

# State of Connecticut

Federal Fiscal Year 2026  
Annual Grant Application



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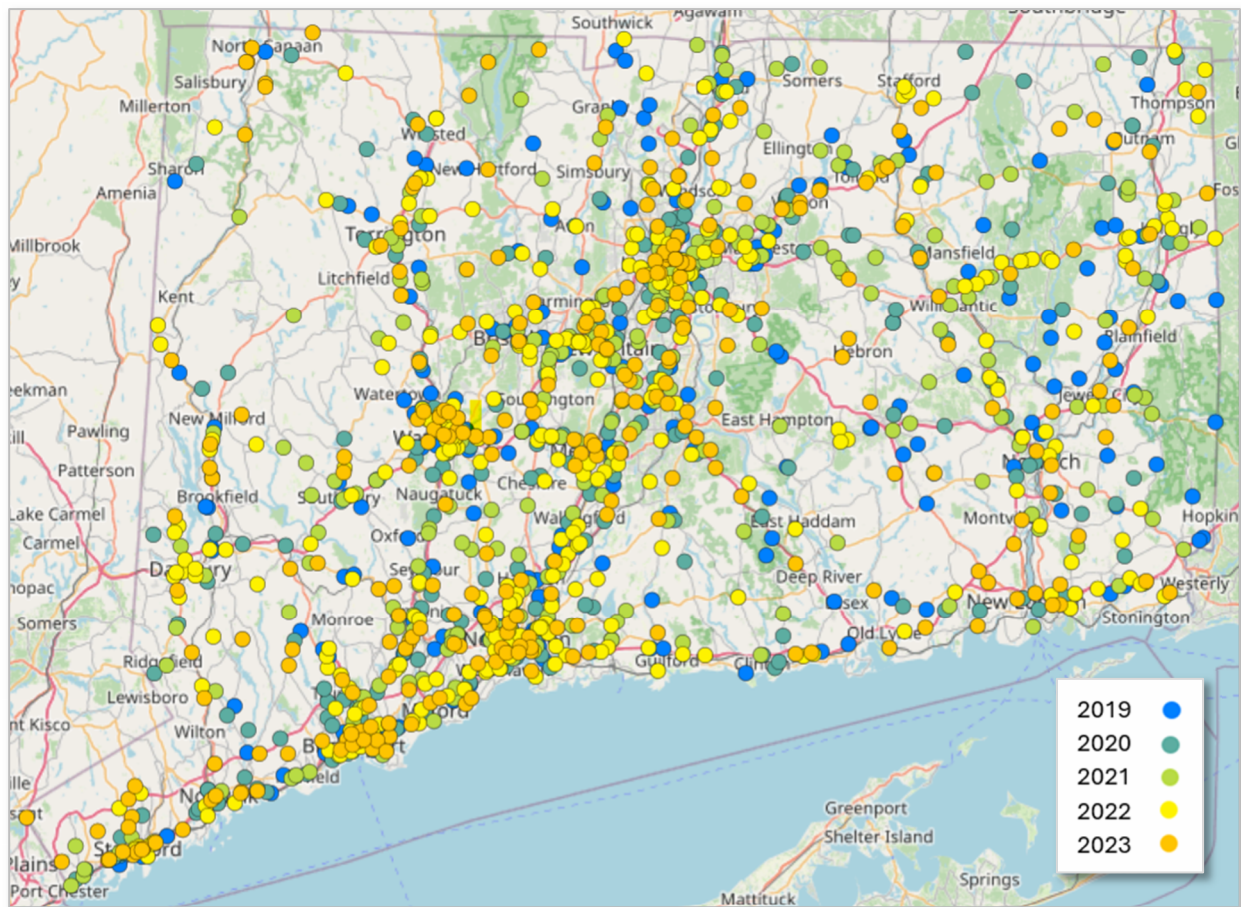


## 1300.12 ANNUAL GRANT APPLICATION

### Introduction to Federal Fiscal Year 2026 Projects

This document contains the Federal Fiscal Year 2026 (FFY2026) Annual Grant Application (AGA) submitted to the National Highway Traffic Safety Association (NHTSA) under section 1300.12 for the Connecticut Highway Safety Office (CHSO) in the Connecticut Department of Transportation (CTDOT).

