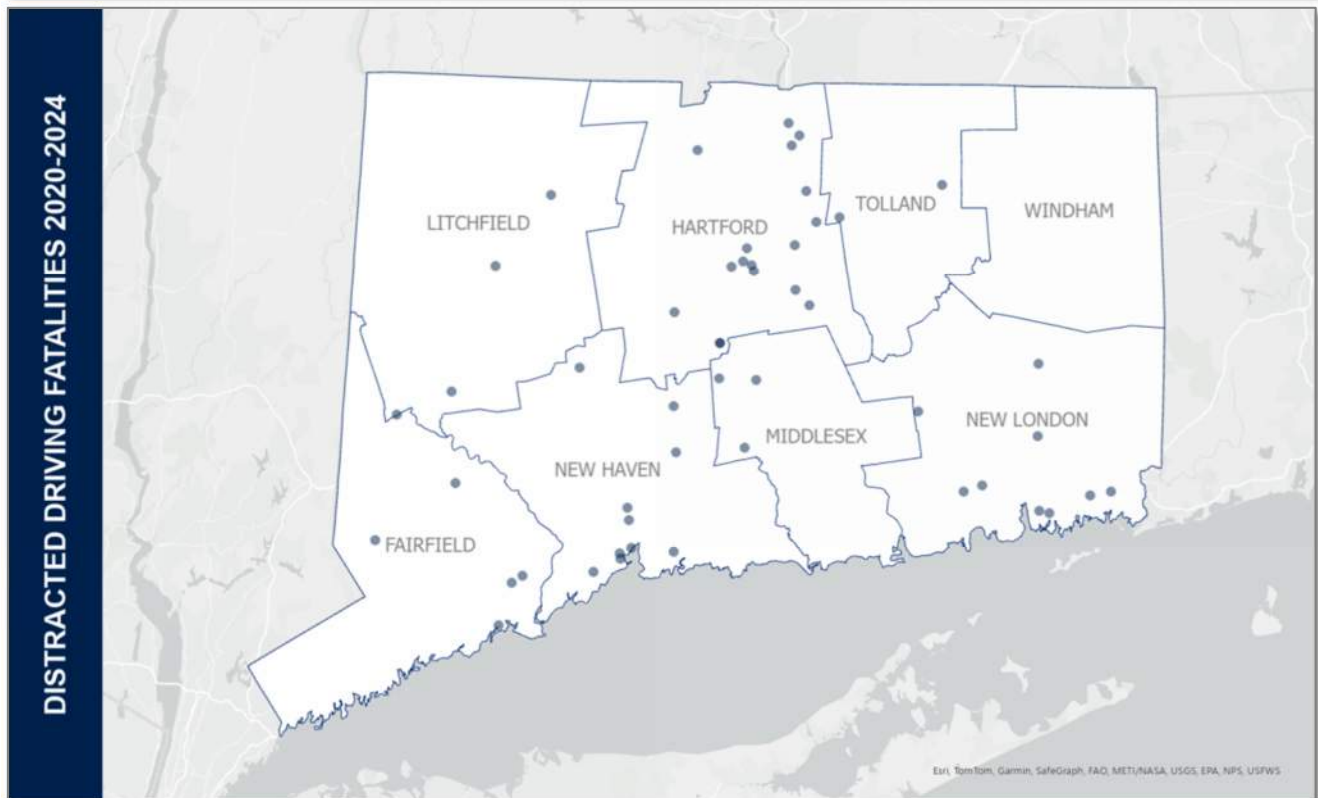
- Areas with historically low seat belt usage.
- Regions with high rates of unrestrained injuries and fatalities.
- Target demographics, particularly males aged 18-34, who continue to represent a disproportionate share of unrestrained fatalities.

The CTHSO has also encouraged law enforcement agencies to prioritize seat belt enforcement during other overtime enforcement activities. The Seat Belt Working Group continued to meet regularly to assess progress and explore new strategies to reduce unrestrained injuries and fatalities across 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 upcoming Triennial HSP and AGA.



Number of Distracted Driving Fatalities



Source: FARS Final Files 2020–2022, FARS Annual Report File 2023, Connecticut Crash Data Repository 2024 as of 1/7/2026. 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 (2021–2025) moving average of ten (10) distracted driver fatalities in 2025.

Outcome: Performance target met.

Analysis: Distracted driving fatalities have fluctuated over the years. Looking ahead, Connecticut's preliminary data for 2025 show a distracted driving fatality number of five (5). The final fatality counts for 2024-2025 may change as additional information regarding the cases is received. In order to meet the target of 10 for the five-year period of 2021-2025, data analysis suggests that the fatality number needs to be 10 or lower in 2025. Although the 2025 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 (2021-2025) moving average of 10 distracted driver fatalities for FFY2025 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.



The Connecticut Highway Safety Office (CTHSO) continued to collaborate closely with State and Municipal law enforcement agencies to expand participation in high visibility enforcement (HVE) campaigns aimed at reducing distracted driving-related fatalities and injuries on Connecticut roadways. In FFY2025, the CTHSO strengthened its partnership

with media contractors to enhance public awareness campaigns. These efforts focus on educating drivers about the dangers of distracted driving and encouraging long-term behavioral change to create safer roads for all users. The *Save a Life Tour* remains a cornerstone of the CTHSO's youth outreach strategy. In FFY2025, the program returned to approximately 80 high schools statewide, delivering impactful safety messaging to students who are newly licensed or preparing to obtain their driver's license. The program emphasized the real-life consequences of distracted driving through interactive education. To target areas with the greatest need, the CTHSO engaged the top 60 municipalities with the highest rates of distracted driving incidents. These communities remained a priority in FFY2025, with the goal of reducing actual fatalities and bringing them below the five-year moving average. Additionally, the CTHSO continued to participate in national distracted driving HVE campaigns, held annually in April and October, aligning with national efforts to raise awareness and enforce distracted driving laws.

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 upcoming Triennial HSP and AGA.

Number of Roadside Fatalities



Source: FARS Final Files 2020–2022, FARS Annual Report File 2023, Connecticut Crash Data Repository 2024 as of 1/7/2026. 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 (2021–2025) moving average of five (5) roadside fatalities in 2025.

Outcome: Performance target met.

Analysis: Connecticut saw an increase in roadside fatalities from 2021-2022 and has since seen a drop from 2023-2024. The five-year moving average has shown a gradual decline. Looking ahead, Connecticut's preliminary data for 2025 show a roadside fatality number of five (5). The final fatality counts for 2024-2025 may change as additional information regarding the cases is received. In order to meet the target of 5 for the five-year period of 2021-2025, data analysis suggests that the fatality number needs to be 10 or lower in 2025. Although the 2025 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 Connecticut Department of Transportation (CTDOT) continues to prioritize the reduction of roadside fatalities through a variety of strategies, with the Move Over Law remaining one of the most prominent tools in this effort. Connecticut's Move Over Law, originally enacted in 2009 and strengthened in 2017, remains a key tool in protecting emergency responders and roadside workers. The law requires drivers approaching any stationary emergency vehicle on the shoulder to slow down and, if safe and feasible, move over one lane. With an average of 100,000 motor vehicle crashes annually in Connecticut – many requiring police, fire, EMS, or tow response – the importance of this law cannot be overstated. In 2023, the law was updated to apply to emergency vehicles on the side of two-lane roads with undivided traffic proceeding in opposite directions as well. The only requirement is to 'slow down' because there is no other lane to 'move over' to. In FFY2025, additional changes to the law were submitted and passed, taking effect on October 1, 2025. With the latest changes, violations of the law now carry increased fines and serious consequences including:



- Infraction for non-compliance
- Up to \$5000 (previously \$2,500) fine if the violation results in injury to emergency personnel
- Up to \$20,000 (previously \$10,000) fine and potential criminal charges if the violation results in a fatality

CTDOT continued to promote the Move Over Law through targeted media campaigns, emphasizing the message *Slow Down. Move Over.* Two (2) impactful videos – *Real Lives* and *Real Lives 2* – continued to be circulated across digital and broadcast platforms to raise public awareness.

The Vision Zero Council remains focused on eliminating all traffic-related fatalities and serious injuries. The initiative is grounded in the belief that no loss of life is acceptable, and that roadway systems must be designed to accommodate human error without resulting in death or serious harm. In FFY2025, the Vision Zero Council continued to explore innovative strategies, including:

- Idaho Stop: Allowing bicyclists to treat stop signs as yield signs and red lights as stop signs, improving flow and safety for cyclists.
- No Turn on Red (NTOR): Prohibiting right turns on red lights in designated areas to enhance pedestrian safety.

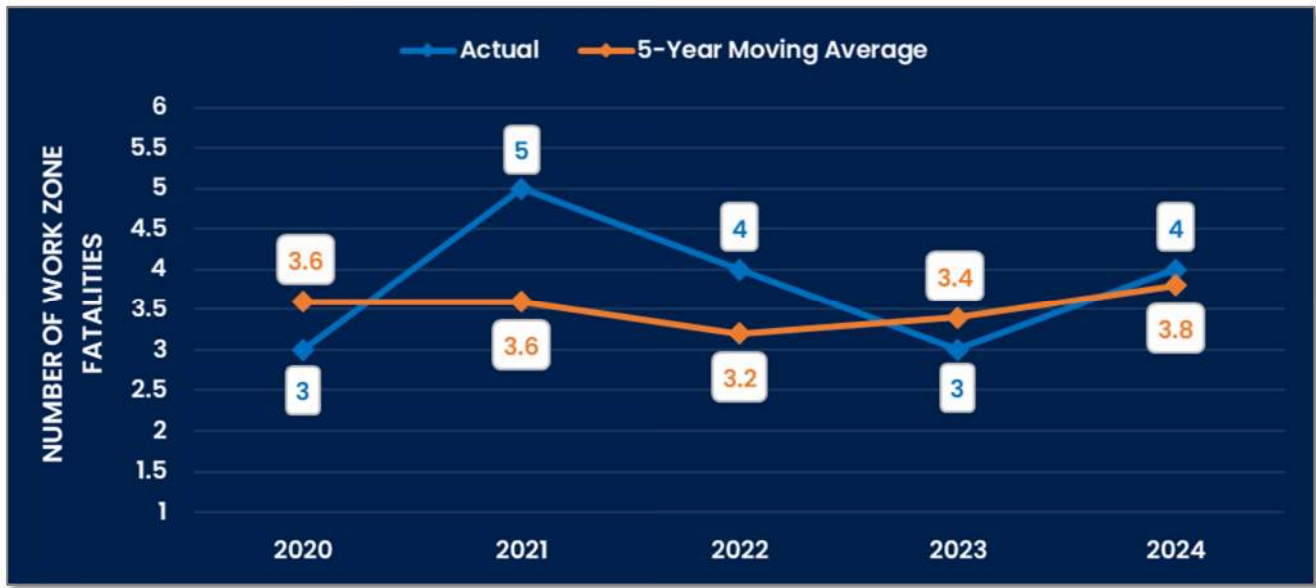
While both strategies show promise, data limitations have delayed full implementation. The Vision Zero Council is actively working to improve data collection and analysis to support future policy decisions.

CTDOT is advancing several new and ongoing safety programs to reduce roadway fatalities. These include:

- Automated Traffic Enforcement Safety Device (ATESD) Program:
Launched in 2025, this program enables municipalities to deploy automated enforcement tools – such as red-light and speed cameras – to deter dangerous driving behaviors. It builds on the success of a prior pilot program and supports local efforts to improve pedestrian and roadway safety.
- Driver Alcohol Detection System for Safety (DADSS):
CTDOT continues to support the integration of DADSS technology in vehicles. This system detects when a driver's blood alcohol concentration (BAC) exceeds the legal limit and prevents the vehicle from operating, helping to reduce alcohol-impaired driving incidents.

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 upcoming Triennial HSP and AGA.

Number of Work Zone Fatalities



Source: FARS Final Files 2020–2022, FARS Annual Report File 2023, Connecticut Crash Data Repository 2024 as of 1/7/2026. 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 (2021–2025) moving average of two (2) work zone fatalities in 2025.

Outcome: Performance target not met.

Analysis: Work zone fatalities have fluctuated over the years. Looking ahead, Connecticut's preliminary data for 2025 show a work zone fatality number of one (1). The final fatality counts for 2024-2025 may change as additional information regarding cases is received. In order to meet the target of two (2) for the five-year period of 2021-2025, data analysis suggests that the fatality number needs to be zero in 2025. 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: In FFY2025, the Connecticut Department of Transportation (CTDOT) continued its strong commitment to improving safety in work zones across the State. Building on the success of recent initiatives, CTDOT has expanded its efforts to protect highway workers and change driver behavior through enforcement, education, and community engagement. The Work Zone Speed Safety Camera Pilot Program, active from April 10 to December 31, 2023, was a major milestone in CTDOT's safety strategy. Known publicly as *Know the Zone*, the pilot deployed speed safety cameras in five (5) selected work zones to deter excessive speeding and protect roadside workers.



- Cameras targeted vehicles traveling 15+ mph over the posted speed limit (typically 45 mph or higher).
- Offenders received Notices of Liability:
 - \$75 for a first violation
 - \$150 for subsequent violations

Following the pilot's success, the Connecticut General Assembly passed legislation in May 2024 to establish a permanent program: the Automated Traffic Enforcement Safety Device (ATESD) Program. The ATESD Program empowers municipalities to implement automated speed enforcement in work zones and other high-risk areas, with the goal of improving roadway and pedestrian safety while encouraging long-term behavioral change. In FFY2025, six (6) municipal ATESD plans were approved with six (6) additional municipal ATESD plans submitted and under review for FFY2026. The program covers four (4) types of enforcement zones:

- Traffic Control Signals – Red-light running
- School Zones – Speeding 10+ mph over the limit

- Pedestrian Safety Zones – Speeding 10+ mph over the limit
- Other Locations – Speeding 10+ mph over the limit

CTDOT and the Office of the State Traffic Administration (OSTA) jointly review and approve proposed locations.

CTDOT's Work Zone Safety Awareness Committee continues to lead the *Obey the Orange* campaign, which encourages motorists to slow down, stay alert, and respect signage and workers in active work zones. To enhance public engagement, CTDOT introduced a new mascot in FFY2024 named Terri the Turtle, a friendly figure who promotes safe driving behavior at public events and through media appearances. Additionally, the Work Zone Safety campaign outreach channels included:

- Television, radio, and streaming ads
- Internet and social media campaigns
- Billboards, bus panels, and stadium signage
- Video game placements and digital media
- In-person events and press conferences

A featured video, *Obey the Orange – The Tribute*, highlighted the human impact of work zone crashes and reinforced the importance of driver responsibility. CTDOT also partnered with the Hartford Athletic, Connecticut's professional soccer team, to promote Work Zone Safety through signage and outreach booths at home games.

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 upcoming Triennial HSP and AGA.

Percentage of Law Enforcement Agencies Participating in the Use of eCitation

Performance Target: To increase the number of law enforcement agencies using the eCitation system to 90 percent in 2025.

Outcome: Performance target not met.

Out of 95 police agencies, 84 are currently using the eCitation system, while 11 still issue paper tickets. An additional four (4) agencies are in the process of transitioning to eCitation. Overall, 88 percent of police agencies now use the system, representing a 5-percent increase from the previous year. The Connecticut State Police also utilize eCitation.

State's effort to show progress in meeting target / State's adjustment to the AGA to facilitate meeting target: The CTHSO and the Connecticut Centralized Infractions Bureau (CIB) 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 CIB, 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 100 percent of the 109 police agencies that collect and submit traffic stop records electronically in 2025.

Outcome: Performance target not met.

At present, 108 of 109 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 THE 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%
10/1/2024 to 9/30/2025	109	100%	99%

The currently available data indicate that the performance target has not been met. Currently, there are 109 police agencies that are required to collect and submit traffic stop records. These include 96 Municipal Police agencies, six (6) University Police agencies, two (2) Tribal Police agencies, the Connecticut State Police, and four (4) Special Police agencies. In FFY2025, 108 of 109 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 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.

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 at-risk and formerly incarcerated and re-entry populations in greater Bridgeport, New Haven, Stamford, and Waterbury. 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 MEEETINGS		
Date	Location	Number of Attendees
1/9/2025	Bridgeport	20-35
2/6/2025	Bridgeport	55
3/27/2025	Waterbury	65-70
HER TIME MEETINGS		
Date	Location	Number of Attendees
4/27/2025	Waterbury	40
6/10/2025	Bridgeport	55

Feedback received during these regular meeting included:

- A meeting in Bridgeport was led by the Hang Time coordinator and the CTHSO program manager who heard safety and transportation concerns from approximately 45 to 50 people in attendance. Discussions at this meeting included how what more could the CTHSO do to help attendees to travel safely on roadways, as well as what outreach the attendees would find helpful to spread safety messages throughout the community.
- Hartford and Bridgeport residents shared thoughts about pedestrian and bike safety. The majority of children do not have or use a helmet and are not taught how to be safe when riding. Speeding as well as the need for better sidewalks continues to be a concern of the residents. People identified the roads considered to be dangerous and sidewalks that had overgrown trees, or materials that made them impassable, which again prompted the CTHSO to alert CTDOT to look into those areas to address specific issues the attendees raised. Residents were reminded that CTDOT can look to address issues on State roads. Issues on local roads would need to be addressed by the city.
- Among meeting participants who were first time parents of young children, feedback again 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 who demonstrated a need that attended the program.
- Through the public participation and engagement meetings, the CTHSO learned more about the needs in the community from different perspectives. For example,



non-profit and social service agency representatives expressed the need for more CPS technicians to help install car seats for children in State custody and parents seeking assistance. The program held two (2) awareness trainings to assist those agencies to further help in meeting their needs.

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 were pleased that the State continued to ask them about their needs, that follow-up continues to build trust within the community. It demonstrates we listen to their concerns and try to address what we can and point them to resources to address what the program can't."

DADSS Technology Outreach and STEM Events

In FFY2025, the Driver Alcohol Detection System for Safety (DADSS) technology demonstration vehicle with CTHSO continued to be presented at outreach events such as sporting events and shows. Additionally, the vehicle and technology were presented at several science, technology, engineering, and mathematics (STEM) events hosted at universities and high schools throughout the State.

Outreach events included:

- **Connecticut International Auto Show** – The CTHSO DADSS team demonstrated the breath system steering wheel display, the Ford Mustang Mach-E equipped with DADSS breath-based technology, and a wall-based workplace demonstration unit to attendees of Connecticut Auto Show November 15-17, 2024. Approximately 200-250 attendees came by the DADSS exhibit area to interact with the demonstration vehicle, steering wheel and wall display units and talk with the DADSS team. Most people the DADSS team spoke with lived in Connecticut. The event included free admission to veterans, so the DADSS team interacted with quite a few veterans compared to other public events in the past. During the event, a local TV station filmed a live demonstration including brief discussion and introduction of the technology. The segment was broadcast locally across the State, and a segment was also recorded that was planned for broadcast later in the day.

STEM events included:

- **The University of Bridgeport RISE Day** – The DADSS team attended the University of Bridgeport Research, Innovation, Scholarship, and Entrepreneurship (RISE) Day on April 4, 2025. This annual event is hosted by the university to showcase their student and faculty projects and research. The DADSS team focused especially on the

approximately 60 high school students visiting and attending the event. The high schoolers were able to enroll in one (1) of three (3) STEM lessons: Learn to Code, Data Analysis, or Exploring the Research Vehicle. The DADSS team also had the chance to provide students with an overview of the DADSS program and *Driven to Protect Connecticut* during their lunch session. The CTHSO DADSS team staffed the demonstration vehicle throughout the day and had students and faculty of all ages stop by to explore and experience the technology.



- **Fairfield Ludlowe High School** – The CTHSO DADSS team coordinated with Fairfield Ludlowe High School to plan a *Driven to Protect Connecticut* visit that would coincide with prom season and the end of the school year for students. The event included two (2) hybrid STEM panels with in-person and virtual panelists, as well as the demonstration vehicle and steering wheel available throughout the day for teachers to bring their classes to visit. In total, about 75 students in their sophomore and junior year attended the two (2) STEM panels. Throughout the day, teachers brought their classes to see the demonstration vehicle and learn about the DADSS system. The vehicle was very popular with the students, and each class lined up for the opportunity to sit in the vehicle and test the technology. Students also provided feedback on the technology and their impressions of it through an online survey that was distributed to teachers at the event.