#### Connecticut Fatal Crashes 2019-2023



Sources: 2019-2022 FARS Final Files; 2023 FARS Annual File

Fatal crashes continue to be a concern in Connecticut as the map above illustrates, showing the locations of all fatal crashes in the State over the 5-year period 2019-2023. Reducing both these fatal crashes as well as serious injury crashes by increasing Federal and State investment and

programming will continue to be a priority during the FFY2026 planning period. Focus will include the four (4) major cities of Hartford, Waterbury, New Haven, and Bridgeport as well as other municipalities that are overrepresented in fatal crashes.

Note that the dollar amounts for each project in this AGA document are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each grant application is required. This evaluation will include a review of the problem identification, performance targets, availability of funding and overall priority level.

For equipment purchases \$10,000.00 or greater, CTHSO will submit separate approval requests to NHTSA before purchasing.

## Connecticut Department of Transportation Traffic Safety Initiatives

**Vision Zero Council of Connecticut:** CTDOT is committed to eliminating traffic fatalities and is leading the effort with the Vision Zero Council. The [Vision Zero Council of Connecticut](#) is an interagency work group tasked with developing statewide policy to eliminate transportation-related fatalities and severe injuries involving pedestrians, bicyclists, transit users, motorists, and passengers.

The Council was established in 2021 by the Connecticut General Assembly as part of *Public Act 21-28*, a landmark transportation safety bill. Members of the council include the commissioners (or their designees) of the Departments of Transportation, Public Health, Emergency Services and Public Protection, Motor Vehicles, Education, Aging and Disability Services, Office of Early Childhood, and Office of the Chief State's Attorney. Other agencies include the Department of Mental Health and Addiction Services and the Liquor Control Division at the Department of Consumer Protection.

Since its inception, the Council and its subcommittees have been focusing on equity, enforcement, engineering, and education and developed proposals for legislation regarding the next steps to implement the recommendations of the Vision Zero Council.

In 2023, the Governor of Connecticut signed [House Bill No. 5917](#), An Act Implementing the Recommendations of the Vision Zero Council. At its most basic level, this bill implements policies and authorizes utilizing strategies and tools that have proven to reduce crashes and injuries when implemented in other States. It is a comprehensive package addressing engineering, education, enforcement, and equity.

House Bill No. 5917:

- Empowers municipalities to deploy automated traffic enforcement with significant oversight from CTDOT



- Requires more robust safety education be provided to drivers
- Requires CTDOT to consider recommendations from equity stakeholders in annual capital plan development
- Requires CTDOT continue work to raise public awareness about the dangers of impaired driving

In 2025, legislation included Senate Bill 1377/[Public Act 25-65](#) which passed and encompassed the following:

- Repeals the requirement for specialty marked crosswalks near school zones and increases the fine for violating pedestrian right-of-way by a driver to \$750.
- Increases the parking prohibition distance of crosswalks from intersections to at least 30 feet and at least 20 feet when there is a curb extension to create increased pedestrian visibility (daylighting law).
- Increases, from age 18 to 21, the age under which all motorcycle and motor-driven cycle drivers and passengers must wear a helmet.
- Increases the required age for children riding bicycles and similar vehicles to wear a helmet to 18.
- Requires attendance and successful completion of the operator retraining program by any applicant for a motor vehicle license or anyone convicted of a violation of 14-212d or 14-238b (Reckless driving, and *Slow Down, Move Over*).
- Requires CTDOT to develop a plan to expand speed cameras on state roads and allows a municipality to reimburse a speed or red-light camera vendor from fine revenue

Additionally in 2025, the governor of Connecticut signed [House Bill 7132](#), covering issues such as driving while consuming cannabis and excessive reckless driving. Connecticut continues to monitor the impacts of recreational cannabis has had on traffic safety. The State has also seen an increase in reckless drivers since the COVID-19 pandemic, with drivers often endangering themselves and other drivers at speeds in excess of 100 mph.