Young Driver Engagement

During FFY2025, the CTHSO took note of a continuing 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. Additionally, the Connecticut Department of Mental Health and Addiction Services (CTDMHAS) 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, CTHSO staff members attended the following events:

- **Distracted Driving** – As part of the *Save a Life Tour's* efforts to bring the program to different settings and youths, the Lost Acres Fire Department hosted the program for several days in August 2025. The *Save a Life Tour* typically attends high schools during the school year but built into the grant is funding for special events if they are deemed appropriate. The Granby First Responders Camp is made up of youths interested in getting involved in this line of work, and the camp introduces them to various safety related fields and training including policing and firefighting. Cadets and local youths take part in this three-day summer camp to learn about various fields of service and what is required to become involved in the field. Safety is of critical importance in these fields and is emphasized in the camp, making a program like *Save a Life Tour* extremely valuable to have onsite. Campers spend time using the simulators and experiencing the safety visuals / statistics in a safe setting, complimenting the other training they are receiving at the camp. The CTHSO program manager attended this program and coordinator Officer Nicole Abalan expressed her sincere gratitude for making it possible for the program to be a part of the camp. She noted the positive impact it continues to have on the campers while providing them an interactive safety component to their training.

CT DOT Distracted Driving Survey					
	NEVER	SOMETIMES	REGULARLY	TOTAL	WEIGHTED AVERAGE
Read or send text messages	56.16% 1,526	35.59% 967	8.24% 224	2,717	1.96
Take or make calls on a cell phone (with or without hands free)	46.77% 1,266	40.34% 1,092	12.89% 349	2,707	2.19
Manipulate an iPod, radio, GPS, etc.	37.26% 1,002	40.91% 1,100	21.83% 587	2,689	2.47
Eat or drink	39.54% 1,057	45.79% 1,224	14.67% 392	2,673	2.36
Talk to passengers	14.62% 386	35.30% 932	50.08% 1,322	2,640	3.21
Read or respond to emails or online postings (Facebook, twitter, etc.)	80.66% 2,173	13.40% 361	5.94% 160	2,694	1.45

- **Impaired Driving** – On May 12, 2025, Manchester High School hosted the *Choices Matter* program where students heard the impactful presentation and were able to engage in impairment simulator activities. The *Choices Matter* impaired driving program has been a focal point of the CTHSO's teen driving initiatives for nearly 10 years, and faculty and new students continue to appreciate the message they receive when it comes to their school. The program continues to feature a speaker delivering their personal story, and Steve Emt joined the team of speakers and was present for this group of school presentations in May. Steve was paralyzed from the waist down due to an impaired driving crash sustained at 25 years old. Steve is a Connecticut native, growing up very close to Manchester prior to attending and playing basketball at the University of Connecticut, so his story hits very close to home to the students living in the State. He has become an Olympic champion and author, refusing to let his disability define him. His story is tragic but uplifting and emphasizes that one bad choice can impact your life forever. After his presentation a long line of students formed to talk and take pictures with Steve, sharing some of their personal stories and thanking him for making an impact on their lives. The CTHSO program manager spoke with Steve about his experiences with the program and ways to keep the positive message on the minds of students.

	ANSWER CHOICES		RESPONSES
	Inexperience/overconfidence in ability to drive impaired	15.55%	63
	Popularity of drinking/peer pressure	18.51%	75
	Lack of education about impaired driving	3.95%	16
	All of the Above	61.97%	251
	TOTAL		405

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, East Hartford, and New Britain. These events included:

- **Bridgeport Islanders Hockey** – Attended game at Total Mortgage Arena in Bridgeport on April 9, 2025. CTHSO staff members interacted with approximately 75 of the 1,500 people in attendance. Attendance was good and there was a steady stream of attendees passing through. A family-friendly event, many attendees brought their children. The CTHSO tabling location was on the concourse, a high visibility area. Discussions included not driving impaired, the importance of wearing seat belts, as well as bicycle and pedestrian safety for children. Attendees were also interested in motorcycle safety and reminders to share the road. Key feedback topics included concerns about high speed reckless drivers, drivers running red lights, and the need for more visible law enforcement.
- **University of Connecticut Football** – Attended UConn football game versus Temple University in East Hartford on October 5, 2024. CTHSO staff members interacted with approximately 200 of the 28,000 people in attendance. The CTHSO table was located in the Fan Fest area along with other groups and food vendors. This ensured a steady stream of attendees passing by to purchase food or check out the activities at outreach tables. Attendees were a mix of ages, with a large number of young families, older adults, and older youth. Many attendees had been participating in tailgating events prior to entering the stadium where alcohol was consumed. Discussions with attendees included proper child passenger safety, using seat belts, driving skills, and motorcycle, bicycle, and pedestrian. Attendees were also interested in not driving impaired (alcohol and cannabis) and distracted driving / texting while driving, and ongoing concerns about speeding and safety when sharing the road.
- **Middletown Kids Health and Safety Day** – This event took place on Main Street in Middletown on May 17, 2025. CTHSO staff members interacted with approximately 60 of the 250 people in attendance. Attendees visited the CTHSO table located under the main tent along with other health and safety focused community organizations and other State agencies. Attendees included primarily families of all kinds, with many younger children taking part in many of the bike safety programs set up at the venue. Attendees discussed a variety of topics including non-motorist safety (bicyclist and pedestrian), speeding, and distracted driving behaviors that could affect the lives of children. Key feedback topics included concerns about speeding, better and more reliable public transit so people don't always need to drive, and more bike lanes and dedicated bike areas.
- **Central Connecticut State University** – Attended a basketball game at the campus in New Britain on January 10, 2025. CTHSO staff members interacted with approximately 75 of the 1,500 people in attendance. This contest included participation from local schools that bused in large groups of youth students, making for a lively crowd on this night. The young students were excited to visit the table where they were reminded to wear their seat belts and to practice safe

walking and biking. CTHSO *Drive Sober or Get Pulled Over* signs were also visible, displayed on video screens and other areas inside the venue. The CTHSO tabling location was near the main entrance and the ticket window and was visited by many people entering and exiting the game on this busy night.

- **Safety Night at the Hartford Athletic** – This event was held during a soccer game at Trinity Health Stadium in Hartford on May 10, 2025. CTHSO staff members interacted with approximately 75 of the 4,500 people in attendance. This event included a number of highway safety organizations in addition to CTHSO's Driver Alcohol Detection System for Safety (DADSS) vehicle. Attendees visited the DADSS demonstration vehicle located between the main gate and concession stands. Attendees included fans of all ages. Alcohol-impaired driving was highlighted with the DADSS technology, and attendees discussed other impaired-driving behaviors that could be monitored in the future by technology as well. A QR code was posted for attendees to respond to a short survey after visiting the vehicle. Key feedback topics included the possibility of using the DADSS technology with other impairment issues (e.g. drugs, cannabis, etc.), the additional cost of adding to cars, and the timeline for rolling the technology out.

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, CTHSO staff helps police departments analyze crash data to identify trends and patterns and develop materials for targeted enforcement grant applications. Retired

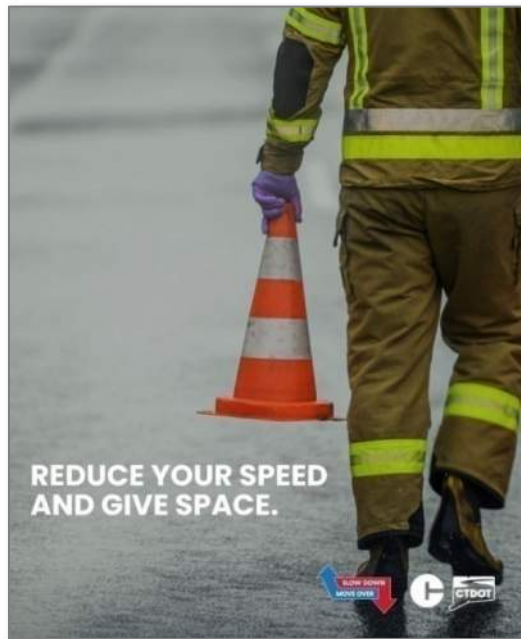
crash re-constructionists at CTSRC, work with departments to improve data quality, analyze crash data, and use the Connecticut Crash Data Repository to identify locations and timeframes for high-visibility, targeted enforcement efforts. Police departments across Connecticut are connected through a crash 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 FFY2025 project period:

Colchester Fire Department Move Over Slow Down

The Colchester Fire Department has been working with State and local law enforcement to improve highway safety for first responders operating on Connecticut's roadways. This effort began in 2024 with the launch of a pilot program aimed at educating the public about the dangers of failing to move over and slow down for emergency personnel. As part of this initiative, the department purchased a Scorpion truck-mounted attenuator in late FFY2024 as an aid to help alert drivers to emergency scenes on the highway. The department also developed educational curriculum to further raise community awareness about Move Over responsibilities.

In FFY2025, the CTHSO, in collaboration with Colchester Fire and EMS and the Connecticut Construction Industries Association (CCIA), introduced a new public service announcement (PSA) campaign titled *Real Lives*.



The PSA highlights Connecticut's Move Over Law by featuring real individuals—local and State law enforcement officers, a firefighter, an EMT, highway maintainers, and a tow truck operator—whose safety depends on drivers complying with the law. The PSA launched in late FFY2024 and continued through May 2025. The fire department also trained members in Traffic Incident Management (TIMS) and issued reflective safety vests to responders operating in the roadway. In addition, the department remained active in community outreach, providing Move Over law education to senior citizens and other residents through events and presentations.

East Hartford Police Department Community Outreach

The East Hartford Community Outreach Division community outreach program addressed a wide range of traffic safety issues—including non-motorist safety, occupant protection, impaired and distracted driving, speeding, aggressive driving, and roadside fatalities—while also supporting the purchase of equipment for these initiatives. In FFY2025, the East Hartford Police Department (EHPD) received a new community engagement trailer, used at National Night Out and planned for continued deployment at outreach events in FFY2026. The new engagement trailer now serves as a mobile equipment hub and temporary operations center during traffic safety programs, supporting both enforcement and community education.



The EHPD also formalized its Community Outreach Division, staffed by full-time Community Service Officers and part-time Neighborhood Resource Officers. This division focuses on strengthening community relationships, especially in at-risk areas, through events like National Night Out. Additionally, EHPD expanded its Child Passenger Safety Seat Program, with certified technicians installing seats for foster families and collaborating with neighboring agencies to provide education and resources.

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 creation of the videos *Ask Me Anything* and *The Traffic Stop*, creating versions in both English and Spanish, both released in 2024. In FFY2025, both videos are being used to train new municipal police officers during traffic stop practical exercises at the Connecticut Police Academy, including satellite locations. 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 for new drivers have been added to the basic recruit training. Several community engagement officers as well as police chiefs and traffic 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, East Hartford, Trumbull, Norwich, Watertown, Middletown and Guilford police departments.

Since the public release of the videos, there have been a number of opportunities to show them in local communities and at a variety of organizations including:

- The Community Action Agency of Greater New Haven (CAANH) coordinated with organization leaders and representatives at Yale New Haven Hospital to schedule Lunch and Learn meetings in April 2025 for two (2) different groups of CAANH clients at their headquarters. One (1) group covered the S.M.A.R.T. (Single Mother Actively Reaching the Top) Women program for ages 18-55 and included single mothers and grandmothers. A second group was held for clients in the Aging with G.R.A.C.E. (Gathering Resources to Achieve Connections and Empowerment) program for clients aged 55 and older.
- In July 2025, the CPCA along with the towns of Waterford, East Lyme, Groton Town, Groton City, New London, and Montville hosted a pilot mock traffic stop for new drivers and their parents or guardians at Waterford High School. Fifteen (15) new drivers and their parents attended a 20-minute classroom presentation, with videos as well as questions and answers. Participants were divided into two (2) groups and were led outside where they were allowed to practice being stopped by a police officer in a controlled environment (parents were inside the vehicle). The event was covered by print and TV media and a blueprint plan was created for future mock traffic stops in other areas of the State.



With the completion of the first *Breaking Barriers* videos, a new video was developed which is geared toward older adult drivers. In preparation for the new video, the CPCA Community Outreach Liaison attended online AAA and AARP Senior Driving courses to better understand what was being taught to the older population. This included two (2)

driving course programs, the Smart Driver Guidebook course as well as the Car-Fit course offered by AARP and AAA. Online senior driving courses were also attended to better understand what was being taught to the older population. As a result, in coordination with the CPCA and a media contractor, an *Ask Me Anything* video was created geared toward older drivers. This video was recorded in a coffee shop setting and features a conversation between two (2) senior drivers and a uniformed police officer, each asking a series of honest, personal, realistic questions relating to motor vehicle stops.

This older driver video starts off explaining the equipment that a police officer wears and the function, including the body worn camera, followed by questions and answers. Some of the questions by the civilian older drivers included:

- Can the police officer take my license because of my age?
- How do I make sure the officer is a real police officer?
- Can a police officer ask if there is a disability?
- When you pull over a car, do you as a police officer get nervous?

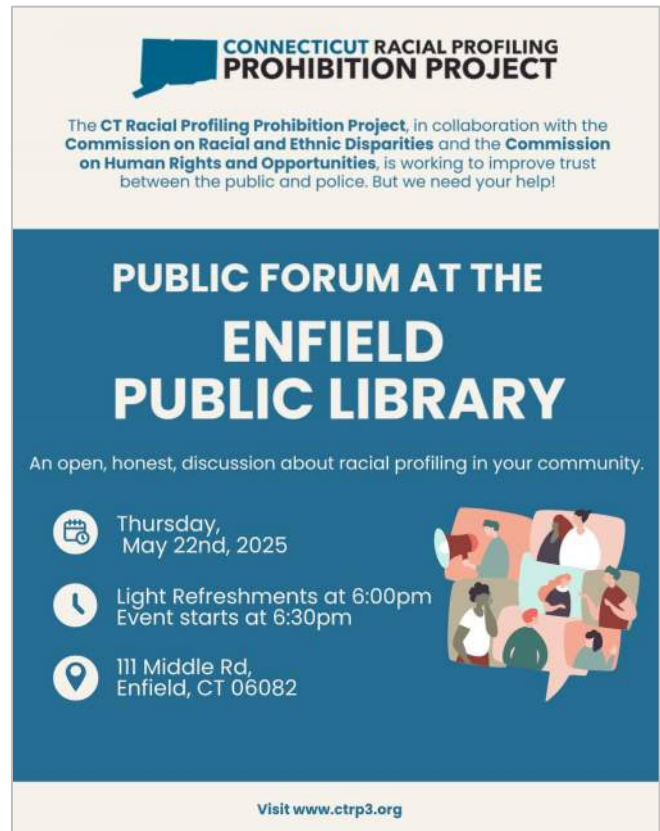
The *Ask Me Anything* video for older drivers also includes footage of a traffic stop, with an explanation of the use of police officer equipment as well as answers to all pertinent questions. The older driver video was completed and delivered at the end of September 2025. Beginning in FFY2026, the older driver video will be placed on CPCA's YouTube page (<https://www.youtube.com/watch?v=JKUYZ8cgnZk>).

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. Major cities including 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 (1) 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 FFY2025, the Institute for Municipal and Regional Policy (IMRP) held a number of public forums including:

- On January 30, 2025, a public forum was held at the Cheshire Public Library, which was attended by approximately 30 community members. The meeting included a brief presentation about Connecticut's traffic stop data collection law and 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 traffic enforcement, driving behavior, and an increase in traffic crashes.
- On March 20, 2025, a public forum was held at the East Hartford Public Library with representation from the East Hartford Police Department. At this event, discussions involved engaging the community and the work currently being done to improve roadway safety through enforcement.
- On May 20, 2025, a public forum was held at the Enfield Public Library. Several members of the Enfield Police Department participated in a discussion about the importance of fair and equitable traffic safety enforcement to improve roadway safety.
- The IMRP also hosted two (2) forums at the University of Connecticut Law School, one in March and another in September 2025, to discuss with law students the current racial profiling program. This discussion included police chiefs, prosecutors, public defenders, and other stakeholders, who shared their perspectives about the importance of data shaping public policy discussions.



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 disparities and the IMRP works with these departments to address the concerns found. The latest report *Traffic Stop Data Analysis and Findings, 2022* was released in June 2024

(<https://ctrp3.org/wp-content/uploads/2025/03/2022-Report.pdf>). The findings from the *Traffic Stop Data Analysis and Findings, 2023-24* were completed in September 2025 and preliminary results were shared with law enforcement partners.

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 in November 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 for traffic safety. There were approximately 50 people in attendance to show support for those who won awards and discuss traffic safety trends in their communities. Police departments honored included:

- Norwalk police department earned the Gold Award and Sergeant Sal Calise honored as a Traffic Safety Leader.
- Ridgefield police department won the Gold Award, with Detective Garrett Vasquez honored as a Traffic Safety Leader.
- Westport police department was awarded the Gold Award, with Officer Dominique Carr recognized as a Traffic Safety Leader.

Attendees discussed that the State is starting to trend in the right direction in crash statistics and safety culture, but that reckless behavior continues to be ubiquitous on Connecticut's roadways and continued enforcement and education efforts will be necessary to keep fatality and injury numbers trending downward. Award recipients were humble and had stellar results promoting traffic safety in their communities.



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 During FFY2025

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 42 Comprehensive DUI Enforcement projects in FFY2025 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 42 law enforcement agencies (the State Police, 3 Resident State Trooper offices and 37 municipal police agencies) that participated in the Comprehensive DUI Enforcement program. A total of 536 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 12 agencies that conducted checkpoints using 15,982.25 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	0205-0722-1-AG	Glastonbury	Law Enforcement Agency	\$23,640.08
154-ENF_AL	0205-0722-1-AJ	Bristol	Law Enforcement Agency	\$31,095.44
154-ENF_AL	0205-0722-1-AL	Greenwich	Law Enforcement Agency	\$33,781.55
154-ENF_AL	0205-0722-1-AM	Watertown	Law Enforcement Agency	\$22,962.82
154-ENF_AL	0205-0722-1-AN	New Britain	Law Enforcement Agency	\$114,255.89
154-ENF_AL	0205-0722-1-AQ	Naugatuck	Law Enforcement Agency	\$27,325.98
154-ENF_AL	0205-0722-1-AT	Fairfield	Law Enforcement Agency	\$49,536.00

154-ENF_AL	0205-0722-1-AU	Meriden	Law Enforcement Agency	\$6,269.73
154-ENF-AL	0205-0722-1-BA	Bridgeport	Law Enforcement Agency	\$60,559.23
154-ENF_AL	0205-0722-1-BC	Cromwell	Law Enforcement Agency	\$15,293.46
154-ENF_AL	0205-0722-1-BD	Norwalk	Law Enforcement Agency	\$77,266.86
154-ENF_AL	0205-0722-1-BH	Manchester	Law Enforcement Agency	\$104,067.23
154-ENF_AL	0205-0707-1-BI	Branford	Law Enforcement Agency	\$36,905.20
154-ENF_AL	0205-0707-1-BK	Groton (Town)	Law Enforcement Agency	\$8,756.86
154-ENF_AL	0205-0722-1-BL	Coventry	Law Enforcement Agency	\$705.15
154-ENF_AL	0205-0722-1-BX	Danbury	Law Enforcement Agency	\$37,832.09
154-ENF_AL	0205-0722-1-BZ	Wilton	Law Enforcement Agency	\$24,812.15
154-ENF_AL	0205-0722-1-CB	Hartford	Law Enforcement Agency	\$124,045.18
154-ENF_AL	0205-0722-1-CC	Wallingford	Law Enforcement Agency	\$38,484.62
154-ENF_AL	0205-0722-1-CH	Vernon	Law Enforcement Agency	\$20,400.24
154-ENF_AL	0205-0722-1-CI	Monroe	Law Enforcement Agency	\$29,423.61
154-ENF_AL	0205-0722-1-CN	Enfield	Law Enforcement Agency	\$55,696.39
154-ENF_AL	0205-0722-1-CP	Colchester	Law Enforcement Agency	\$24,677.51
154-ENF_AL	0205-0722-1-CS	Montville	Law Enforcement Agency	\$27,695.64
154-ENF_AL	0205-0722-1-CV	Waterford	Law Enforcement Agency	\$22,642.77
154-ENF_AL	0205-0722-1-DA	Newtown	Law Enforcement Agency	\$12,597.94

154-ENF_AL	0205-0722-1-DC	Westbrook	Law Enforcement Agency	\$7,005.97
154-ENF_AL	0205-0722-1-DE	Torrington	Law Enforcement Agency	\$46,690.07
154-ENF_AL	0205-0722-1-DI	New Haven	Law Enforcement Agency	\$12,808.58
154-ENF_AL	0205-0722-1-DJ	South Windsor	Law Enforcement Agency	\$1,425.43
154-ENF_AL	0205-0722-1-DQ	Windsor Locks	Law Enforcement Agency	\$23,761.54
154-ENF_AL	0205-0722-1-DS	Farmington	Law Enforcement Agency	\$13,738.15
154-ENF_AL	0205-0722-1-DU	Mansfield	Law Enforcement Agency	\$25,684.01
154-ENF_AL	0205-0722-1-DW	East Windsor	Law Enforcement Agency	\$14,830.05
154-ENF_AL	0205-0722-1-DY	East Hartford	Law Enforcement Agency	\$12,271.10
154-ENF_AL	0205-0722-1-ED	Waterbury	Law Enforcement Agency	\$123,355.89
154-ENF_AL	0205-0722-1-EZ	Stamford	Law Enforcement Agency	\$9,550.17
154-ENF_AL	0205-0722-1-FA	New Milford	Law Enforcement Agency	\$18,789.71
154-ENF_AL	0205-0722-1-FC	Ansonia	Law Enforcement Agency	\$2,038.52
154-ENF_AL	0205-0722-1-FE	Middletown	Law Enforcement Agency	\$7,244.59
154-ENF_AL	0205-0722-1-FJ	Putnam	Law Enforcement Agency	\$4,637.87
154-ENF_AL	0205-0722-1-DT	CTDESPP (CSP)	State Government	\$219,311.02

Note: Funded agencies / towns that did not apply for a FFY2025 DUI Enforcement grant: Berlin, Bloomfield, Burlington, Cheshire, Darien, Derby, East Haddam, Groton (City), Haddam, Hamden, Harwinton, Killingly, Marlborough, Middlebury, Milford, New London, Newington, North Haven, North Stonington, Old Lyme, Old Saybrook, Orange, Plainfield, Plainville, Plymouth, Preston, Rocky Hill, Seymour, Shelton, Southbury, Southington, Stafford, Stonington, Stratford, Suffield, Tolland, West Hartford, West Haven, Windsor, Wolcott, and Woodbridge.