**Blood Alcohol Concentration Limit:** Connecticut consistently ranks amongst the top five (5) States in the nation for alcohol-impaired traffic fatalities and is above the national average in terms of alcohol-related fatalities. 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.

**Wrong-Way Crashes:** In 2024, Connecticut saw an uptick in wrong-way crashes from 2023 on the State's interstates and limited access highways after a spike in 2022. In 2022, Connecticut experienced thirteen fatal wrong-way crashes resulting in 23 fatalities, accounting for six (6) percent of total crashes and an approximately 500 percent increase in wrong-way fatalities. Nearly all fatal wrong-way crashes involved alcohol impairment, with many drivers also testing positive for cannabis and other drugs.

To counteract this rise in wrong-way crashes, Connecticut approved \$40 million in funding for wrong-way driving alert systems and as of June 2025 over 150 locations have the alert systems installed with online monitoring capabilities ([Wrong Way Detection Program](#)). In addition to the alert system program, media campaigns continue to be utilized to address wrong-way driving. CTDOT Traffic Safety Engineering Unit has upgraded signage on over 700 limited access highway off-ramps including oversized signs and red retro-reflective strips and has systematically installed pavement markings on secondary roadways at intersections with limited access off-ramps in the State and refreshed wrong way arrows and stop bars on exit ramps. The Traffic Safety Engineering Unit is also installing updated traffic signals at ramp intersections and installing wrong-way signs on the back sides of speed limit signs along highways.

Within the CTHSO, there has been added funding for State and local police with alcohol-impaired and distracted driving high visibility enforcement grants, increased media campaigns addressing cannabis and alcohol use and additional support for the implementation of programs such as Drug Recognition Expert (DRE) trainings, DUI sobriety checkpoints and roving patrols. The *One Wrong Move* campaign was created to bring attention to the rise in wrong-way driving and was the first of its kind in the nation, utilizing TV Public Service Announcements (PSAs), billboards, social media posts and more. The CTHSO also implemented the pilot law enforcement phlebotomy program in 2024 which has continued into 2025, that will train police officers to draw blood avoiding procedural delays.

Connecticut continues to hold State-funded green labs which provide training to law enforcement partners and provide a chance to assess volunteers under the influence of cannabis as well as in combination with alcohol. In the spring of 2024, the second green lab was held, and a third green lab was held in the fall of 2024. Green lab trainings continue to be held in 2025. This training is being coordinated between the CTHSO, Police Officer Standards and Training Council (POSTC), and the Connecticut Safety Research Center (CTSRC) at the Connecticut Transportation Institute (CTI) at UConn. It is highly beneficial to law enforcement who may have limited exposure to the increased impairing effects of legalized recreational cannabis.



**Roadside Deaths.** Connecticut continues to see deaths related to roadside crashes, including a state trooper who was struck and killed in May 2024 during a daytime traffic stop and the death of a CTDOT employee while on the job in June 2024. In 2025, [Senate Bill 1388](#) - *An Act Concerning Failure to Move Over for an Emergency Vehicle Resulting in the Death of the Operator or other Occupant of the Emergency Vehicle* was introduced but did not pass during the 2025 session. This bill would have increased, from a fine of up to \$10,000.00 to a class B felony, the penalty for a violation of the state's Move Over law that results in the death of an emergency vehicle's operator or occupant. A class B felony is punishable by a fine up to \$15,000.00; up to 20 years in prison, with a one-year mandatory minimum; or both. The bill would have made such a violation of the Move Over law 1st degree manslaughter, a class B felony, by specifying that the violation constitutes circumstances evincing an extreme indifference to human life.