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

Training was provided for judicial and law enforcement agencies to train personnel in the latest methods of DUI enforcement. Five (5) SFST and 27 ARIDE training sessions were conducted at various locations and 755 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.

Funding related to the training for this project was used through DRE Instructor Support Grants under Project ID-3 DRE Overtime Callout and DRE Instructor Support.

TRAINING CLASS	2023	2024	2025
SFST – HVE Trained Officers	294	214	160
ARIDE – Advanced Roadside Impaired Driving Enforcement	369	383	595
Total Law Enforcement Trained	663	597	755

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
154-LET_AL	0205-0724-1-AA	CTHSO	State Government	\$0.00

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 New Milford and South Windsor Police Departments did not apply for funding and the Manchester Police Department no longer has a DRE instructor.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
154-LET_DG	0205-0724-2-AF	CTDESPP (CSP)	State Government	\$20,773.93
154-LET_DG	0205-0724-2-AG	Manchester	Law Enforcement Agency	\$0.00
154-LET_DG	0205-0724-2-AH	Montville	Law Enforcement Agency	\$38,677.34
154-LET_DG	0205-0724-2-AI	Newtown	Law Enforcement Agency	\$13,057.28
154-LET_DG	0205-0724-2-AJ	South Windsor	Law Enforcement Agency	\$0.00
154-LET_DG	0205-0724-2-AK	Waterford	Law Enforcement Agency	\$12,358.19
154-LET_DG	0205-0724-2-AM	New Milford	Law Enforcement Agency	\$0.00
154-LET_DG	0205-0724-2-AN	Vernon	Law Enforcement Agency	\$5,928.59
154-LET_DG	0205-0724-2-AO	Norwalk	Law Enforcement Agency	\$28,139.88

Note: New Milford and South Windsor Police Departments did not submit a grant application. The Manchester Police Department no longer has a DRE instructor.

Project ID-4 Toxicology Testing Program

This task provided for one (1) full-time Lab Assistant position at the CTDESPP Division of Scientific Services (DSS). The position request was revised to Information Technology Analyst 2 (ITA2) which would be funded forty percent (40%) by the grant. The position was filled to provide uninterrupted assistance with Draeger 9510 and toxicology unit IT related projects, work DUI-related cases and update the breathalyzer program and equipment, as well as support proposed training activities including professional education opportunities required beyond the in-house training program. A total of 678 DUI-related cases were received during FFY2025.

There was a need to acquire equipment, system subscriptions 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 150 Draeger 9510 instruments to replace the current inventory. Over the past several years, the lab had seen an increase in the number of repairs needed for instruments, which had resulted in an increase in the amount of downtime and departments without access to an instrument when needed for subject testing. In addition to the instruments, the lab purchased the Forensic Advantage Breath Alcohol Database (BrAD) license, hosting, and support for the instruments. This system tracks and stores records from the Draeger 9510 instruments in addition to tracking maintenance history and certifications for instruments and operators.
- **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 (B5BAC)	0205-0743-5-BQ	CTDESPP (CSP)	State Government	\$72,108.47
405d-5 (B5BAC)	0205-0743-5-DO	CTDESPP (CSP)	State Government	\$102,753.92
154-TOX_AL	0205-0719-1-AD	CTDESPP (CSP)	State Government	\$1,981,990.00

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 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, CTCIB, 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 (B5CS)	0205-0743-4-AC	CT Judicial	State Government	\$358,199.76

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). Efforts included social media, out of home / in-bar advertising, English and Spanish TV and radio, streaming audio and video, and direct digital / gaming / geo-fencing. These elements were used to complement associated enforcement in support of national holiday mobilizations and was the major component of this activity. Paid media buys covered the creative concept and images targeting the overrepresented alcohol-related crash demographic of adults aged 18 and older with a focus on 21- to 34-year-old males. This included focus group research to develop new creative where the results indicated that what gives drivers pause regarding driving



impaired are campaigns that focus on the potential consequences of this dangerous behavior. With this in mind, the *What's on the Line?* campaign delivered this message to

the targeted audience while reminding drivers of what they can potentially lose by driving impaired. 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 post buy media reports.

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
- XL Center / PeoplesBank Arena and Xfinity Theatre / The Meadows Music Theatre in Hartford
- Hartford Healthcare Amphitheater and Total Mortgage Arena in Bridgeport
- 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 vendor to engage in impaired driving outreach at many of these venues via an interactive display, encouraging people on-site to find a sober ride. This vendor brings impaired driving goggles with vision-distorting lenses as well as impaired driving simulators which give attendees the opportunity to experience the dangerous results and consequences of driving intoxicated while in a safe setting.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
154-PM_AL	0205-0720-1-AA	CTHSO	State Government	\$1,608,000.00

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, one more 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 (CTDMHAS)
- Naloxone and Overdose Response App (NORA) Saves
- Connecticut Clearinghouse from Wheeler Clinic

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
405d-7 (B5PEM)	0205-0743-7-AB	Hartford Hospital	Non-Profit	\$548,039.71

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 FFY2025 the total number of cases reviewed decreased 11.98 percent from the previous year. In addition, the number of presented cases rose 27.71 percent 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. Case Presenters taught 23 classes for law enforcement. 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 2024 to December 2024:
Reports Reviewed.....1,623
Cases Presented.....231
- From January 2025 to March 2025:
Reports Reviewed.....1,627
Cases Presented.....239
- From April 2025 to June 2025:
Reports Reviewed.....1,674
Cases Presented.....238
- From July 2025 to September 2025:
Reports Reviewed.....1,915
Cases Presented.....232

The total number of Per Se hearings reports reviewed was 6,839, and the total number of cases presented was 940.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
405d-4 (B5CS)	0205-0743-4-BF	CTDMV	State Government	\$350,141.44

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 53 DRE practitioners (64 total DREs) throughout the State.

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 64 DREs.

State funds were used in lieu of project 0205-0743-1-BM to purchase DRE kits.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
154-LET_DG	0205-0724-2-AB	CTHSO	State Government	\$7,334.31
405d-1 (M5HVE)	0205-0743-1-BM	CTHSO	State Government	\$0.00
405d-5 (B5BAC)	0205-0743-5-DK	UConn / CTSRC	University / College	\$42,624.62

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 State, including the use of a PSA in both English and Spanish filmed at a recreational cannabis dispensary. 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 FFY2025. Media effectiveness was tracked and measured through required evaluation reports from media agencies included in the attached post buy media reports.



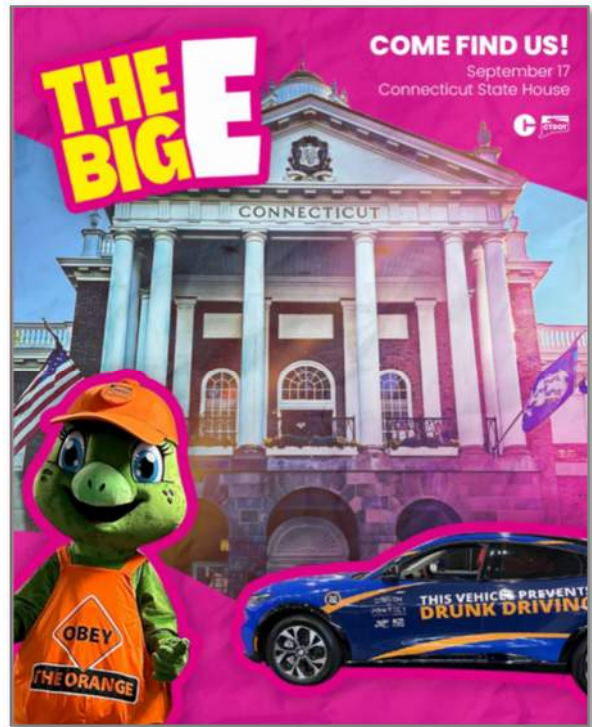
FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
154-PM_DG	0205-0720-2-AB	CTHSO	State Government	\$234,990.38

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

In FFY2025, 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). There were two (2) goals for 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 adapting two (2) CTDOT vehicles with the DADSS system which included the CTHSO's public outreach vehicle as well as the CTDOT Commissioner's vehicle. Also, in FFY2025, five (5) additional CTDOT vehicles were adapted with the DADSS. These five (5) fleet vehicles have been used daily and have the DADSS technology integrated into their consoles. This helped expand the testing of the system and allow the collection of more data used in finalizing its development.

In FFY2025, the DADSS vehicle was demonstrated at a number of outreach and STEM (Science, Technology Engineering, and Mathematics) events. This included the Eastern States Exposition (the Big E) where the vehicle was again 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 Connecticut International Auto Show at Mohegan Sun Casino, where over the course of three (3) days, approximately 200-250 attendees stopped to interact with the demonstration vehicle and ask questions. During this event, a local TV station filmed a live demonstration which included a brief discussion and introduction of the technology which was then broadcast locally across the State. STEM events included a high school in Fairfield, CT. Students in science classes attended a STEM panel and then were given a demonstration of the technology in the vehicle. Students of all ages came to see the DADSS demonstration vehicle, both with their classes as well as during free periods.



In addition to in-person outreach, DADSS continued 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 Connecticut's roadways safer. Sections include a general education module, STEM modules, and educational videos (<https://dadss.org/discovery-hub/>). The Discovery Hub also includes a DADSS website designed specifically for Connecticut titled *Connecticut: Driving Innovation to End Drunk Driving*. This website gives visitors a chance to learn more about how the technology is being demonstrated in Connecticut (<https://dadss.org/driven-to-protect/connecticut/>).



These efforts continued 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 create a foundation for the future promotion and deployment of this life-saving.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
154-EDU_AL	0205-0721-1-AD	Automotive Coalition for Traffic Safety	Non-Profit	\$679,928.36

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. 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).

Overall, in FFY2025 the CTHSO continued to work with State and local agencies along with stakeholders to build the program. Currently, there are 29 trained Law Enforcement Phlebotomy Officers throughout the State. It should be noted that progress was slowed during the summer of 2025 due to the training center being closed for renovations. No classes were held during this period. The CTHSO, in conjunction with the lead phlebotomy instructor, continued to work on the curriculum and in-service training concepts. The first in-service training course is planned for October 2026 and will consist of an overview of the program and live venipuncture draws.



FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
154-LET_DG	0205-0724-2-AQ	CTHSO	State Government	\$38,076.67

Project ID-13 Western Connecticut Mobile Education and Enforcement Vehicle

The Western Area Region of Connecticut shows a significant problem with impaired driving crashes, both in serious injuries and fatalities. The Connecticut Department of Mental Health and Addiction Services' (CTDMHAS) Western Connecticut Region 5, which covers this region, has a high rate of alcohol misuse among residents, with cannabis misuse an emerging issue in the region. Within this region, Litchfield County has one of the highest alcohol-related driving fatality rates in the State. Training will include SFST as well as identification of drug-impaired driving trends through education such as those offered with green labs. This mobile traffic safety vehicle will aid law enforcement in addressing the impaired driving problem and reducing the number of crashes and fatalities. In addition, the vehicle will be used to educate the motoring public about impaired driving and will frequently be used for high visibility enforcement mobilization and traffic safety checkpoints.

The Western Area Region Chiefs of Police is collaborating with the CTHSO to support the regional traffic safety operations for the towns of Cheshire, Middlebury, Naugatuck, Plymouth, Torrington, Watertown, and Wolcott. The mobile traffic safety vehicle will be used to provide support to regional officers when conducting impaired driving enforcement activities, such as DUI safety checkpoints and other traffic safety educational events. The new vehicle will allow for technology to support operations in the fields of Breath Alcohol Testing and Law Enforcement Phlebotomy, with phlebotomy chairs for blood draws. During FFY2025, the Western Area Region Chiefs of Police negotiated a contract with a manufacture to build the vehicle. The vehicle is currently in production and is expected to be completed during the FFY2026.

No funds were expended since the vehicle will be paid for upon delivery in FFY2026.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
154-TOX_AL	0205-0719-1-AE	Western Area Region Chiefs of Police	Law Enforcement Agencies	\$0.00

Project ID-14 Alcohol Education for the Hospitality Industry

The Connecticut Department of Consumer Protection (CTDCP) Liquor Control Division collaborated with the CTHSO to oversee a Training for Intervention Purposes (TIPS) certification program. This program trains bartenders and waitstaff on how to identify impaired individuals and how to ensure individuals are not being overserved. Since Connecticut is ranked high among DUI fatal and serious injury crashes , this project developed two (2) alcohol education programs. These education programs consist of ready-to-use educational videos and corresponding written materials to train liquor permit holders on maintaining their permit in good standing with the Liquor Control Division, as well as best practices for safety, identifying minors, and avoiding sales to intoxicated patrons.

Topics covered included hours of operation, purchasing alcohol for sale, alcohol to go, permittee responsibility for employees and premises, acceptable forms of IDs, tips for identifying fake IDs, recognition of over-service, intervention and cut-off of service, and restrictions on drink promotions. One educational program will be tailored to on-premises permits (restaurants, cafes, bars, and breweries) and one educational program will be tailored to off-premises consumption (package stores and grocery stores). Videos and materials can be posted to client agency's website. Each video shall be no more than 60 minutes and include check points to ensure the participant is engaged in the video. The materials also included a learning quiz to gauge participant's knowledge and reference handouts summarizing the important points of the videos for participant to download.

During FFY2025, the CTDCP partnered with an advertising firm to develop the concepts for the training videos with an expected roll out in FFY2026.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
154-EDU_AL	0205-0721-1-AB	CTDCP Liquor Control Division	State Government	\$51,525.00

Planned Impaired Driving Projects Not Implemented During FFY2025

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 During FFY2025

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 FFY2025, there were two (2) CIOT Enforcement Mobilization efforts commencing in November 2024 and May 2025. Municipal law enforcement departments conducted seat belt checkpoints that included local media news coverage. During the mobilizations there were a total of 1,555 seat belt citations; 10 child safety seat citations; 246 speeding and reckless driving citations; 249 mobile phone and distracted driving citations; and 1 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 12 law enforcement agencies that participated in the November 2024 mobilization and 17 law enforcement agencies that participated in the May 2025 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	NOV 2024	MAY 2025	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-OP	0205-0702-AM	Bridgeport	N	Y	Law Enforcement Agency	\$29,010.95
402-OP	0205-0702-AN	Danbury	N	Y	Law Enforcement Agency	\$8,094.80
402-OP	0205-0702-AP	East Hartford	N	N	Law Enforcement Agency	\$0.00
402-OP	0205-0702-AQ	Enfield	Y	Y	Law Enforcement Agency	\$4,359.18
402-OP	0205-0702-AR	Fairfield	Y	Y	Law Enforcement Agency	\$9,001.58
402-OP	0205-0702-AT	Glastonbury	Y	Y	Law Enforcement Agency	\$8,736.55
402-OP	0205-0702-AU	Hamden	N	Y	Law Enforcement Agency	\$19,931.66
402-OP	0205-0702-AV	Hartford	N	Y	Law Enforcement Agency	\$27,595.77
402-OP	0205-0702-AX	Meriden	Y	Y	Law Enforcement Agency	\$5,756.46
402-OP	0205-0702-AZ	Naugatuck	Y	Y	Law Enforcement Agency	\$8,125.74
402-OP	0205-0702-BA	New Britain	N	Y	Law Enforcement Agency	\$8,537.78
402-OP	02054-0702-BC	Orange	Y	N	Law Enforcement Agency	\$2,373.07

402-OP	0205-0702-BD	South Windsor	Y	Y	Law Enforcement Agency	\$7,426.68
402-OP	0205-0702-BI	Waterbury	N	Y	Law Enforcement Agency	\$14,148.15
402-OP	0205-0702-BJ	Watertown	Y	Y	Law Enforcement Agency	\$6,974.72
402-OP	0205-0702-BZ	New Milford	N	Y	Law Enforcement Agency	\$3,965.67
402-OP	0205-0702-CD	Norwalk	Y	Y	Law Enforcement Agency	\$4,999.46
402-OP	0205-0702-CJ	Stamford	Y	Y	Law Enforcement Agency	\$3,837.23
402-OP	0205-0702-CK	Stratford	N	Y	Law Enforcement Agency	\$9,533.08
402-OP	0205-0702-CM	Torrington	Y	Y	Law Enforcement Agency	\$9,255.28

Note: The East Hartford Police Department 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 FFY2025, there were two (2) CIOT Enforcement Mobilization efforts commencing in November 2024 and in May 2025. The CSP conducted a seat belt checkpoint during one (1) mobilization resulting in a total of 172 seat belt citations; 2 child safety seat citations; 183 speeding and reckless driving citations; 34 mobile phone and distracted driving citations; and no DUI arrests.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
405b-1 (MIHVE)	0205-0741-1-AC	CTDESPP (CSP)	State Government	\$58,280.00

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 30 demonstration events. Total observers for the Seat Belt Convincer and Rollover Simulator were more than 6,265 people, and total riders on the Convincer Simulator was 703 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-3 (BICPS_US)	0205-0741-3-AE	CTDESPP (CSP)	State Government	\$62,415.33

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 the awareness of 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.



The new media campaign message *Buckle Everyone* focuses on the importance of ensuring that every person in a vehicle is buckled. The message also encourages viewers to remind other passengers in the vehicle to wear their seat belts – with the ultimate goal being for viewers to develop a habit of ensuring everyone is buckled in. The spot also encourages children to remind their loved ones to have their seatbelts on as well, to reduce instances of injuries and fatal crashes caused by not wearing a seatbelt.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
405b-2 (MIPE)	0205-0741-2-AD	CTHSO	State Government	\$399,943.97

Planned Occupant Protection Projects Not Implemented During FFY2025

Project OP-5 Occupant Protection Public Information and Education

There were no expenditures under the Occupant Protection Public Information and Education grant since no materials were needed to be ordered.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-OP	0205-0702-AB	CTHSO	State Government	\$0.00

Projects for Child Passenger Safety (CPS)

Planned Child Passenger Safety Projects Implemented During FFY2025

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) Child Passenger Safety Technician (CPST) Update Classes where six (6) CEUs were provided to assist the 82 CPSTs that attended in maintaining their certification. This class provided CPSTs with hands-on learning related to 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	0205-0709-AB	CTHSO	State Government	\$2,613.68

Project CPS-2 Child Passenger Safety Support – Fitting Stations

Connecticut Children’s Medical Center (CCMC) purchased CPS supplies for 34 grant applicants, where 305 seats were checked, and 77 free seats were distributed. Approximately 301 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 CCMC and other community partners to identify expecting parents who could not afford a car seat. Replacement seats were also provided for seats that have been in a car crash which the family could not 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	0205-0709-AC	Connecticut Children’s Medical Center	Non-Profit	\$91,489.65

Yale New Haven Children’s Hospital had a total of 61 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 1,915 educational handouts distributed and a total of 1,885 *KIDS Alert!* kits distributed during FFY2025. *Right Fit* and proper seat belt usage during pregnancy forms were offered in English and Spanish. During CPS Week, 443 car seats were checked, 77 car seats were distributed / replaced, and 444 caregivers were educated at the events.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-CR	0205-0709-AD	Yale New Haven Children’s Hospital	Non-Profit	\$114,311.16

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

The coordinator of this program taught at four (4) child passenger safety technician (CPST) certification classes as well as three (3) CPST 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 served as a resource to other CPSTs, parents, and caregivers to help with the proper methods of transporting children with special healthcare needs. The coordinator and other certified staff members provided 330 car seat signoffs and assisted 33 CPSTs on maintaining active status as a CPST. During FFY2025, 279 scheduled seat checks / installations were performed. Approximately 52 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 (8) years old or younger comes into the pediatric emergency department and meets one of the eight (8) 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	0205-0709-AE	Yale New Haven Children's Hospital	Non-Profit	\$162,398.03

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

In FFY2025, the coordinator for this program continued getting to understand the people in the communities and who they wanted to contact and make alliances in order to reach a larger number of people. The coordinator had 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.