**High Risk Rural Roads:** In coordination with the Federal Highway Administration (FHWA), CTHSO developed a media campaign aimed at education drivers on the danger of speeding on rural roads in Connecticut. With the help of FHWA, enforcement measures were also used to deter speeding on specifically designated sections of rural roads. In addition, this program included purchase of equipment for law enforcement for speed detection.

**Safe Routes to School:** The Safe Routes to School (SRTS) program in Connecticut aims to improve traffic safety for students commuting to and from school by leveraging partnerships with local schools, bike and pedestrian advocates, parks and recreation departments, and community organizations. By promoting walking, biking, and rolling, SRTS encourages healthier lifestyles while reducing traffic congestion and emissions around school zones. The program focuses on educating students on pedestrian and bike safety and skills which include where to walk and cross safely, the importance of visibility and reflectivity, helmet fit and purpose, bike fitting and safety check, scanning and signaling, rules of the road, and on-bike challenge courses to improve bicycle handling skills and confidence. The program also encourages students, parents, and communities to engage in safe travel practices, evaluates infrastructure and traffic operations around a school, and organizes events like walk, bike and roll-to-school days and walking school buses and bike buses. This comprehensive approach helps to create safer, more accessible routes for children, ultimately fostering a safer environment for everyone in Connecticut. Currently, there are 249 registered schools, towns, and individuals for the SRTS program in the State.

**Complete Streets Policy:** In 2023, CTDOT implemented new [Complete Streets Controlling Design Criteria](#) to be incorporated into projects, ensuring a focus on pedestrian and bicyclist facilities and public transportation operations to create stronger intermodal transportation networks and improve safety.

The Engineering directive added three new controlling design criteria to improve safety and mobility, and includes **pedestrian facilities** (sidewalks, shared use paths, or side paths on both sides of the roadway), **bicycle facilities** (paved outside shoulders, buffered shoulders, bike lanes, separated bike paths, or shared use paths on both sides of the roadway), and **transit**

**provisions** (crosswalks, shelters, illumination, benches, and other ways to make existing or proposed transit stops more accessible).

In 2024, Connecticut took a significant step forward in advancing Complete Streets efforts with the signing of a Commissioner's Office Directive that authorizes quick-build demonstration projects on state roads. This new policy enables CTDOT to implement short-term, low-cost street design changes that improve safety and mobility for people walking, biking, and using transit.

**Automated Work Zone Speed Control Program:** Speeding has seen an increase on Connecticut roads since the COVID-19 pandemic, when a significant increase in the percentage of drivers driving in excess of 85 mph, considered reckless driving, was observed on Connecticut roadways. A reduction in law enforcement presence on the roadways has also been a likely contributing factor to such risky driving behavior, especially in work zones. In 2021, Connecticut enacted legislation (CGS Chapter 241, §13a-261 through 268) to establish a two-year Pilot program to operate Automated Work Zone Speed Control systems. The Pilot was implemented to deploy no more than three systems at select work zone locations to monitor vehicle speeds, issue warnings or violations to the registered vehicle owner when the system detected vehicle speed of 15 mph or more above the posted speed limit and assess fines to repeat offenders. Five locations were analyzed, and all showed reductions in driver speeds.

Connecticut passed legislation for Work Zone Speed cameras in 2023, and the program was implemented in 2024. A draft Legislative Report was created in February of 2024 to capture the findings of the pilot program, evaluate collected data to determine program impacts on driver behavior, and assess findings compared with baseline conditions for consideration of a long-term Automated Work Zone Speed Control Program. As of 2025, the program was expanded and no longer limits the number of sites where cameras are allowed.

**Safe System Approach:** The Safe System Approach is part of the Strategic Highway Safety Plan (SHSP), with the idea being that it can be applied equitably across the transportation network. The principles include that deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial. CTDOT will evaluate how to integrate Safe System principles into CTDOT's planning and design practices and will discuss the best ways to integrate this during the SHSP Executive and Steering Committee meetings.