The coordinator participated in three (3) classes to Spanish-speaking caregivers on car seat safety and harnessing. The coordinator also hosted eleven (11) events where they educated a total of 338 parents and caregivers. Thirty-four (34) 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	0205-0709-AI	Yale New Haven Children's Hospital	Non-Profit	\$217,651.26

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 at-risk 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-eight (38) 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) child passenger safety technician (CPST) update classes and four (4) CPST certification classes.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-CR	0205-0709-AJ	Waterbury Police Department	Law Enforcement Agency	\$51,627.35

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. Another objective that was met during FFY2025 was to distribute at least 120 car seats to families in need in Hartford. During the program there were 327 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 27 car seat checks that were conducted during FFY2025.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-CR	0205-0709-AH	City of Hartford Health and Human Services	Municipal Government	\$100,394.87

Project CPS-7 Western Connecticut Child Passenger Safety Support

This CPS program for western Connecticut served communities 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. Over 100 car seats were checked throughout the year at clinics and appointments, educating over 135 caregivers. More than eleven (11) clinics were held, including in the towns of Westport, Norwalk, Weston, Danbury, Monroe, and Newtown. At least eight (8) educational programs were held and three (3) Connecticut Department of Children and Families (CTDCF) skills tests for new foster parents were conducted. The Western Connecticut child passenger safety technician (CPST) became a CPST instructor (CPST-I) and supported at least three (3) CPST trainings during FFY2025.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-CR	0205-0709-AG	Connecticut Children's Medical Center	Non-Profit	\$128,215.57

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 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. Approximately 25 car seat clinics were held where over 200 car seats were checked, including in the towns of:

- Ashford
- Bloomfield
- East Hartford
- Enfield
- Hartford
- South Killingly
- South Windsor
- West Hartford
- Willimantic
- Windsor

Fitting stations supported included the towns of:

- Enfield
- Bloomfield
- Hartford
- Manchester
- Meriden
- South Killingly
- Vernon
- Willimantic

Two (2) of the fitting stations, Meriden and South Killingly, were new as a result of the CTHSO's efforts. The program provided 115 free car seats to families at clinics or to fitting stations to provide at their clinics. Over 100 more car seats were given out at individually scheduled appointments. Additionally, the CPST and the CPST instructor (CPST-I) coordinated two (2) CPST trainings and supported two (2) others, resulting in two (2) more CPST-Is within the Northern Connecticut region. The CPST-I conducted seat sign-offs, participated in numerous community education presentations, and attended many events.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-CR	0205-0709-AK	Connecticut Children's Medical Center	Non-Profit	\$105,793.10

Project CPS-9 Where's Baby? Look Before You Lock Education Campaign

The *Look Where's Baby? Before You Lock* Unattended Passenger Education Campaign emphasized child passenger safety by delivering safety messages to increase awareness of the issue of hot cars and to provided tips for parents and caregivers. A summer safety press event was held to kick-off this event. Safety tips included how not to forget children or leave children in a motor vehicle unattended. The campaign utilized radio, billboards, shopping carts, bus tails, streaming audio, online media and social media, to deliver the safety messages. 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, 2025. 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 was 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 1,377 daycare centers and mailing five (5) brochures to each of the 1,794 family daycare homes. Positive feedback was received, including a common request to get more copies of the brochure and poster. The CTHSO also mailed posters and postcards to pediatric care centers across Connecticut, as well as provided these items to Yale New Haven Hospital for distribution within their network.



FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-UNATTD	0205-0713-AC	Connecticut Children's Medical Center	Non-Profit	\$224,487.58

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 96 classes attended by 214 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 (2) 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 seven (7) 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 child passenger safety technician (CPST) 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 CPSTs were contacted to see if the departments are actively checking car seats and want to be on the State listing. There are presently 97 fitting stations in the State of Connecticut.

With this project, ten (10) CPST certification classes were held during the grant year, adding 90 new CPSTs to the State.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-OP	0205-0702-AD	Waterbury Police Department	Law Enforcement Agency	\$126,932.74

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 communities such as Derby, Ansonia, and Shelton. The program was able to reach approximately 80 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 30 percent monthly. As a result, the program averaged sixty-five (65) car seat appointments per month in FFY2025. 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	0205-0709-AL	Griffin Health Community Outreach Department	Non-Profit	\$28,718.96

Planned Child Passenger Safety Projects Not Implemented During FFY2025

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 During FFY2025

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 9,426 infractions for speeding and reckless driving; 339 infractions for mobile phone violations; 166 suspended licenses; 77 seat belt violations; 16 DUI; and 2,967 other violations. The HVE ran July 1 to September 5, 2025.

Participating Funded Agencies

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-SE	0205-0706-AC	Bridgeport	Law Enforcement Agency	\$26,486.47
402-SE	0205-0706-AD	Bristol	Law Enforcement Agency	\$28,823.08

402-SE	0205-0706-AF	Danbury	Law Enforcement Agency	\$62,766.31
402-SE	0205-0706-AG	East Hartford	Law Enforcement Agency	\$42,356.56
402-SE	0205-0706-AI	Fairfield	Law Enforcement Agency	\$49,718.68
402-SE	0205-0706-AJ	Hamden	Law Enforcement Agency	\$67,435.52
402-SE	0205-0706-AK	Hartford	Law Enforcement Agency	\$52,151.50
402-SE	0205-0706-AM	Meriden	Law Enforcement Agency	\$41,524.53
402-SE	0205-0706-AN	Middletown	Law Enforcement Agency	\$68,050.98
402-SE	0205-0706-AO	New Britain	Law Enforcement Agency	\$61,464.36
402-SE	0205-0706-AP	New Haven	Law Enforcement Agency	\$31,790.08
402-SE	0205-0706-AR	Norwalk	Law Enforcement Agency	\$56,974.32
402-SE	0205-0706-AV	Waterbury	Law Enforcement Agency	\$69,065.38
402-SE	0205-0706-AX	Wethersfield	Law Enforcement Agency	\$44,861.13
402-SE	0205-0706-AY	Stamford	Law Enforcement Agency	\$14,951.34
402-SE	0205-0706-BB	Wallingford	Law Enforcement Agency	\$21,765.81
402-SE	0205-0706-BG	Manchester	Law Enforcement Agency	\$45,567.01

402-SE	0205-0706-BH	Seymour	Law Enforcement Agency	\$14,177.16
402-SE	0205-0706-BI	New Milford	Law Enforcement Agency	\$42,384.61
402-SE	0205-0706-BJ	Naugatuck	Law Enforcement Agency	\$45,912.56
402-SE	0205-0706-BK	Torrington	Law Enforcement Agency	\$48,314.33
402-SE	0205-0706-BL	Ansonia	Law Enforcement Agency	\$49,451.07
402-SE	0205-0706-BM	Darien	Law Enforcement Agency	\$47,420.51
405e-4 (M8*SC)	0205-0745-4-EQ	CTDESPP (CSP)	State Government	\$99,908.66

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 media vendor 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 2025 through September 2025 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)	0205-0745-6-AB	CTHSO	State Government	\$46,587.50

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:

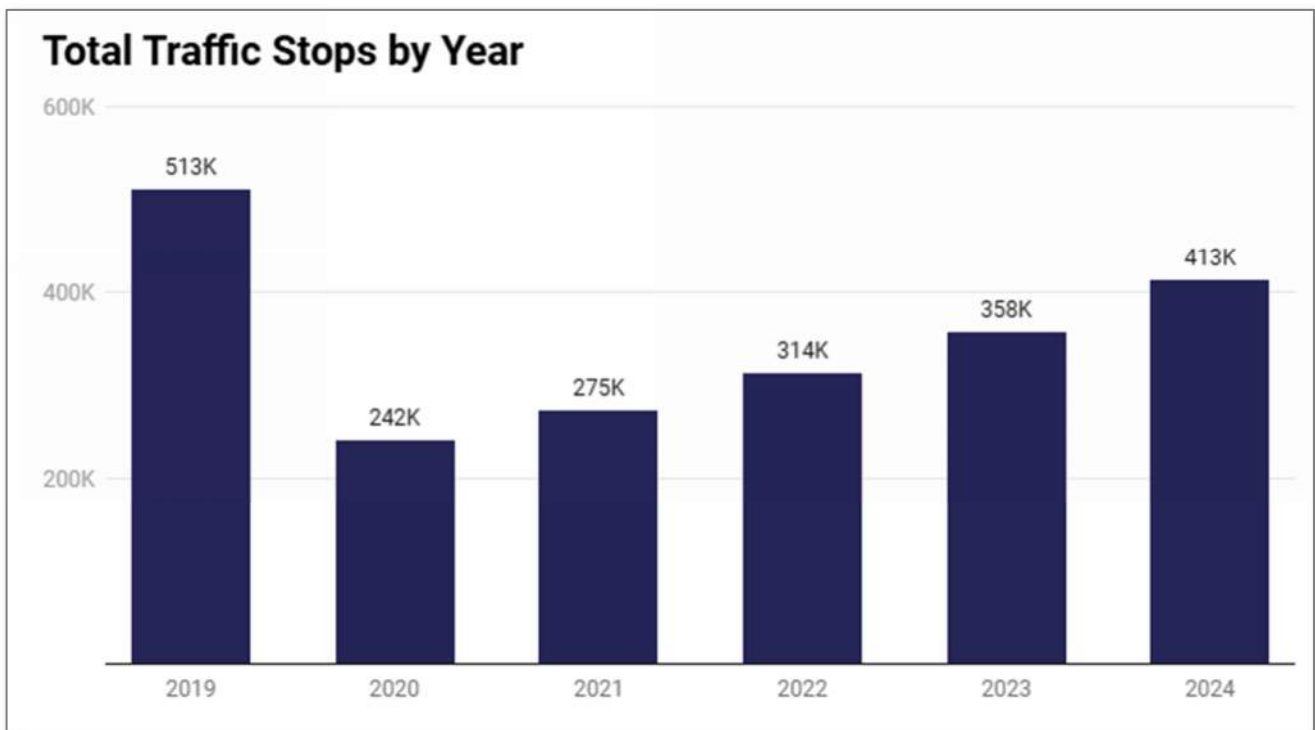
- 95 Municipal Police agencies
- 6 University Police agencies
- 2 Tribal Police agencies
- 4 Special Police agencies
- Connecticut State Police

All police departments required to collect and submit traffic stop records do so electronically through the department's records management system (RMS). One (1) 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 FFY2025 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.
- Partnered with the Community Outreach Subcommittee to plan and coordinate the FFY2025 public forums, ensuring alignment with annual outreach objectives and fostering community participation.
- Worked with the Community Outreach Subcommittee to refine the traffic stop study report format by simplifying visual elements and emphasizing key findings while maintaining technical transparency.
- Collaborated with the Data Subcommittee to develop and distribute quarterly traffic stop reports, providing timely and accurate statewide enforcement data to the Advisory Board.
- Partnered with the Data Collection, Analysis, and Quality Subcommittee and

selected police chiefs to advance review of the IntegrAssure model policy, incorporating law enforcement feedback to guide future implementation.

- Collaborated with the Data Subcommittee and research team to assess preliminary mobility data on traffic stop disparities, ensuring methodological rigor and preparing for integration into Connecticut's reporting framework.
- Supported the Policy Subcommittee in advancing 2026 Connecticut legislative priorities, including evaluating proposed amendments to laws on intentional falsification of traffic stop data and developing strategies to strengthen oversight and transparency.
- Assisted Policy Subcommittee members, Advisory Board members, and project staff in reviewing and updating draft bylaws to clarify board structure, voting procedures, administrative roles, and address current vacancies, with formal nominations to occur once a quorum is achieved.
- Collaborated with the Community Outreach Subcommittee, communications coordinator, and media production team to develop a statewide media campaign promoting Connecticut's anti-profiling law and fostering mutual understanding between drivers and officers.
- Worked with researchers to review preliminary findings from interviews with Advisory Board members and police chiefs, identifying program successes, challenges, and opportunities for improvement to guide strategic planning.
- Partnered with the Data Subcommittee to analyze 2023–2025 traffic stop data, identifying emerging trends and disparities among demographic groups, and supporting data-driven oversight and reporting.
- 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 work 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

- Continued work with researchers to further 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](#).

([https://cdn.prod.website-](https://cdn.prod.website-files.com/6076e3f57e39855392637f16/671a76cad9260a2991c5ff4b_CSP%20Data%20Audit%2014-21-Supplemental%20Report-%20Oct%202024.pdf)

[files.com/6076e3f57e39855392637f16/671a76cad9260a2991c5ff4b_CSP%20Data%20Audit%2014-21-Supplemental%20Report-%20Oct%202024.pdf](https://cdn.prod.website-files.com/6076e3f57e39855392637f16/671a76cad9260a2991c5ff4b_CSP%20Data%20Audit%2014-21-Supplemental%20Report-%20Oct%202024.pdf))

- Continued the work 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](#).

([https://cdn.prod.website-](https://cdn.prod.website-files.com/6076e3f57e39855392637f16/66425c667759f68de027d05f_IntegrAssure%20CTRP3%20Report%204-11-24.pdf)

[files.com/6076e3f57e39855392637f16/66425c667759f68de027d05f_IntegrAssure%20CTRP3%20Report%204-11-24.pdf](https://cdn.prod.website-files.com/6076e3f57e39855392637f16/66425c667759f68de027d05f_IntegrAssure%20CTRP3%20Report%204-11-24.pdf))

- Hosted multiple public forums to discuss the Connecticut Racial Profiling Prohibition Project and IMRP's report findings.
- Continued collaboration with researchers from Northeastern University to evaluate the departmental interventions conducted as part of IMRP's research. The evaluation was designed to assess the impact on disparities and roadways safety.
- Continued work on the CTRP3 website. A new website is being designed to better communicate IMRP's mission with the public.
- Overall, the reporting period marked significant progress in enhancing coordination, advancing data integrity, promoting transparency, and strengthening community relationships to support equitable traffic enforcement practices statewide.

2025 TRAFFIC STOP DATA (1/1/2025 9/30/2025)		
State Police	70,618	21.2%
Municipal Police	251,409	75.4%
Other	11,521	3.4%
Total	333,548	100.0%
RACE AND ETHNICITY		
White	193,419	58.0%
Black	60,858	18.2%
Asian / Pacific Islander	7,828	2.3%
American Indian / Alaskan Native	3,966	1.2%
Hispanic	67,477	20.2%
GENDER		
Male	211,697	63.5%
Female	121,851	36.5%

Source: Racial Profiling Prohibition Project.

Note: Data as of 11/21/2025.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
1906-F1906ER	0205-0725-AA	UConn	University/College	\$817,437.80

Project PTS-4 East Hartford, Connecticut, Community Outreach

This project provided funding for the Community Outreach Division in the town of East Hartford to address traffic safety issues including but not limited to non-motorist safety, occupant protection, roadside deaths, distracted driving, impaired driving, speeding and aggressive driving as well as for equipment to support these highway safety initiatives. During FFY2025, the East Hartford Police Department (EHPD) took delivery of the community engagement trailer in the late summer and utilized it at the National Night Out event and will continue in FFY2026 to deploy at community outreach events.

The East Hartford Community Outreach Division focused areas included:

- Enforcement operations with the Commercial Truck Enforcement – Connecticut Department of Motor Vehicles / Commercial Vehicle Safety Division (CTDMV / CVSD)
- Enforcement operations – Vehicle equipment Spot Checks
- DUI HVE deployments
- *Click It or Ticket* HVE deployments
- Distracted Driving HVE deployments
- Speed and Aggressive Driving HVE deployments
- Pedestrian enforcement / education deployments
- Crosswalk enforcement operations (for operators)
- Child Passenger Safety seat installation / education

Engagement Trailer: The EHPD now has developed and implemented a suitable trailer to carry and / or house equipment. The trailer will be used to transport necessary equipment to and from locations of traffic safety programs. This trailer will also be used as a temporary operations center while conducting traffic operations. The trailer will be supporting enforcement and education as well as bringing services to the communities.

Community Outreach Division: The EHPD has created a Community Outreach Division. This Community Outreach Division encompasses full-time officers (Community Service Officers) and are augmented with part-time officers (Neighborhood Resource Officers). These officers work to keep the existing relationships that have been cultivated over the years and serve to continually bridge the gap between the community at-large and the police department. This division strives to reach the under-served communities with events such as National Night Out, an annual community-building campaign that promotes police-community partnerships and neighborhood camaraderie. The EHPD has also created a Child Passenger Safety Seat Program and is responsible for the re-implementation of the Child Passenger Safety Seat program. The EHPD currently certified child passenger safety technicians (CPSTs). The department installs seats for expectant

foster parents and works cooperatively with neighboring agencies to provide CPS education and materials.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-CP	0205-0703-AE	East Hartford Police Department	Law Enforcement Agency	\$18,500.00

Planned Police Traffic Services Projects Not Implemented During FFY2025

None.

Distracted Driving (DD)

Performance Measures

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

Projects

Planned Distracted Driving Projects Implemented During FFY2025

Project DD-1 HVE Distracted Driving High Visibility Enforcement

This task provided funding for distracted driving high visibility enforcement (DDHVE) for municipal law enforcement agencies in Connecticut. 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 during the month of April.

The DDHVE campaign ran April 1-30, 2025. Police departments scheduled the enforcement patrols between the hours of 5am and 8pm, on select dates based on their department's data for the increased risk of distracted driving crashes. Police departments commonly selected shifts between Monday and Friday during heavy commute times in the morning, afternoon and evening. Forty-four (44) municipal police departments throughout the State participated in the FFY2025 DDHE enforcement campaign in April. During the month-long period, participating officers conducted high visibility enforcement by targeting drivers who used mobile phones or electronic devices behind the wheel. Officers were also on the lookout for drivers using digital dashboard streaming devices. The devices allow drivers to watch videos, live television and sports games. The devices can often also be connected to streaming applications.



The month-long mobilization period saw a combined 9,278 citations written by municipal law enforcement agencies for mobile phone, texting, and distracted driving violations. An additional 2,546, citations were written for speeding, seatbelts, suspended licenses, and other motor vehicle citations. Due to staffing issues with the police departments, fewer shifts were worked than expected

Participating law enforcement also contributed to the 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.

Participating Funded Agencies

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-DD	0205-0712-AC	New Haven	Law Enforcement Agency	\$25,298.10
402-DD	0205-0712-AD	Danbury	Law Enforcement Agency	\$62,042.77
402-DD	0205-0712-AE	Waterbury	Law Enforcement Agency	\$47,816.30
402-DD	0205-0712-AF	Hartford	Law Enforcement Agency	\$56,101.39
402-DD	0205-0712-AG	Manchester	Law Enforcement Agency	\$29,616.52
402-DD	0205-0712-AH	Norwalk	Law Enforcement Agency	\$59,993.47
402-DD	0205-0712-AJ	Westport	Law Enforcement Agency	\$18,947.68
402-DD	0205-0712-AK	Hamden	Law Enforcement Agency	\$78,916.14
402-DD	0205-0712-AL	Farmington	Law Enforcement Agency	\$13,736.43
402-DD	0205-0712-AM	Orange	Law Enforcement Agency	\$24,296.25

402-DD	0205-0712-AQ	Bridgeport	Law Enforcement Agency	\$38,346.41
402-DD	0205-0712-AR	Stamford	Law Enforcement Agency	\$42,641.49
402-DD	0205-0712-AT	Stratford	Law Enforcement Agency	\$37,219.36
402-DD	0205-0712-AU	Plainville	Law Enforcement Agency	\$9,584.77
402-DD	0205-0712-AV	Trumbull	Law Enforcement Agency	\$11,602.59
402-DD	0205-0712-AX	Vernon	Law Enforcement Agency	\$14,257.93
402-DD	0205-0712-AY	North Haven	Law Enforcement Agency	\$20,034.96
402-DD	0205-0712-BB	West Hartford	Law Enforcement Agency	\$20,889.04
402-DD	0205-0712-BE	Wallingford	Law Enforcement Agency	\$7,322.16
402-DD	0205-0712-BF	East Hartford	Law Enforcement Agency	\$30,972.38
402-DD	0205-0712-BG	Waterford	Law Enforcement Agency	\$13,382.47
402-DD	0205-0712-BH	Brookfield	Law Enforcement Agency	\$11,050.15
402-DD	0205-0712-BI	Willimantic	Law Enforcement Agency	\$7,978.15
402-DD	0205-0712-BL	Meriden	Law Enforcement Agency	\$28,505.98
402-DD	0205-0712-BN	Wilton	Law Enforcement Agency	\$19,149.49

402-DD	0205-0712-BO	Monroe	Law Enforcement Agency	\$22,820.01
402-DD	0205-0712-BS	Canton	Law Enforcement Agency	\$24,485.29
402-DD	0205-0712-BT	Enfield	Law Enforcement Agency	\$11,722.49
402-DD	0205-0712-BU	East Windsor	Law Enforcement Agency	\$23,195.19
402-DD	0205-0712-BV	New Milford	Law Enforcement Agency	\$16,577.97
402-DD	0205-0712-BW	Greenwich	Law Enforcement Agency	\$17,940.18
402-DD	0205-0712-BX	Avon	Law Enforcement Agency	\$0.00
402-DD	0205-0712-BY	New Britain	Law Enforcement Agency	\$49,683.60
402-DD	0205-0712-CA	Naugatuck	Law Enforcement Agency	\$23,074.75
402-DD	0205-0712-CH	Plymouth	Law Enforcement Agency	\$22,400.87
402-DD	0205-0712-CK	Watertown	Law Enforcement Agency	\$15,102.08
402-DD	0205-0712-CL	New Canaan	Law Enforcement Agency	\$22,884.76
402-DD	0205-0712-CN	Glastonbury	Law Enforcement Agency	\$22,612.24
402-DD	0205-0712-CP	Torrington	Law Enforcement Agency	\$25,934.61
402-DD	0205-0712-CT	Fairfield	Law Enforcement Agency	\$49,888.88

402-DD	0205-0712-CV	Middletown	Law Enforcement Agency	\$19,689.47
402-DD	0205-0712-CY	Montville	Law Enforcement Agency	\$15,150.06
402-DD	0205-0712-EF	Newtown	Law Enforcement Agency	\$4,938.30
402-DD	0205-0712-ES	Seymour	Law Enforcement Agency	\$0.00
402-DD	0205-0712-EU	Woodbridge	Law Enforcement Agency	\$7,563.44
402-DD	0205-0712-EV	Ansonia	Law Enforcement Agency	\$20,781.05

Note: Avon and Seymour Police Departments each 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 April 1-30, 2025. The CSP selected dates during the month of April to carry out HVE enforcement by targeting drivers who use mobile phones and other electronic devices behind the wheel. The mobilization saw a combined 489 citations written by the CSP for mobile phone, texting, and distracted driving violations. An additional 551 citations were written, 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.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
405e-2 (M8DDLE)	0205-0745-2-DW	CTDESPP (CSP)	State Government	\$97,023.22

Project DD-3 Data Analysis and Surveys

This project provided funding for the contractor for the provision of traffic safety data support to the Highway Safety Office for different program areas including impaired driving; police traffic services; 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 traffic safety data evaluation. This project also funds the traffic safety 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 (AR).

The following survey was conducted during FFY2025, and the findings of the survey are included in the Surveys and Media Reports Section of this Annual Report:

- Statewide Annual Seat Belt Use Observations

The following surveys were not conducted during FFY2025 due to limitations related to the contract renewal and limited available time:

- Awareness Survey
- Bellwether (Child Seat) Observations

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
405e-3 (M8*PT)	0205-0745-3-EP	CTHSO	State Government	\$311,900.00

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 the development of a new paid media campaign. The campaign's theme was *Distracted Driving is a Beast*. The television spot depicted a woman driving her car down a highway, when her phone began dinging with texts. She made the choice to pick up her phone while driving, and an octopus-like creature emerged from the phone, blocking her eyes, causing her to swerve the car. The media campaign centered on mobile

phone use and 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)	0205-0745-1-DY	CTHSO	State Government	\$477,279.46

Planned Distracted Driving Projects Not Implemented During FFY2025

Project DD-5 Distracted Driving Public Information and Education

This project was not completed in FFY2025 as education and outreach efforts focused on public messaging campaigns.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
405e-1 (M8PE)	0205-0745-1-AA	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 During FFY2025

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 65 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 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
405f-1 (MIIMT)	0205-0744-1-AB	CTHSO	State Government	\$43,097.87

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

During this year's *Share the Road* media campaign, the CTHSO conducted a comprehensive motorcycle awareness campaign to promote road safety and encourage greater awareness among motorists and motorcyclists statewide. The campaign aimed to reduce motorcycle-related crashes and fatalities by increasing driver awareness and emphasizing the shared responsibility of all road users. Messaging targeted adults ages 18-34, with a focus on males, across major Connecticut metro areas. Communications

were delivered in both English (70%) and Spanish (30%), utilizing media such as streaming audio, broadcast radio, billboards, social media, and press releases.



The FFY2025 Motorcycle Awareness Campaign effectively delivered safety messages to Connecticut motorists and motorcycle riders, achieving significant reach, engagement, and cost efficiency, reinforcing CTHSO's commitment to motorcycle safety and public awareness.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
405f-2 (MIIMA)	0205-0744-2-AC	CTHSO	State Government	\$99,984.00

Planned Motorcycle Safety Projects Not Implemented During FFY2025

None.

Traffic Records (TR)

Performance Measures

- Percentage of Law Enforcement Agencies Participating in the Use of eCitation

Projects

Planned Traffic Records Projects Implemented During FFY2025

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 seven (7) police agencies in FFY2025, including:

- | | | |
|---------------|-------------|-----------|
| ▪ Enfield | ▪ Putnam | ▪ Vernon |
| ▪ Glastonbury | ▪ Southbury | ▪ Wolcott |
| ▪ Meriden | | |

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)	0205-0742-AO	Vernon	Law Enforcement Agency	\$16,854.71
405c (M3DA)	0205-0742-AQ	Glastonbury	Law Enforcement Agency	\$23,381.15
405c (M3DA)	0205-0742-AR	Meriden	Law Enforcement Agency	\$34,246.78
405c(M3DA)	0205-0742-AS	Enfield	Law Enforcement Agency	\$31,216.63
405c (M3DA)	0205-0742-AT	Wolcott	Law Enforcement Agency	\$7,875.00
405c (M3DA)	0205-0742-AU	Southbury	Law Enforcement Agency	\$16,854.70
405c (M3DA)	0205-0742-BB	Putnam	Law Enforcement Agency	\$9,144.47

Project TR-3 EMS and Trauma Registry Databases / MIH Dashboard Enhancements

This project focused on the advancement of the Emergency Medical Services (EMS) and Trauma Registry databases, the introduction of an integrated EMS / Trauma / Mobile Integrated Healthcare (MIH) dashboard, support for conference participation and supplies to support the data program, all aimed towards bolstering injury surveillance data across the State. The project funds were expected to be used for:

- EMS and Trauma Registry Database Improvements
- Creation of an integrated EMS / Trauma / MIH dashboard
- Review of the State trauma system
- Conference Travel

EMS and Trauma Registry Database Improvements: Following recommendations from the 2021 Traffic Records Assessment, Connecticut Department of Public Health (CTDPH) required funding assistance to complete the development of a data dictionary and document edit checks, establish validation rules and error-correcting processes, outcome measures, and performance standards. CTDPH, working with a new data vendor, ImageTrend, has accomplished the following:

- Creation of a Connecticut EMS Data Dictionary
- Creation of a Trauma Registry Data Dictionary
- Development of error correction processes and validation rules in both data dictionaries.
- The formation of an EMS Data subcommittee of the EMS Advisory Board which has provided guidance in the creation of outcome measures and performance standards in line with the National EMS Quality Assurance Committee.

This phase of the project required a total of \$50,194.62 for work on both the EMS and Trauma Registry Databases. Future work is required to continue to further identify and implement outcome measurements.

Creation of an integrated EMS / Trauma / MIH dashboard: The integrated dashboard will be available to researchers, traffic safety stakeholders, EMS professionals, trauma system staff and public throughout the State. This dashboard will provide important data to local, regional, and statewide traffic planners to understand trends of traffic trauma. The work has accomplished:

- Identifying components of the dashboard
- Developing a draft dashboard in PowerBI
- Streamlining SQL coding to create the dashboard, collaborating with CTDPH IT staff

The last major component of this project is linking the draft dashboard to the live data. CTDPH IT and the Connecticut Office of Emergency Medical Services (CTOEMS) Data Manager are working to finish this component in 2026. This project was initially estimated to cost about \$42,052.40 and need a contracted data consultant to assist. This has not been the case, and this amount of money was not spent and therefore returned to the grantor.

Review of the State trauma system: It has been over 10 years since there was a systemic review of the trauma data system. Connecticut Statutes 19a-177(E) and 19a-177-7 require the reporting of trauma data from all hospitals, as well as several other entities that do not currently report. Additionally, 42 USC 300d Sec 1201(a)(6) mentions promoting the collection and categorization of trauma data in a consistent and standardized manner. The CTDPH wanted to enforce the data reporting requirements from the CTDOT and the Traffic Records Coordinating Committee (TRCC) perspective, and from the perspective of trauma care. Further improvements to the State trauma system would ultimately help in decreasing morbidity and mortality from traffic related injuries by streamlining reporting, efficient and correct data sharing, and contributing to data driven decision making. Additional funding was needed to initiate this project, and despite requests to multiple agencies for additional funds, this project was unable to be started. All requested funding in the amount of \$50,000 was returned to the grantor.

Conference travel: This project supported travel for two (2) personnel from the Department of Public Health to attend up to three (3) conferences, for example the ImageTrend Connect Conference and National Association of EMS Officials Conference (NASEMSO) Annual Conference. NASEMSO is an important nationwide meeting of professionals who work with EMS / trauma data and / or traffic safety. The conferences may cost approximately \$2,000-\$2,500 per person to attend depending on the venue.

Both identified personnel from CTOEMS participated in the NASEMSO conference in May in Grand Rapids, MI, where they attended discussions and presentations surrounding data management at State level as well as about specific crash interventions. Learnings about the administration of “whole blood” at the conference culminated into a discussion at the July TRCC meeting on the administration of “whole blood” in Connecticut. TRCC meeting attendees additionally discussed about the few services that are currently using the whole blood process, and the need for additional resources to implement the program, to decrease mortality from traffic crashes. Additionally, the data manager also attended the annual ImageTrend Connect Conference in late August where she attended programs specific to the ImageTrend products that CTDPH / CTOEMS utilizes for both EMS and Trauma Registry Data.

There are less than ten (10) EMS services in the State that administer whole blood before arrival to the hospital. Further expansion of the “whole blood” program has the potential to positively impact the survivability of traffic crash incidents. A total of \$4,104.89 was spent on travel for this project, all remaining funds (\$5,895.11) were returned to the grantor.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
405c (M3DA)	0205-0742-AG	CTDPH	State Government	\$54,299.51

Project TR-6 Electronic Processing of Citations from Roadside to Trial

This project combined the two (2) previously distinct projects of eCitation and online disposition / electronic processing of citations and payable violations from roadside issuance through all court processes, including trial. The integration of these initiatives will maximize both technical and human resource efforts and lay the foundation for electronic misdemeanor processing in the future. The Connecticut Judicial Branch accomplished the following during the FFY2025 grant year:

1. Mandatory Remote Hearings – Implement mandatory participation in electronic hearings

- a. Completed IT development, local testing and development region testing for all project requirements, focused on:
 - Motions document
 - Court order transfers
 - 14-140 processing
 - Disposed ticket processing: ability to change fines and fees
 - Disposition at the infraction / charge level
 - Recordkeeping Magistrate Juris ID: screen processing / access
 - Connecticut Centralized Infractions Bureau (CTCIB) Web in sync with remote hearings
 - Defendant pays original amount after hearing scheduled
 - Remote hearing "At a Glance" view (on remote hearing menu)
 - Commercial driver's license (CDL) / Non-CDL differentiation
 - b. Completed technical design, development and testing to enable remote hearings in Microsoft Teams, and on YouTube channel(s), using Yealink and Magewell device technologies.
 2. Mandatory eCitation – Develop rules concerning the mandatory electronic submission of infractions
 - a. Updated metrics at the local police department (PD) level for all departments that are active.
 - b. Kickoff package sent to Vernon PD.
 - c. Plan to contact PDs who are not participating and strongly encourage participation
 - d. Progress on hold until live stream functionality enabled
 3. Onboarding eCitation – Continue to onboard law enforcement agencies to electronic citation
 - a. Completed CTCIB Web additional documents storage. All ticket / case attached documents stored / available in CTCIB Web.
 - b. New eCitation onboarding in progress, providing support for: Yale, New Haven, and Vernon.
 4. Traffic Safety Messaging – Collaborate with traffic safety partners and CTCIB team
 - a. Identified traffic safety messages and videos to be used in CTCIB Web screens.
 - b. Reviewed campaign media available from NHTSA and CTDOT for inclusion in CTCIB Web. Updated subject areas and videos to be included.
 - c. Developed a separate CTCIB web page for traffic safety partner information.
 5. CTCIB Website – Develop a new CTCIB section under the Judicial Website
 - a. Developed the new Connecticut judicial website. Completed survey to identify the best option for Improving the CTCIB Presence Links for laptop

and mobile views. Received approval from the Website Board. Updated Judicial Web for user testing.

- b. CTCIB website: Followed the requirements and updates from the CTCIB team: Redesigned initial prototype website, incorporated new design and functionality, delivering “Best in Class” web pages. The code is deployed to SYSTEST.
- c. Reviewed FAQs, and How To Process a Ticket instructions.
- d. Used WAVE Tool for Americans with Disabilities Act (ADA) compliance verification. No critical issues found in the new web pages.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
405c (M3DA)	0205-0742-AZ	Connecticut Centralized Infractions Bureau (CTCIB)	State Government	\$458,560.24

Planned Traffic Records Projects Not Implemented During FFY2025

Project TR-2 Ignition Interlock Device (IID) Restriction Code Implementation on Operator License

The CTD MV was not able to implement this project due to other priorities that took precedence.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
405c (M3DA)	0205-0742-AN	CTDMV	State Government	\$0.00

Project TR-4 eCitation – Connecticut State Police

This project was planned; however, no grant application was submitted.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
405c (M3DA)	0205-0742-AM	CTDESPP (CSP)	State Government	\$0.00

Project TR-5 eCitation Integrated Software Development – Connecticut State Police

This project was planned; however, no grant application was submitted.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
405c (M3DA)	0205-0742-BA	CTDESPP (CSP)	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 During FFY2025

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 71 virtual and in-person distribution events were held over the course of the grant year, reaching approximately 4,086 parents, caregivers, and community members. A total of approximately 2,183 other educational materials were distributed to parents, caregivers, and community members.

The MADD educational outreach programs *Power of You(th)* and *Promposal Program* are designed to empower pre-teens and teens to take a stand against underage drinking and other drug use and to never ride in the car with someone who is impaired, resist peer pressure, dispel myths about underage drinking, and encourage new supporters to carry on MADD's mission. A total of 49 virtual and in-person distribution events / presentations were held over the course of the grant year, reaching approximately 7,370 children and teens.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
405d-ii-3 (M7*CP)	0205-0740-3-AC	MADD	Non-Profit	\$94,050.50

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

The CTHSO was able to bring the *Choices Matter* impaired driving program back to Connecticut in FFY2025. The program visited 50 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 (2) counts of vehicular homicide by DUI and spent eight and a half years in prison for his crime. In prison, Chris Sandy committed himself to preventing anyone else from repeating his mistakes, and his story has since been the inspiration for a book and EMMY winning documentary. Chris is now serving the remainder of his sentence on parole / probation until 2031. This former inmate continues sharing his dynamic live presentation at schools, colleges, conferences, military bases, and business organizations nationwide. New to the program this year was the addition of Steve Emt, a Connecticut native who has also devoted his life to impacting and educating youths on the dangers of impaired driving. Steve was a walk-on with the UConn basketball team, a highly decorated high school athlete, and a paralympic medalist who was paralyzed from the waist down in an impaired driving crash. Chris and Steve are incredibly dynamic and powerful speakers and continue to touch the lives of the students they meet. An impaired driving simulator was included for students as a hands-on portion of this program to allow participants the experience to see the potentially devastating consequences of driving impaired in a safe setting. Surveys were also given to the students during this portion of the program to gauge their attitudes and awareness related to impaired driving. This presentation is emotional and inspirational to people of all ages, but especially teens becoming experienced drivers and responsible passengers.



FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
154-EDU_AL	0205-0721-1-AY	Alliance Highway Safety (Alliance Sports Marketing)	Private Entity	\$250,000.00

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, was able to attend a safety-oriented summer camp, the program was again on-site for an additional three (3) days after the school year at the camp. This program was visited by CTHSO staff members and includes young students interested in the fields of law enforcement and emergency services, and the program continues to be a critical teaching component of their experience while attending. 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 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-5 (M8*TSP)	0205-0745-5-AC	Matrix Entertainment	Private Entity	\$252,000.00

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

The CTHSO continued its partnership with Connecticut Children's on *Watch for Me CT*, the comprehensive, statewide pedestrian and bicycle safety project, now in its ninth year. 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 Coordinators and the CTHSO. The media plan utilized cable and streaming television, streaming audio, 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. Topics covered included e-bike safety, Daylight Savings, Halloween and other holidays, back to school, pedestrian safety month, bike and walk to school days, bus stop safety, and more. 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. Community engagement is a major focus of the project, as staff worked directly with municipalities to provide tailored safety education and outreach to various audiences. Pedestrian and bicycle safety was conducted at numerous public events, including but not limited to safety fairs, press conferences, bike rodeos, farmers markets, and walk audits. Led by *Watch for Me CT*, Connecticut held its second annual World Day of Remembrance for Road Traffic Victims on November 17, 2024, in New Haven. The event was a major success, garnering significant earned media and attendance by State and local leaders. The *Watch for Me CT* website was expanded to include a parent and kids' page and a new e-bike safety page. The program's mini-documentary, *Ghost Shoes*, was the recipient of a Boston / New England Regional Emmy. 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
405g-2 (BGPE)	0205-0746-2-AE	Connecticut Children's Medical Center	Non-Profit	\$519,560.43

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 FFY2025 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 cable television, streaming TV, transit, gas station signage, 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 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)	0205-0740-4-AT	Connecticut Children's Medical Center	Non-Profit	\$215,529.08

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

venues, and festivals. The CTHSO program manager works directly with each of these partners to create a custom advertising and marketing 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	0205-0703-AA	CTHSO	State Government	\$24,767.20

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

Connecticut's South Central Regional Council of Governments (SCRCOG) covers approximately 570,000 people, or one sixth of the State's population.. Through this program, SCRCOG continued to develop highway safety programs with the guidance of a Highway Safety Specialist. This included the senior driver highway safety training program which continued to expand by offering more training opportunities throughout the region's 15 member towns. The Highway Safety Specialist in FFY2025 worked in partnership with AAA, which offered 22 free classes to 356 seniors in 6 locations, and AARP which offered 39 free classes to 452 seniors in 13 locations.

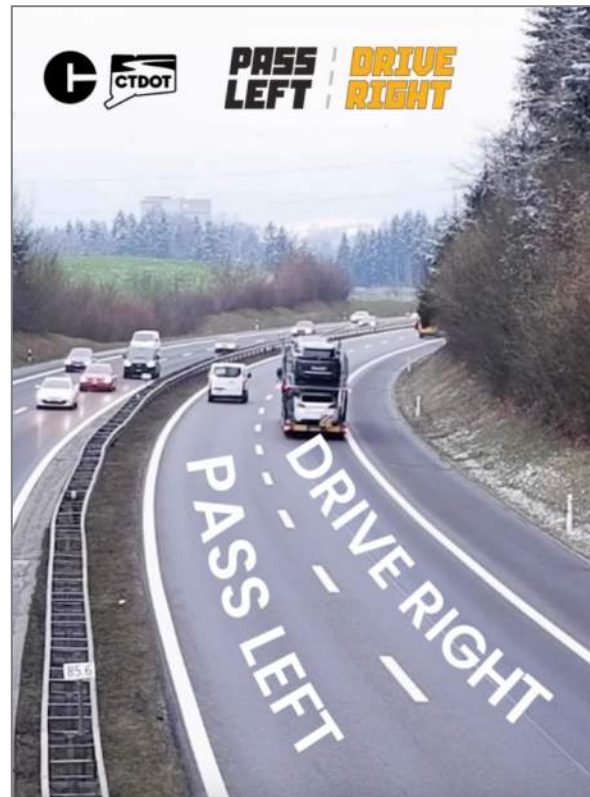


Another area of focus included teen drivers. A program called SAFE-R (Students Advocating for Effective Roadways) was developed and teen driver ambassadors from the SCRCOG region's towns will form the core group. A planned teen safety summit is planned for FFY2026.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-PT	0205-0707-AX	South Central Regional Council of Governments	Non-Profit	\$152,771.87

Project CTS-12 Left Lane Driver Education

The Left Lane Driver Education program was created in FFY2025 to inform and educate the public on the upcoming changes to Connecticut law regarding left lane restrictions. With NHTSA approval, the CTHSO began the development of a year-long educational campaign to prepare Connecticut drivers on the new law going to effect on Oct. 1, 2026. The creative portion of the *Pass Left, Drive Right* campaign was developed in FFY2025, and the media buy placements will run in FFY2026. Building on the development of the creative, funding will be used to develop and execute a year-long statewide public awareness campaign educating the public about the restriction on, and fines associated with, using the extreme left lane. Currently, in CGS 14-230a, there is a prohibition on commercial vehicles occupying the leftmost lane on a limited access highway. This section prohibits all vehicles from traveling in the extreme left lane on limited access highways, except when passing or other certain situations. In multiple public meetings and discussions with the public, this is one of the most common complaints about the State's highways. Proscribing a clearer requirement for operation of motor vehicles should have a beneficial impact on the traffic patterns, as drivers will no longer feel encouraged to weave between lanes to pass a slower moving vehicle. Finally, this change will also provide more space in the extreme left lane for emergency vehicles, shortening their response time.



FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-PM	0205-0711-AB	CTHSO	State Government	\$39,675.00

Project CTS-13 CTHSO Social Media, Website and Communications Support

To address safety issues related to driver behavior, the CTHSO developed a web-based platform for the public to access resources including safe driving educational information and materials. A critical component of public outreach is education in the form of marketing and advertising. When the CTHSO conducts public outreach, the many different areas of highway safety are discussed with community members. Having this web-based platform allows CTHSO staff members to share this website and information with the public, which provides them with a resource to continue their education on the topic following the interaction. This website includes information about all of the CTHSO's safety campaigns while also including additional resources such as crash data, partner contacts, commercials, and outreach and marketing materials. To continue reinforcing this message to change roadway user behavior, the CTHSO must also use marketing and advertising efforts on social media. This grant allowed for the CTHSO to continue its marketing, advertising, and educational efforts through a multi-faceted approach to traffic safety.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-CP	0205-0703-AF	CTHSO	State Government	\$114,950.00

Planned Community Traffic Safety Projects Not Implemented During FFY2025

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

This project was not completed in FFY2025, as a grant to continue the project was not applied for.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-PS	0205-0710-AI	CTDMV	State Government	\$0.00

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

This project was not completed in FFY2025 due to staffing changes at Transport Hartford at the Center for Latino Progress.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-PS	0205-0710-AG	City of Hartford Health and Human Services	Municipal Government	\$0.00

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

This project was not completed in FFY2025 as efforts dedicated to education and community outreach to pedestrians and bicyclists were focused through the *Watch for Me CT* program.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-PS	0205-0710-AB	CTHSO	State Government	\$0.00

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

This project was not completed in FFY2025 as efforts dedicated to education and community outreach to pedestrians and bicyclists were focused through the *Watch for Me CT* program.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
405g-2 (BGPE)	0205-0746-2-AC	CTHSO	State Government	\$0.00

Preventing Roadside Deaths (PRD)

Performance Measures

- Number of Roadside Fatalities
- Number of Work Zone Fatalities

Projects

Planned Preventing Roadside Deaths Project(s) Implemented During FFY2025

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

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. The attenuator was delivered, and a town truck was secured to mount it on. The Colchester Fire Department developed curriculum about the dangers of not moving over and presented it to community members during FFY2025.

In addition, the CTHSO in collaboration with Colchester Fire and EMS and the Connecticut Construction Industries Association (CCIA), launched a 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.



Overall, during FFY2025, the Colchester Fire Department completed the build of the emergency blocking vehicle and deployed it on Route 2, Route 11, and various other hazardous roadways to ensure the safety of personnel operating on the shoulder of the

roadway. In addition, the Colchester Fire Department trained personnel in Traffic Incident Management (TIMS) and provided reflective safety vests to those who operate in the roadway. Throughout the grant period, the Colchester Fire Department remained active in the community and provided traffic safety education about the “Move Over” law to senior citizens and community members through outreach and events.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-RS	0205-0714-AB	Colchester Fire Department	Fire and Emergency Services	\$127,232.08

Planned Preventing Roadside Deaths Project(s) Not Implemented During FFY2025

Project PRD-2 Work Zone and Roadside Vehicle Safety Awareness

This project was planned; however, no grant application was submitted in FFY2025. CTDMMV has applied for funding in FFY2026 to complete the task of this project.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-PS	0205-0710-AJ	CTDMV	State Government	\$0.00

Driver and Officer Safety Education (DOSE)

Project(s)

Planned Community Traffic Safety Project(s) Implemented During FFY2025

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

In FFY2025 the Connecticut Police Chiefs Association (CPCA) continued with the *Breaking Barriers* program for older drivers with an 11-minute sit down testimonial video called *Ask Me Anything*. This video conversation between older drivers and police officers is similar to the teen driver video that had previously been released. The older driver video has been posted to the CPCA's YouTube account and social media platform. There are plans in FFY2026 to show the videos at senior centers statewide and to allow participants to engage with CPCA representatives about traffic safety initiatives.

In FFY2025, AAA National and the AARP Connecticut State driving coordinator began using the *Ask Me Anything* video geared toward older drivers for community outreach and to address high-risk populations. One goal of this project was to improve communication



and understanding between law enforcement and younger / newer and senior 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 that address real concerns and allows for community members to engage with law enforcement through a positive means.

To recap on the project progress, 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.

To date, the CPCA and the CTHSO have received positive feedback from community partners and law enforcement professionals 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	0205-0711-AC	CT Police Chiefs Association	Non-Profit	\$349,302.06
402-CP	0205-0703-AC	CT Police Chiefs Association	Non-Profit	\$67,378.73
402-PT	0205-0707-AG	CT Police Chiefs Association	Non-Profit	\$130,000.00

Planned Community Traffic Safety Project(s) Not Implemented During FFY2025

None.

Planning and Administration (PA)

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 FFY2025. 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 2025 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 Assistant Planning Director 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 2024 Annual Report by January 28, 2025.
- Prepared and submitted the FFY2026 Annual Grant Application and 405 applications by August 1, 2025.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-PA	0205-0733-AA	CTHSO	State Government	\$298,972.87

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 Assistant Planning Director 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 but not limited to:

- 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 two (2) meetings in FFY2025 in February and June. 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	0205-0704-AA	CTHSO	State Government	\$63.10
154-EDU_AL	0205-0721-1-AA	CTHSO	State Government	\$3,843.09

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 Assistant Planning Director 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	0205-0702-AA	CTHSO	State Government	\$0.00

Project PA-4 Child Restraint Administration

There were 81 child passenger safety technicians (CPSTs) who were eligible to recertify for Connecticut from October 2024 through September 2025. A total of 167 CPSTs did recertify

bringing Connecticut to a 62.8 percent recertification rate compared to a 55.1 percent national average. For many that did not recertify, it was due to their position change at their job or due to retirement.

In FFY2025, the number of fitting stations increased to 100. Printed literature, car seat recommendations and educational supplies were provided to assist in supporting the fitting stations. There are 419 CPSTs of which 24 are CPST instructors (CPST-Is). These CPS-Is are available to teach certification classes for those interested in becoming a CPST.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-CR	0205-0709-AA	CTHSO	State Government	\$123.24

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 Assistant Planning Director 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, memberships, travel, materials, supplies, and other related operating expenses.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-PT	0205-0707-AA	CTHSO	State Government	\$270.00

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 Assistant Planning Director 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	0205-0701-AA	CTHSO	State Government	\$3,241.19

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 Assistant Planning Director and the NHTSA Region 1. Non-NHTSA funds were used to support this project.

No funding was utilized from project 0205-0705-AA for travel.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
405c (M3DA)	0205-0742-AA	CTHSO	State Government	\$0.00
402-TR	0205-0705-AA	CTHSO	State Government	\$0.00

Project PA-8 Intelligrants IGX eGrants Implementation and Maintenance

The IntelliGrants IGX eGrants management system, known internally at CTHSO as the Statewide Application for eGrants and Reimbursements (SAFER), continues to be built to manage each step of the CTHSO grant lifecycle in an online environment. In FFY2025, the

CTHSO successfully received 208 grant applications from subgrantees through SAFER, including non-enforcement, DRE, and enforcement grants (DUI, speed, distracted driving, and *Click It or Ticket*). Additionally, in FFY2025, the design, development and testing of the rebuilt non-enforcement (HSI) and DRE grant applications, progress reports, and reimbursements were completed, with HSI grants opened to subgrantees prior to the new fiscal year. The rebuilding of other grant applications, reimbursements, and reports



Welcome to SAFER, the State of Connecticut Highway Safety Office's Electronic Grant Management System!

What is SAFER? The State of Connecticut Highway Safety Office uses an electronic grant management system, the **Statewide Application For eGrants & Reimbursements (SAFER)**, to receive and process grant applications, issue grant awards, and receive and process grant reports and payment requests. The SAFER eGrant system requires prior authorization for access, and **all** organizations will need to register first.

New Users: The initial Registration for your organization must be completed by a designated **Subgrantee Project Director (PD)** for your organization.

Unsure if your organization exists in SAFER? Please contact HSO at DOT.HSO.Grants@ct.gov before submitting a registration request.

Steps to Get Started as a new Subgrantee Project Director:

1. To begin, click **New Organization? Register Here!** Complete and submit your Subgrantee Project Director registration request.
2. After registering both yourself and your organization, you will receive a confirmation email once the Subgrantee Project Director registration request has been approved by the State of Connecticut Highway Safety Office.
3. Upon registration approval, you may then log into the SAFER eGrant system to manage grant applications, reimbursements, and organization information, as well as create necessary additional organization member accounts for other designated users.

Returning Users: Login to access the system.

Useful Links:

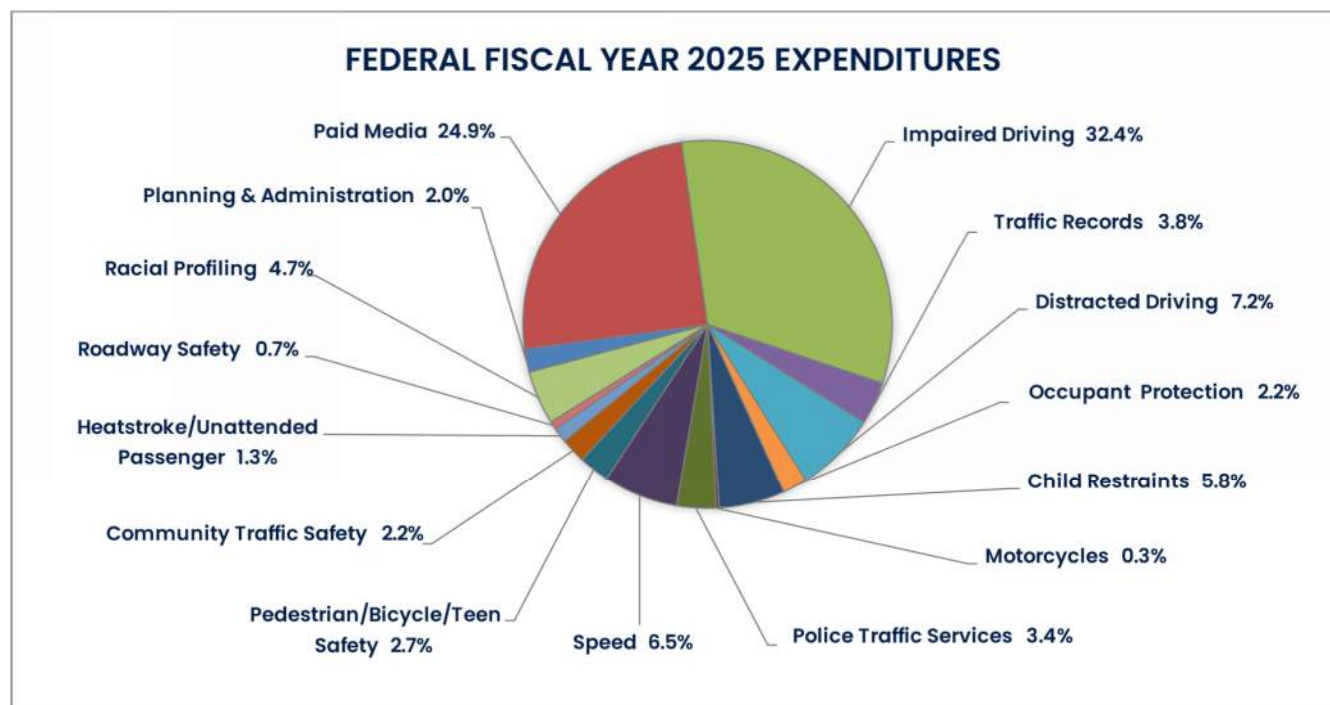
- [Official Connecticut Highway Safety Office website](#)
- [CT HSO Traffic Safety Programs](#)

continues with expected completion in FFY2026.

FUNDING SOURCE	PROJECT NUMBER	SUBRECIPIENT	ORGANIZATION TYPE	\$ AMOUNT EXPENDED
402-PA	0205-0733-AB	CTHSO	State Government	\$54,548.85

Financial Summary

Financial Summary (Data as of 12/28/2025)																				
	402	154-ENF	154PA	154-PM	154-LET	154-EDU	154-TOX	1906	405 B	405 C	405 D	405 D Int	405 E Comp	405 E-Law	405 E-Awareness	405 F	405 G	405 H	Total	% of Total
Planning & Administration	\$353,522																		\$353,522	2.0%
Paid Media	\$388,977			\$1,842,990					\$399,944		\$548,040		\$477,279		\$46,588	\$99,984	\$519,560		\$4,323,363	24.9%
Impaired Driving	\$63	\$1,573,872			\$164,346	\$985,296	\$1,981,990				\$925,828								\$5,631,396	32.4%
Traffic Records	\$0									\$652,433									\$652,433	3.8%
Distracted Driving	\$1,146,148												\$169	\$96,854					\$1,243,171	7.2%
Occupant Protection	\$318,597								\$58,280										\$376,877	2.2%
Child Restraints	\$1,003,337																		\$1,003,337	5.8%
Motorcycles	\$3,241															\$43,098			\$46,339	0.3%
Police Traffic Services	\$283,042														\$311,900				\$594,942	3.4%
Speed	\$1,033,413													\$99,909					\$1,133,322	6.5%
Pedestrian/Bicycle/Teen Safety	\$0											\$215,529	\$252,000						\$467,529	2.7%
Community Traffic Safety	\$225,596								\$62,415			\$94,051							\$382,062	2.2%
Heatstroke/Unattended Passenger	\$224,488																		\$224,488	1.3%
Roadway Safety	\$127,232																		\$127,232	0.7%
Racial Profiling	\$0							\$817,438											\$817,438	4.7%
TOTAL	\$5,107,655	\$1,573,872	\$0	\$1,842,990	\$164,346	\$985,296	\$1,981,990	\$817,438	\$520,639	\$652,433	\$1,473,868	\$309,580	\$729,449	\$196,763	\$358,488	\$143,082	\$519,560	\$0	\$17,377,449	100.0%



FFY2025 Project List

Prog. Area	Project Number	Agency	Project Description	Grant	FFY2025 Expenses
154-EDU_AL	0205-0721-1-AA	CT-DOT/HSO	Alcohol Education and Program Management	\$100,000.00	\$3,843.09
154-EDU_AL	0205-0721-1-AB	Dept of Consumer Protection/Liquor Commission	Alcohol Education for Hospitality Industry	\$85,000.00	\$51,525.00
154-EDU_AL	0205-0721-1-AD	Automotive Coalition for Traffic Safety, Inc. (ACTS)	DADSS CT Trial Deployment.	\$748,183.31	\$679,928.36
154-EDU_AL	0205-0721-1-AY	Alliance Sports Marketing	Choices Matter	\$300,000.00	\$250,000.00
154-TOX_AL	0205-0719-1-AD	DESPP (DSS)	Warranties and Equipment	\$1,981,990.00	\$1,981,990.00
154-PM_AL	0205-0720-1-AA	CT-DOT/HSO	DUI Media Campaign	\$2,000,000.00	\$1,608,000.00
154-PM_DG	0205-0720-2-AB	CT-DOT/HSO	Cannabis Impairment Awareness Media & Outreach Campaign	\$700,000.00	\$234,990.38
154-ENF_AL	0205-0722-1-AG	Glastonbury	Comprehensive DUI Enforcement	\$24,667.90	\$23,640.08
154-ENF_AL	0205-0722-1-AJ	Bristol	Comprehensive DUI Enforcement	\$97,932.27	\$31,095.44
154-ENF_AL	0205-0722-1-AL	Greenwich	Comprehensive DUI Enforcement	\$34,525.76	\$33,781.55
154-ENF_AL	0205-0722-1-AM	Watertown	Comprehensive DUI Enforcement	\$29,960.00	\$22,962.82
154-ENF_AL	0205-0722-1-AN	New Britain	Comprehensive DUI Enforcement	\$119,560.32	\$114,255.89
154-ENF_AL	0205-0722-1-AQ	Naugatuck	Comprehensive DUI Enforcement	\$29,624.28	\$27,325.98
154-ENF_AL	0205-0722-1-AT	Fairfield	Comprehensive DUI Enforcement	\$49,536.00	\$49,536.00
154-ENF_AL	0205-0722-1-AU	Meriden	Comprehensive DUI Enforcement	\$16,805.80	\$6,269.73
154-ENF_AL	0205-0722-1-BA	Bridgeport	Comprehensive DUI Enforcement	\$125,775.22	\$60,559.23
154-ENF_AL	0205-0722-1-BC	Cromwell	Comprehensive DUI Enforcement	\$16,159.47	\$15,293.46
154-ENF_AL	0205-0722-1-BD	Norwalk	Comprehensive DUI Enforcement	\$89,892.82	\$77,266.86

154-ENF_AL	0205-0722-1-BH	Manchester	Comprehensive DUI Enforcement	\$152,245.60	\$104,067.23
154-ENF_AL	0205-0722-1-BI	Branford	Comprehensive DUI Enforcement	\$43,906.63	\$36,905.20
154-ENF_AL	0205-0722-1-BK	Groton Town	Comprehensive DUI Enforcement	\$31,719.70	\$8,756.86
154-ENF_AL	0205-0722-1-BL	Coventry	Comprehensive DUI Enforcement	\$19,341.82	\$705.15
154-ENF_AL	0205-0722-1-BX	Danbury	Comprehensive DUI Enforcement	\$49,350.71	\$37,832.09
154-ENF_AL	0205-0722-1-BZ	Wilton	Comprehensive DUI Enforcement	\$24,999.84	\$24,812.15
154-ENF_AL	0205-0722-1-CB	Hartford	Comprehensive DUI Enforcement	\$323,931.61	\$124,045.18
154-ENF_AL	0205-0722-1-CC	Wallingford	Comprehensive DUI Enforcement	\$61,575.38	\$38,484.62
154-ENF_AL	0205-0722-1-CH	Vernon	Comprehensive DUI Enforcement	\$36,691.12	\$20,400.24
154-ENF_AL	0205-0722-1-CI	Monroe	Comprehensive DUI Enforcement	\$29,918.63	\$29,423.61
154-ENF_AL	0205-0722-1-CN	Enfield	Comprehensive DUI Enforcement	\$77,365.46	\$55,696.39
154-ENF_AL	0205-0722-1-CP	Colchester	Comprehensive DUI Enforcement	\$24,961.29	\$24,677.51
154-ENF_AL	0205-0722-1-CS	Montville	Comprehensive DUI Enforcement	\$64,539.98	\$27,695.64
154-ENF_AL	0205-0722-1-CV	Waterford	Comprehensive DUI Enforcement	\$31,541.90	\$22,642.77
154-ENF_AL	0205-0722-1-DA	Newtown	Comprehensive DUI Enforcement	\$33,112.28	\$12,597.94
154-ENF_AL	0205-0722-1-DC	Westbrook	Comprehensive DUI Enforcement	\$13,187.90	\$7,005.97
154-ENF_AL	0205-0722-1-DE	Torrington	Comprehensive DUI Enforcement	\$54,999.53	\$46,690.07
154-ENF_AL	0205-0722-1-DI	New Haven	Comprehensive DUI Enforcement	\$15,611.44	\$12,808.58
154-ENF_AL	0205-0722-1-DJ	South Windsor	Comprehensive DUI Enforcement	\$14,540.40	\$1,425.43
154-ENF_AL	0205-0722-1-DQ	Windsor Locks	Comprehensive DUI Enforcement	\$34,125.32	\$23,761.54
154-ENF_AL	0205-0722-1-DS	Farmington	Comprehensive DUI Enforcement	\$24,488.04	\$13,738.15
154-ENF_AL	0205-0722-1-DT	DESPP	Expanded DUI Enforcement & Equipment	\$499,946.13	\$219,311.02
154-ENF_AL	0205-0722-1-DU	Mansfield	Comprehensive DUI Enforcement	\$64,036.00	\$25,684.01