CTDOT continues to address the increase in traffic fatalities on Connecticut roadways with various measures as stated above and has stayed committed to setting aggressive targets as indicated below. CTDOT is actively working to decrease the traffic fatalities on Connecticut roadways, developing non-receding or improving data driven targets, with the ultimate goal of zero fatalities.



## **1300.12 (b)(1) UPDATES TO TRIENNIAL HIGHWAY SAFETY PLAN**

### **1300.12 (b)(1)(i) Adjustments to Countermeasure Strategy for Programming Funds**

No adjustments for FFY2026. All projects included in the FFY2026 AGA fall under the countermeasure strategies described in the 2024-2026 Triennial Highway Safety Plan (3HSP) that was submitted on July 3, 2023. Proven countermeasures are being utilized, and progress is being made in reducing injuries and fatalities by using the approved countermeasure strategies.

### **1300.12 (b)(1)(ii) Changes to Performance Plan**

No changes for FFY2026.

## 1300.12(b)(2) PROJECTS AND SUBRECIPIENT INFORMATION

### IMPAIRED DRIVING (ID)

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

**Project description:** High Visibility Enforcement (HVE) objectives will be accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Law enforcement agencies will be offered DUI overtime enforcement grants. In order to fulfill the impaired driving program countermeasures, the CTHSO will make an extra effort to add additional saturation patrols and checkpoints during holiday crackdowns and weekends. These grants will be available to police departments for the holiday/high travel periods and for non-holiday travel periods creating year-round sustained enforcement. Enforcement will be targeted at high DUI activity periods identified in the statewide problem identification and by municipal police departments based on specific community core hours of related alcohol activity through this project. The CTHSO will make every effort to encourage DUI checkpoint activity every weekend throughout the year. It is anticipated that approximately 50 agencies will participate as subgrantees and an estimated 100 DUI checkpoints and approximately 3,000 roving/saturation patrols will be conducted statewide throughout the fiscal year. Enforcement will target high risk regions and communities where DUI activity is known to be significant, based on a multi-year data analysis of passenger vehicle injury crashes.

The CTHSO will continue to encourage regional cooperation and coordination of checkpoints. If equipment is needed for the performance of checkpoint or saturation patrol activities, funds may be awarded for the purchase of DUI related equipment. The equipment may be jointly utilized by Regional Traffic Units (RTUs). Equipment examples include DUI mobile command vehicles for RTUs, breath-testing equipment, oral fluid 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.

Impaired driving HVE campaigns will consist of enforcement mobilizations supported by media campaigns. The enforcement mobilizations will pair with various media campaigns during holiday periods throughout the year. The media campaigns will feature the NHTSA slogan *Drive Sober or Get Pulled Over*. Enforcement mobilizations will also occur outside of holiday periods for year-round enforcement.

**Enforcement mobilization:** Both the Connecticut State Police (CSP) within the Connecticut Department of Emergency Services and Public Protection (CTDESPP) and municipal police



departments will be eligible to participate in grant funded overtime for impaired driving enforcement. For FFY2026, it is estimated that up to 50 agencies will participate in impaired driving enforcement mobilization. A full list of agencies will be included in the CTHSO's first amendment.