154-ENF_AL	0205-0722-1-DW	East Windsor	Comprehensive DUI Enforcement	\$44,581.97	\$14,830.05
154-ENF_AL	0205-0722-1-DY	East Hartford	Comprehensive DUI Enforcement	\$29,662.42	\$12,271.10
154-ENF_AL	0205-0722-1-ED	Waterbury	Comprehensive DUI Enforcement	\$157,786.32	\$123,355.89
154-ENF_AL	0205-0722-1-EZ	Stamford	Comprehensive DUI Enforcement	\$119,797.92	\$9,550.17
154-ENF_AL	0205-0722-1-FA	New Milford	Comprehensive DUI Enforcement	\$24,906.21	\$18,789.71
154-ENF_AL	0205-0722-1-FC	Ansonia	Comprehensive DUI Enforcement	\$24,921.98	\$2,038.52
154-ENF_AL	0205-0722-1-FE	Middletown	Comprehensive DUI Enforcement	\$24,089.58	\$7,244.59
154-ENF_AL	0205-0722-1-FJ	Putnam	Comprehensive DUI Enforcement	\$24,811.90	\$4,637.87
154-LET_DG	0205-0724-2-AB	CT-DOT/HSO	DRE Training	\$250,000.00	\$7,334.31
154-LET_DG	0205-0724-2-AF	DESPP	DRE Instructor Support (3)	\$100,000.00	\$20,773.93
154-LET_DG	0205-0724-2-AH	Montville	DRE Instructor Support	\$44,938.37	\$38,677.34
154-LET_DG	0205-0724-2-AI	Newtown	DRE Instructor Support	\$40,818.87	\$13,057.28
154-LET_DG	0205-0724-2-AK	Waterford	DRE Instructor Support	\$43,778.40	\$12,358.19
154-LET_DG	0205-0724-2-AN	Vernon	DRE Instructor Support	\$31,980.98	\$5,928.59
154-LET_DG	0205-0724-2-AO	Norwalk	DRE Instructor Support	\$44,659.38	\$28,139.88
154-LET_DG	0205-0724-2-AQ	CT-DOT/HSO	Law Enforcement Phlebotomy Program Pilot	\$300,000.00	\$38,076.67
1906-F1906ER	0205-0725-AA	UConn	Racial Profiling Prohibition	\$1,197,875.06	\$817,437.80
402-AL	0205-0704-AA	CT-DOT/HSO	Alcohol Program Management	\$10,000.00	\$63.10
402-CP	0205-0703-AA	CT-DOT/HSO	HSO Staff Community Outreach	\$150,000.00	\$24,767.20
402-CP	0205-0703-AC	CPCA	LEL Outreach	\$149,924.65	\$67,378.73
402-CP	0205-0703-AE	East Hartford PD	Community Outreach and Equipment	\$149,999.37	\$18,500.00
402-CP	0205-0703-AF	CT-DOT/HSO	Website Maintenance	\$115,000.00	\$114,950.00
402-CR	0205-0709-AA	CT-DOT/HSO	Child Restraint Administration	\$10,000.00	\$123.24

402-CR	0205-0709-AB	CT-DOT/HSO	CPS Training	\$30,000.00	\$2,613.68
402-CR	0205-0709-AC	CCMC	CPS Fitting Stations Support	\$109,999.50	\$91,489.65
402-CR	0205-0709-AD	YNHH	CPS Fitting Stations Support	\$140,000.00	\$114,311.16
402-CR	0205-0709-AE	YNHH	Community Traffic Safety Program	\$169,832.61	\$162,398.03
402-CR	0205-0709-AG	CCMC	Western CT CPS Support	\$149,999.33	\$128,215.57
402-CR	0205-0709-AH	City of Hartford Health and Human Services	Safe Kids Hartford CPS Program	\$140,688.79	\$100,394.87
402-CR	0205-0709-AI	YNHH	Targeting Disparities to Increase Proper Car Seat Use	\$279,769.93	\$217,651.26
402-CR	0205-0709-AJ	Waterbury PD	Hangtime Community Traffic Safety Program	\$109,441.70	\$51,627.35
402-CR	0205-0709-AK	CCMC	Northern CT CPS Training Support	\$129,999.48	\$105,793.10
402-CR	0205-0709-AL	Griffin Hospital Community Outreach Dept.	Child Passenger Safety Road Program	\$34,983.00	\$28,718.96
402-MC	0205-0701-AA	CT-DOT/HSO	Motorcycle Safety Program Administration	\$10,000.00	\$3,241.19
402-OP	0205-0702-AD	Waterbury PD	Waterbury Area Traffic Safety Program	\$173,117.45	\$126,932.74
402-OP	0205-0702-AM	Bridgeport	Click It or Ticket Enforcement	\$29,108.03	\$29,010.95
402-OP	0205-0702-AN	Danbury	Click It or Ticket Enforcement	\$9,490.52	\$8,094.80
402-OP	0205-0702-AQ	Enfield	Click It or Ticket Enforcement	\$9,448.86	\$4,359.18
402-OP	0205-0702-AR	Fairfield	Click It or Ticket Enforcement	\$9,992.30	\$9,001.58
402-OP	0205-0702-AT	Glastonbury	Click It or Ticket Enforcement	\$9,764.38	\$8,736.55
402-OP	0205-0702-AU	Hamden	Click It or Ticket Enforcement	\$19,998.69	\$19,931.66
402-OP	0205-0702-AV	Hartford	Click It or Ticket Enforcement	\$28,166.67	\$27,595.77
402-OP	0205-0702-AX	Meriden	Click It or Ticket Enforcement	\$9,453.26	\$5,756.46
402-OP	0205-0702-AZ	Naugatuck	Click It or Ticket Enforcement	\$9,534.43	\$8,125.74
402-OP	0205-0702-BA	New Britain	Click It or Ticket Enforcement	\$9,626.72	\$8,537.78

402-OP	0205-0702-BC	Orange	Click It or Ticket Enforcement	\$9,796.27	\$2,373.07
402-OP	0205-0702-BD	South Windsor	Click It or Ticket Enforcement	\$7,754.88	\$7,426.68
402-OP	0205-0702-BI	Waterbury	Click It or Ticket Enforcement	\$14,736.96	\$14,148.15
402-OP	0205-0702-BJ	Watertown	Click It or Ticket Enforcement	\$9,999.99	\$6,974.72
402-OP	0205-0702-BZ	New Milford	Click It or Ticket Enforcement	\$7,618.37	\$3,965.67
402-OP	0205-0702-CD	Norwalk	Click It or Ticket Enforcement	\$4,999.46	\$4,999.46
402-OP	0205-0702-CJ	Stamford	Click It or Ticket Enforcement	\$9,422.68	\$3,837.23
402-OP	0205-0702-CK	Stratford	Click It or Ticket Enforcement	\$9,675.96	\$9,533.08
402-OP	0205-0702-CM	Torrington	Click It or Ticket Enforcement	\$9,980.68	\$9,255.28
402-PA	0205-0733-AA	CT-DOT/HSO	Planning and Administration	\$621,995.18	\$298,972.87
402-PA	0205-0733-AB	CT-DOT/HSO	IntelliGrants IGX eGrants Implementation & Maintenance	\$178,000.00	\$54,548.85
402-PM	0205-0711-AB	CT-DOT/HSO	Left Lane Driver Education	\$150,000.00	\$39,675.00
402-PM	0205-0711-AC	CPCA	Public Outreach & Education Campaigns	\$350,000.00	\$349,302.06
402-PT	0205-0707-AA	CT-DOT/HSO	PTS Administration	\$10,000.00	\$270.00
402-PT	0205-0707-AG	CPCA	Breaking Barriers	\$200,000.00	\$130,000.00
402-PT	0205-0707-AX	SCRCOG	Regional Highway Safety Pilot	\$169,718.38	\$152,771.87
402-SE	0205-0706-AC	Bridgeport	Speed and Aggressive Driving Enforcement	\$69,036.50	\$26,486.47
402-SE	0205-0706-AD	Bristol	Speed and Aggressive Driving Enforcement	\$46,091.39	\$28,823.08
402-SE	0205-0706-AF	Danbury	Speed and Aggressive Driving Enforcement	\$69,008.28	\$62,766.31
402-SE	0205-0706-AG	East Hartford	Speed and Aggressive Driving Enforcement	\$48,883.69	\$42,356.56
402-SE	0205-0706-AI	Fairfield	Speed and Aggressive Driving Enforcement	\$49,728.00	\$49,718.68
402-SE	0205-0706-AJ	Hamden	Speed and Aggressive Driving Enforcement	\$69,996.31	\$67,435.52

402-SE	0205-0706-AK	Hartford	Speed and Aggressive Driving Enforcement	\$68,851.86	\$52,151.50
402-SE	0205-0706-AM	Meriden	Speed and Aggressive Driving Enforcement	\$66,522.96	\$41,524.53
402-SE	0205-0706-AN	Middletown	Speed and Aggressive Driving Enforcement	\$68,598.63	\$68,050.98
402-SE	0205-0706-AO	New Britain	Speed and Aggressive Driving Enforcement	\$69,981.84	\$61,464.36
402-SE	0205-0706-AP	New Haven	Speed and Aggressive Driving Enforcement	\$31,790.08	\$31,790.08
402-SE	0205-0706-AR	Norwalk	Speed and Aggressive Driving Enforcement	\$69,942.06	\$56,974.32
402-SE	0205-0706-AV	Waterbury	Speed and Aggressive Driving Enforcement	\$69,493.64	\$69,065.38
402-SE	0205-0706-AX	Wethersfield	Speed and Aggressive Driving Enforcement	\$45,211.70	\$44,861.13
402-SE	0205-0706-AY	Stamford	Speed and Aggressive Driving Enforcement	\$49,913.40	\$14,951.34
402-SE	0205-0706-BB	Wallingford	Speed and Aggressive Driving Enforcement	\$41,924.84	\$21,765.81
402-SE	0205-0706-BG	Manchester	Speed and Aggressive Driving Enforcement	\$49,711.16	\$45,567.01
402-SE	0205-0706-BH	Seymour	Speed and Aggressive Driving Enforcement	\$30,279.04	\$14,177.16
402-SE	0205-0706-BI	New Milford	Speed and Aggressive Driving Enforcement	\$48,347.35	\$42,384.61
402-SE	0205-0706-BJ	Naugatuck	Speed and Aggressive Driving Enforcement	\$47,831.69	\$45,912.56
402-SE	0205-0706-BK	Torrington	Speed and Aggressive Driving Enforcement	\$49,898.85	\$48,314.33
402-SE	0205-0706-BL	Ansonia	Speed and Aggressive Driving Enforcement	\$49,451.07	\$49,451.07
402-SE	0205-0706-BM	Darien	Speed and Aggressive Driving Enforcement	\$49,590.88	\$47,420.51
402-DD	0205-0712-AC	New Haven	Distracted Driving Enforcement	\$47,685.12	\$25,298.10
402-DD	0205-0712-AD	Danbury	Distracted Driving Enforcement	\$68,331.75	\$62,042.77
402-DD	0205-0712-AE	Waterbury	Distracted Driving Enforcement	\$48,532.32	\$47,816.30
402-DD	0205-0712-AF	Hartford	Distracted Driving Enforcement	\$78,985.90	\$56,101.39
402-DD	0205-0712-AG	Manchester	Distracted Driving Enforcement	\$63,643.97	\$29,616.52
402-DD	0205-0712-AH	Norwalk	Distracted Driving Enforcement	\$69,992.38	\$59,993.47

402-DD	0205-0712-AJ	Westport	Distracted Driving Enforcement	\$23,040.00	\$18,947.68
402-DD	0205-0712-AK	Hamden	Distracted Driving Enforcement	\$79,990.43	\$78,916.14
402-DD	0205-0712-AL	Farmington	Distracted Driving Enforcement	\$27,343.21	\$13,736.43
402-DD	0205-0712-AM	Orange	Distracted Driving Enforcement	\$29,085.83	\$24,296.25
402-DD	0205-0712-AQ	Bridgeport	Distracted Driving Enforcement	\$58,928.00	\$38,346.41
402-DD	0205-0712-AR	Stamford	Distracted Driving Enforcement	\$59,993.47	\$42,641.49
402-DD	0205-0712-AT	Stratford	Distracted Driving Enforcement	\$38,012.70	\$37,219.36
402-DD	0205-0712-AU	Plainville	Distracted Driving Enforcement	\$14,909.65	\$9,584.77
402-DD	0205-0712-AV	Trumbull	Distracted Driving Enforcement	\$21,421.64	\$11,602.59
402-DD	0205-0712-AX	Vernon	Distracted Driving Enforcement	\$16,984.03	\$14,257.93
402-DD	0205-0712-AY	North Haven	Distracted Driving Enforcement	\$24,177.87	\$20,034.96
402-DD	0205-0712-BB	West Hartford	Distracted Driving Enforcement	\$38,579.20	\$20,889.04
402-DD	0205-0712-BE	Wallingford	Distracted Driving Enforcement	\$18,190.52	\$7,322.16
402-DD	0205-0712-BF	East Hartford	Distracted Driving Enforcement	\$34,012.91	\$30,972.38
402-DD	0205-0712-BG	Waterford	Distracted Driving Enforcement	\$22,051.06	\$13,382.47
402-DD	0205-0712-BH	Brookfield	Distracted Driving Enforcement	\$24,216.83	\$11,050.15
402-DD	0205-0712-BI	Willimantic	Distracted Driving Enforcement	\$24,622.08	\$7,978.15
402-DD	0205-0712-BL	Meriden	Distracted Driving Enforcement	\$36,412.57	\$28,505.98
402-DD	0205-0712-BN	Wilton	Distracted Driving Enforcement	\$24,999.04	\$19,149.49
402-DD	0205-0712-BO	Monroe	Distracted Driving Enforcement	\$23,717.83	\$22,820.01
402-DD	0205-0712-BS	Canton	Distracted Driving Enforcement	\$24,485.29	\$24,485.29
402-DD	0205-0712-BT	Enfield	Distracted Driving Enforcement	\$24,803.25	\$11,722.49
402-DD	0205-0712-BU	East Windsor	Distracted Driving Enforcement	\$24,194.04	\$23,195.19

402-DD	0205-0712-BV	New Milford	Distracted Driving Enforcement	\$24,613.20	\$16,577.97
402-DD	0205-0712-BW	Greenwich	Distracted Driving Enforcement	\$24,905.40	\$17,940.18
402-DD	0205-0712-BY	New Britain	Distracted Driving Enforcement	\$49,845.60	\$49,683.60
402-DD	0205-0712-CA	Naugatuck	Distracted Driving Enforcement	\$24,137.72	\$23,074.75
402-DD	0205-0712-CH	Plymouth	Distracted Driving Enforcement	\$24,250.28	\$22,400.87
402-DD	0205-0712-CK	Watertown	Distracted Driving Enforcement	\$24,998.40	\$15,102.08
402-DD	0205-0712-CL	New Canaan	Distracted Driving Enforcement	\$24,650.00	\$22,884.76
402-DD	0205-0712-CN	Glastonbury	Distracted Driving Enforcement	\$24,667.90	\$22,612.24
402-DD	0205-0712-CP	Torrington	Distracted Driving Enforcement	\$29,969.28	\$25,934.61
402-DD	0205-0712-CT	Fairfield	Distracted Driving Enforcement	\$49,920.00	\$49,888.88
402-DD	0205-0712-CV	Middletown	Distracted Driving Enforcement	\$24,089.58	\$19,689.47
402-DD	0205-0712-CY	Montville	Distracted Driving Enforcement	\$23,682.85	\$15,150.06
402-DD	0205-0712-EF	Newtown	Distracted Driving Enforcement	\$10,347.59	\$4,938.30
402-DD	0205-0712-EU	Woodbridge	Distracted Driving Enforcement	\$23,307.52	\$7,563.44
402-DD	0205-0712-EV	Ansonia	Distracted Driving Enforcement	\$23,292.76	\$20,781.05
402-UNATTD	0205-0713-AC	CCMC	Look Before You Lock Education Campaign, Where's Baby	\$224,999.45	\$224,487.58
402-RS	0205-0714-AB	Colchester Fire Dept.	Move Over, Slow Down Campaign	\$142,964.00	\$127,232.08
405b-1 (MIHVE)	0205-0741-1-AC	DESPP (CSP)	Occupant Protection Enforcement	\$146,818.75	\$58,280.00
405b-2 (MIPE)	0205-0741-2-AD	CT-DOT/HSO	Occupant Protection Media Buy	\$400,000.00	\$399,943.97
405b-3 (BICPS_US)	0205-0741-3-AE	DESPP (CSP)	Convincer/Rollover Simulator Education and Equipment	\$199,272.67	\$62,415.33
405c (M3DA)	0205-0742-AG	Dept of Public Health	Emergency Medical System	\$152,947.07	\$54,299.51
405c (M3DA)	0205-0742-AO	Vernon	eCitation – Technology/Software Support	\$19,954.71	\$16,854.71

405c (M3DA)	0205-0742-AQ	Glastonbury	eCitation – Technology/Software Support	\$23,381.15	\$23,381.15
405c (M3DA)	0205-0742-AR	Meriden	eCitation – Technology/Software Support	\$34,246.78	\$34,246.78
405c (M3DA)	0205-0742-AS	Enfield	eCitation – Technology/Software Support	\$32,421.18	\$31,216.63
405c (M3DA)	0205-0742-AT	Wolcott	eCitation – Technology/Software Support	\$9,900.00	\$7,875.00
405c (M3DA)	0205-0742-AU	Southbury	eCitation – Technology/Software Support	\$16,854.70	\$16,854.70
405c (M3DA)	0205-0742-AZ	CT Judicial (CIB)	eProcessing of Citation from Roadside to Trial	\$619,000.00	\$458,560.24
405c (M3DA)	0205-0742-BB	Putnam	eCitation – Technology/Software Support	\$11,444.47	\$9,144.47
405d-4 (B5CS)	0205-0743-4-AC	CT Judicial	TSRP	\$430,000.00	\$358,199.76
405d-4 (B5CS)	0205-0743-4-BF	DMV	Administrative (Per Se) Hearing Attorneys	\$563,957.44	\$350,141.44
405d-5 (B5BAC)	0205-0743-5-BQ	DESPP (DSS)	Toxicology Lab Personnel	\$153,893.63	\$72,108.47
405d-5 (B5BAC)	0205-0743-5-DK	UCONN (CTSRC)	Tablets, Software, and Evaluation for DRE Program	\$42,840.29	\$42,624.62
405d-5 (B5BAC)	0205-0743-5-DO	DESPP (DSS)	Toxicology Supplies	\$105,000.00	\$102,753.92
405d-7 (B5PEM)	0205-0743-7-AB	Hartford Hospital	Healthcare Heroes Against Impaired Driving	\$550,000.00	\$548,039.71
405d-ii-3 (M7*CP)	0205-0740-3-AC	MADD	Power of Parents	\$114,832.58	\$94,050.50
405d-ii-4 (M7*PS)	0205-0740-4-AT	CCMC	Older Pedestrian Bike/Ped Media Buy (AARP)	\$249,999.75	\$215,529.08
405e-1 (M8PE)	0205-0745-1-DY	CT-DOT/HSO	Distracted Driving Public Messaging Campaign	\$500,000.00	\$477,279.46
405e-2 (B8LDDLE)	0205-0745-2-DW	DESPP (CSP)	Distracted Driving Enforcement	\$196,642.26	\$97,023.22
405e-3 (M8*PT)	0205-0745-3-EP	CT-DOT/HSO	Data Analysis & Surveys	\$400,000.00	\$311,900.00
405e-4 (M8*SC)	0205-0745-4-EQ	DESPP (CSP)	Speed and Aggressive Driving Enforcement & Equipment	\$241,706.11	\$99,908.66
405e-5 (M8*TSP)	0205-0745-5-AC	Matrix	Save A Life Tour	\$252,000.00	\$252,000.00
405e-6 (M8*PM)	0205-0745-6-AB	CT-DOT/HSO	HVE Speed Campaign Media Buy	\$250,000.00	\$46,587.50

405f-1 (MIIMT)	0205-0744-1-AB	CT-DOT/HSO	CONREP Training	\$100,000.00	\$43,097.87
405f-2 (MIIMA)	0205-0744-2-AC	CT-DOT/HSO	Motorcyclist Safety Media	\$100,000.00	\$99,984.00
405g-2 (BGPE)	0205-0746-2-AE	CCMC	Pedestrian Safety Awareness Project-Watch for Me CT	\$524,999.28	\$519,560.43
Total				\$26,120,281.62	\$17,377,449.11

FFY2025 Amendment List

#	Highway Safety Plan Amendments FFY2025	Project Number	Date Sent	Date Approved	Amount	Funding Taken From	Increase in Plan
1	Reallocation of funds; planned amount adjustment	Various	10/10/2024	10/23/2024	(\$600,000.00)	Various	\$0.00
2	Alcohol Education for the Hospitality Industry	0205-0721-1-AB	2/7/2025	2/10/2025	\$100,000.00	0205-0720-2-ZZ	\$0.00
	Reallocation of funds; planned amount adjustment	Various			(\$465,000.00)	Various	
3	Click It or Ticket Enforcement: UConn PD	0205-0702-DQ	2/7/2025	2/10/2025	\$5,000.00	0205-0702-AA	\$0.00
	eCitation Local Law Enforcement	0205-0742-AQ 0205-0742-AR 0205-0742-A 0205-0742-AT			\$111,000.00	0205-0742-ZZ	
4	DUI Enforcement: South Windsor & Burlington PDs	0205-0722-1-BG 0205-0722-1-DJ	2/13/2025	3/5/2025	\$40,000.00	0205-0722-1-ZZ	\$0.00
5	eCitation Local Law Enforcement	0205-0742-AE 0205-0742-AO 0205-0742-AU 0205-0742-AV 0205-0742-AW 0205-0742-AX 0205-0742-AY	4/16/2025	4/16/2025	\$154,000.00	0205-0742-ZZ	\$0.00
6	eCitation Local Law Enforcement	0205-0742-BB 0205-0742-BC	5/30/2025	6/3/2025	\$24,000.00	0205-0742-AX 0205-0742-AY	\$0.00
7	Left Lane Driver Education	0205-0711-AB	7/31/2025	7/31/2025	\$150,000.00	0205-0702-YZ	\$0.00
8	Work Zone and Roadside Vehicle Safety Awareness	0205-0710-AJ	8/21/2025	8/21/2025	\$200,000.00	0205-0710-AI	\$0.00
TOTAL							\$0.00

List of Projects Included in the FFY2025 AGA But No Grants Received

Prog. Area	Project Number	Agency	Project Description	AGA Original S	AGA Amended S	Grant	FFY2025 Expenses
154-UP_154	0205-0720-2-ZZ	CT-DOT/HSO	Uncommitted Funds	\$500,000.00	\$530,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-AC	Derby	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-AD	Middlebury	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-AF	Killingly	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-AV	Groton City	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-AX	Seymour	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-AZ	Plainville	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-BB	Stafford	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-BG	Burlington	Comprehensive DUI Enforcement	\$0.00	\$20,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-BJ	North Haven	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-BN	Windsor	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-BQ	Old Lyme	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-BR	Bloomfield	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-BS	Stonington	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-BW	Darien	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-BY	Berlin	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-CD	East Haddam	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-CE	North Stonington	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-CF	Tolland	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00

154-ENF_AL	0205-0722-1-CK	Haddam	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-CM	Stratford	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-CO	Newington	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-CX	Plymouth	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-CY	Suffield	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-CZ	Woodbridge	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-DH	Cheshire	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-DK	Plainfield	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-DL	Old Saybrook	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-DN	Orange	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-DP	Hamden	Comprehensive DUI Enforcement	\$40,000.00	\$40,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-DR	West Hartford	Comprehensive DUI Enforcement	\$60,000.00	\$60,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-DV	Rocky Hill	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-DZ	New London	Comprehensive DUI Enforcement	\$40,000.00	\$40,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-EC	Preston	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-EF	Wolcott	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-EG	Shelton	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-EN	Southington	Comprehensive DUI Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-FD	Milford	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-FG	West Haven	Comprehensive DUI Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-FH	Marlborough	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-FI	Harwinton	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-ENF_AL	0205-0722-1-FK	Southbury	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00

154-ENF_AL	0205-0722-1-ZZ	Municipal Police Agencies	Comprehensive DUI Enforcement	\$3,000,000.00	\$2,960,000.00	\$0.00	\$0.00
154-ENF_DG	0205-0722-2-AA	CT-DOT/HSO	DRE Overtime Call-Out (Scott)	\$0.00	\$0.00	\$0.00	\$0.00
154-ENF_DG	0205-0722-2-AB	DESPP	DRE Instructor Support (3)	\$0.00	\$0.00	\$0.00	\$0.00
154-ENF_DG	0205-0722-2-AG	Manchester	DRE Instructor Support	\$0.00	\$0.00	\$0.00	\$0.00
154-ENF_DG	0205-0722-2-AH	Montville	DRE Instructor Support	\$0.00	\$0.00	\$0.00	\$0.00
154-ENF_DG	0205-0722-2-AI	Newtown	DRE Instructor Support	\$0.00	\$0.00	\$0.00	\$0.00
154-ENF_DG	0205-0722-2-AJ	South Windsor	DRE Instructor Support	\$0.00	\$0.00	\$0.00	\$0.00
154-ENF_DG	0205-0722-2-AK	Waterford	DRE Instructor Support	\$0.00	\$0.00	\$0.00	\$0.00
154-ENF_DG	0205-0722-2-AM	New Milford	DRE Instructor Support	\$0.00	\$0.00	\$0.00	\$0.00
154-ENF_DG	0205-0722-2-AN	Vernon	DRE Instructor Support	\$0.00	\$0.00	\$0.00	\$0.00
154-ENF_DG	0205-0722-2-AO	Norwalk	DRE Instructor Support	\$0.00	\$0.00	\$0.00	\$0.00
154-ENF_DG	0205-0722-2-YY	Law Enforcement	DRE Instructor Support/Callout	\$0.00	\$0.00	\$0.00	\$0.00
154-PA	0205-0723-AA	CT-DOT/HSO	Planning and Administration	\$0.00	\$200,000.00	\$0.00	\$0.00
154-PA	0205-0723-AB	CT-DOT/HSO	IntelliGrants IGX eGrants Implementation & Maintenance	\$200,000.00	\$0.00	\$0.00	\$0.00
154-LET_DG	0205-0724-2-AA	CT-DOT/HSO	DRE Training	\$200,000.00	\$200,000.00	\$0.00	\$0.00
154-LET_DG	0205-0724-2-AG	Manchester	DRE Instructor Support	\$85,000.00	\$85,000.00	\$0.00	\$0.00
154-LET_DG	0205-0724-2-AJ	South Windsor	DRE Instructor Support	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-LET_DG	0205-0724-2-AM	New Milford	DRE Instructor Support	\$45,000.00	\$45,000.00	\$0.00	\$0.00
154-LET_DG	0205-0724-2-YY	Law Enforcement	DRE Instructor Support	\$0.00	\$0.00	\$0.00	\$0.00
1906-F1906X	0205-0725-YZ	CT-DOT/HSO	Uncommitted Funds	\$1,600,000.00	\$1,600,000.00	\$0.00	\$0.00
402-CP	0205-0703-AB	Colchester Fire Dept.	Move Over, Slow Down Campaign	\$150,000.00	\$0.00	\$0.00	\$0.00
402-OP	0205-0702-AK	Berlin	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00

402-OP	0205-0702-AL	Bloomfield	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0205-0702-AS	Farmington	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0205-0702-AW	Manchester	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0205-0702-AY	Monroe	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0205-0702-BE	Southington	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0205-0702-BF	Stonington	Click It or Ticket Enforcement	\$8,000.00	\$8,000.00	\$0.00	\$0.00
402-OP	0205-0702-BG	Vernon	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0205-0702-BH	Wallingford	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0205-0702-BK	West Hartford	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0205-0702-BM	Westport	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0205-0702-BO	Woodbridge	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0205-0702-BQ	Bristol	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0205-0702-BS	Canton	Click It or Ticket Enforcement	\$0.00	\$0.00	\$0.00	\$0.00
402-OP	0205-0702-BU	Granby	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0205-0702-BV	Groton	Click It or Ticket Enforcement	\$0.00	\$0.00	\$0.00	\$0.00
402-OP	0205-0702-BW	Middletown	Click It or Ticket Enforcement	\$0.00	\$0.00	\$0.00	\$0.00
402-OP	0205-0702-BX	Milford	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0205-0702-BY	New Haven	Click It or Ticket Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
402-OP	0205-0702-CB	Newtown	Click It or Ticket Enforcement	\$0.00	\$0.00	\$0.00	\$0.00
402-OP	0205-0702-CC	North Haven	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0205-0702-CE	Norwich	Click It or Ticket Enforcement	\$0.00	\$0.00	\$0.00	\$0.00
402-OP	0205-0702-CF	Plainville	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0205-0702-CH	Shelton	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00

402-OP	0205-0702-CL	Suffield	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0205-0702-CN	Trumbull	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0205-0702-CP	Winchester	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0205-0702-CQ	Windsor	Click It or Ticket Enforcement	\$0.00	\$0.00	\$0.00	\$0.00
402-OP	0205-0702-CR	Wolcott	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0205-0702-CS	Coventry	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0205-0702-CT	Portland	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0205-0702-CW	Plymouth	Click It or Ticket Enforcement	\$0.00	\$0.00	\$0.00	\$0.00
402-OP	0205-0702-DI	North Branford	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0205-0702-DP	Greenwich	Click It or Ticket Enforcement	\$5,000.00	\$5,000.00	\$0.00	\$0.00
402-OP	0205-0702-DQ	UCONN	Click It or Ticket Enforcement	\$0.00	\$5,000.00	\$0.00	\$0.00
402-OP	0205-0702-ZZ	Municipal Police Agencies	Click It or Ticket Enforcement	\$0.00	\$0.00	\$0.00	\$0.00
402-OP	0205-0702-YZ	CT-DOT/HSO	Uncommitted Funds	\$171,000.00	\$21,000.00	\$0.00	\$0.00
402-PS	0205-0710-AB	CT-DOT/HSO	PI&E	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-PS	0205-0710-AG	City of Hartford Health and Human Services	City-Centric Pedestrian and Bicyclist Safety Campaign	\$110,000.00	\$110,000.00	\$0.00	\$0.00
402-PS	0205-0710-AI	DMV	Driver's License and Registration Renewal Education	\$300,000.00	\$100,000.00	\$0.00	\$0.00
402-PS	0205-0710-AJ	DMV	Highway Work Zone and Roadside Vehicle Safety Awareness Program	\$0.00	\$200,000.00	\$0.00	\$0.00
402-SE	0205-0706-AS	Shelton	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0205-0706-AU	Trumbull	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0205-0706-AW	West Hartford	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00

402-SE	0205-0706-AZ	Norwich	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0205-0706-BA	West Haven	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0205-0706-BC	Newtown	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0205-0706-BD	Southington	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0205-0706-BE	Berlin	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0205-0706-BF	Greenwich	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0205-0706-BN	East Windsor	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
402-SE	0205-0706-ZZ	Municipal Police Agencies	Speed and Aggressive Driving Enforcement	\$0.00	\$0.00	\$0.00	\$0.00
402-TR	0205-0705-ZZ	Municipal Police Agencies	eCitation Local Law Enforcement	\$0.00	\$0.00	\$0.00	\$0.00
402-DD	0205-0712-AI	Newington	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
402-DD	0205-0712-AN	Bristol	Distracted Driving Enforcement	\$45,000.00	\$45,000.00	\$0.00	\$0.00
402-DD	0205-0712-AO	Norwich	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
402-DD	0205-0712-AP	West Haven	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
402-DD	0205-0712-AS	Derby	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
402-DD	0205-0712-AW	Wethersfield	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
402-DD	0205-0712-AZ	Bloomfield	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
402-DD	0205-0712-BC	Southington	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
402-DD	0205-0712-BK	Berlin	Distracted Driving Enforcement	\$35,000.00	\$35,000.00	\$0.00	\$0.00
402-DD	0205-0712-BM	Cheshire	Distracted Driving Enforcement	\$0.00	\$0.00	\$0.00	\$0.00
402-DD	0205-0712-BX	Avon	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00

402-DD	0205-0712-CD	Milford	Distracted Driving Enforcement	\$0.00	\$0.00	\$0.00	\$0.00
402-DD	0205-0712-CF	Mansfield	Distracted Driving Enforcement	\$0.00	\$0.00	\$0.00	\$0.00
402-DD	0205-0712-CG	Ridgefield	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
402-DD	0205-0712-CX	Windsor	Distracted Driving Enforcement	\$0.00	\$0.00	\$0.00	\$0.00
402-DD	0205-0712-DA	Wolcott	Distracted Driving Enforcement	\$0.00	\$0.00	\$0.00	\$0.00
402-DD	0205-0712-ER	Shelton	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
402-DD	0205-0712-ES	Seymour	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
402-DD	0205-0712-ET	Thomaston	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
402-DD	0205-0712-ZZ	Municipal Police Agencies	Distracted Driving Enforcement	\$0.00	\$0.00	\$0.00	\$0.00
405b-2 (MIPE)	0205-0741-2-AE	DESPP (CSP)	Convincer/Rollover Simulator Education and Equipment	\$200,000.00	\$0.00	\$0.00	\$0.00
405b-3 (BIX)	0205-0741-3-YZ	CT-DOT/HSO	Uncommitted Funds	\$28,000.00	\$168,000.00	\$0.00	\$0.00
405c (M3DA)	0205-0742-AA	CT-DOT/HSO	Traffic Records Administration	\$200,000.00	\$200,000.00	\$0.00	\$0.00
405c (M3DA)	0205-0742-AE	Canton	eCitation – Technology/Software Support	\$0.00	\$42,000.00	\$0.00	\$0.00
405c (M3DA)	0205-0742-AP	Milford	eCitation – Technology/Software Support	\$55,000.00	\$55,000.00	\$0.00	\$0.00
405c (M3DA)	0205-0742-AV	New Milford	eCitation – Technology/Software Support	\$0.00	\$11,000.00	\$0.00	\$0.00
405c (M3DA)	0205-0742-AW	Norwich	eCitation – Technology/Software Support	\$0.00	\$35,000.00	\$0.00	\$0.00
405c (M3DA)	0205-0742-AX	Hartford	eCitation – Technology/Software Support	\$0.00	\$2,000.00	\$0.00	\$0.00
405c (M3DA)	0205-0742-AY	UConn	eCitation – Technology/Software Support	\$0.00	\$0.00	\$0.00	\$0.00
405c (M3DA)	0205-0742-BA	DESPP (CSP)	eCitation Integrated Software Development – Connecticut State Police	\$200,000.00	\$200,000.00	\$0.00	\$0.00
405c (M3DA)	0205-0742-BC	Stratford	eCitation – Technology/Software Support	\$0.00	\$12,000.00	\$0.00	\$0.00
405c (M3DA)	0205-0742-ZZ	Municipal Police Agencies	eCitation – Technology/Software Support	\$265,000.00	\$0.00	\$0.00	\$0.00
405c (M3X)	0205-0742-YZ	CT-DOT/HSO	Uncommitted Funds	\$53,000.00	\$53,000.00	\$0.00	\$0.00

405d-1 (M5HVE)	0205-0743-1-BM	CT-DOT/HSO	Drug Recognition Expert Field Kits	\$75,000.00	\$75,000.00	\$0.00	\$0.00
405d-7 (M5X)	0205-0743-7-YZ	CT-DOT/HSO	Uncommitted Funds	\$0.00	\$140,000.00	\$0.00	\$0.00
405d-ii-6 (M7X)	0205-0740-6-YZ	CT-DOT/HSO	Uncommitted Funds	\$50,000.00	\$50,000.00	\$0.00	\$0.00
405e-1 (M8PE)	0205-0745-1-AA	CT-DOT/HSO	Distracted Driving PI&E	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405e-6 (M8*PM)	0205-0745-6-AD	CT-DOT/HSO	Motorcyclist Safety Media	\$200,000.00	\$0.00	\$0.00	\$0.00
405e-7 (M8*CP)	0205-0745-7-AE	CCMC	Pedestrian Safety Awareness Project- Watch for Me CT	\$525,000.00	\$0.00	\$0.00	\$0.00
405e-8 (B8AX)	0205-0745-8-YZ	CT-DOT/HSO	Uncommitted Funds	\$702,000.00	\$39,000.00	\$0.00	\$0.00
405e-8 (B8LX)	0205-0745-8-YY	CT-DOT/HSO	Uncommitted Funds	\$689,000.00	\$152,000.00	\$0.00	\$0.00
405f-2 (M1IX)	0205-0744-2-YZ	CT-DOT/HSO	Uncommitted Funds	\$7,000.00	\$7,000.00	\$0.00	\$0.00
405g-2 (BGPE)	0205-0746-2-AC	CT-DOT/HSO	Non-Motorized Media and Outreach	\$475,000.00	\$0.00	\$0.00	\$0.00
405g-2 (BGX)	0205-0746-2-YZ	CT-DOT/HSO	Uncommitted Funds	\$20,000.00	\$0.00	\$0.00	\$0.00
405h-1 (M12BPE)	0205-0747-1-AC	Colchester Fire Dept.	Move Over, Slow Down Campaign	\$150,000.00	\$0.00	\$0.00	\$0.00
405h-2 (M12X)	0205-0747-2-YZ	CT-DOT/HSO	Uncommitted Funds	\$0.00	\$150,000.00	\$0.00	\$0.00
405h-2 (M12X)	0205-0747-2-SP	Supplemental	Uncommitted Funds	\$8,000.00	\$8,000.00	\$0.00	\$0.00
405i-1 (M13BTR)	0205-0748-1-AC	Colchester Fire Dept.	Move Over, Slow Down Campaign	\$0.00	\$0.00	\$0.00	\$0.00
405i-1 (M13X)	0205-0748-2-YZ	CT-DOT/HSO	Uncommitted Funds	\$0.00	\$185,000.00	\$0.00	\$0.00
405i-1 (M13X)	0205-0748-2-SP	Supplemental	Uncommitted Funds	\$11,000.00	\$11,000.00	\$0.00	\$0.00
Total					\$10,024,000.00	\$0.00	\$0.00

List of Projects That Received Grants for FFY2025 But No Funds Expended

Program Area	Project Number	Agency	Project Description	AGA Original S	AGA Amended S	Grant	FFY2025 Expenses
154-TOX_AL	0205-0719-1-AE	Western Area Region Chiefs of Police	Mobile Traffic Safety Vehicle and Education	\$1,500,000.00	\$1,500,000.00	\$1,065,887.02	\$0.00
154-LET_AL	0205-0724-1-AA	CTDOT/HSO	Alcohol Related Program Training	\$100,000.00	\$100,000.00	\$100,000.00	\$0.00
402-OP	0205-0702-AA	CTDOT/HSO	Occupant Protection Program Administration	\$10,000.00	\$5,000.00	\$10,000.00	\$0.00
402-OP	0205-0702-AB	CTDOT/HSO	Occupant Protection PI&E	\$10,000.00	\$10,000.00	\$10,000.00	\$0.00
402-OP	0205-0702-AP	East Hartford, CT	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,887.47	\$0.00
402-TR	0205-0705-AA	CTDOT/HSO	Traffic Records Administration	\$50,000.00	\$50,000.00	\$50,000.00	\$0.00
405c (M3DA)	0205-0742-AM	CTDESPP (CSP)	eCitation CT State Police	\$500,000.00	\$500,000.00	\$499,770.00	\$0.00
405c (M3DA)	0205-0742-AN	CTDMV	IID - Restriction Code Implementation	\$65,000.00	\$65,000.00	\$55,157.00	\$0.00
Total				\$2,240,000.00	\$1,800,701.49	\$0.00	

Note: An explanation of why these planned activities were not implemented or no funds were expended during FFY2025 has been provided in the respective program areas.

Surveys and Media Reports

Surveys

The FFY2025 surveys include (attached separately):

- Statewide Annual Seat Belt Use Observations

Media Reports

The FFY2025 media reports include (attached separately):

- AARP Pedestrian Safety Media Campaign Post Buy Report
- Cannabis Impaired Driving Media Campaign Post Buy Report
- CPCA Back to School Safety Media Campaigns Post Buy Report
- CPCA Holiday Safety Media Campaigns Post Buy Report
- Distracted Driving Media Campaign Post Buy Report
- Impaired Driving Media Campaign Post Buy Report
- Motorcycle Awareness Media Campaign Post Buy Report
- Occupant Protection Media Campaign Post Buy Report
- Rural Roads Anti-Speeding Media Campaign Post Buy Report (FHWA funded)
- Slow Down Move Over Media Campaign Post Buy Report
- Watch for Me CT Media Campaign Post Buy Report
- Where's Baby Media Campaign Post Buy Report