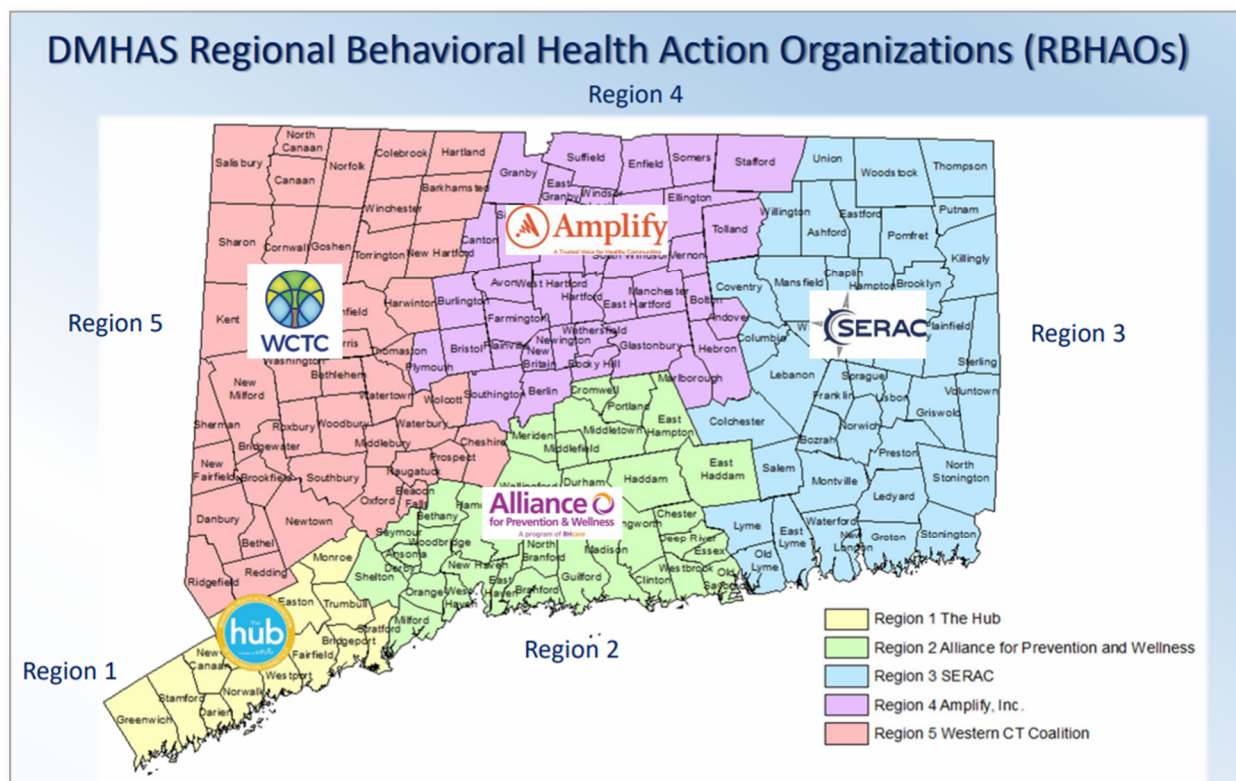
The Connecticut State Police Traffic Services Unit (CSP-TSU) will be eligible to apply for grant funded impaired driving overtime enforcement. CSP activities will take place on CSP-patrolled interstates, State routes and local roads.

The following enforcement parameters will be required of participating State and municipal law enforcement agencies:

- DUI sobriety checkpoints
  - Checkpoint activities must be included in the approved grant and must be conducted on the dates specified in the approved grant
  - Changes to checkpoint dates must be approved by the CTHSO for costs to be reimbursable
  - Checkpoint activities are limited to a maximum of 64 shift hours per checkpoint
- Roving patrols
  - Roving patrol activities must be included in the approved grant and must be conducted on specified dates and within specified hours
  - Municipal and Resident Trooper towns are limited to a maximum of 16 shift hours per date
  - The CSP will not be subject to shift hour limits per date but will still be subject to hours per shift limits
- Enforcement schedule
  - October 2025 through September 2026
  - Enforcement schedules will vary by town based on each town's problem identification data
  - Eligible enforcement dates are shown in each town's approved grant and generally consist of weekends and holiday periods; dates not included in the grant are not eligible for enforcement
  - Minimum of 4 hours per shift/maximum of 8 hours per shift; shifts less than 4 hours or greater than 8 hours may be approved for reimbursement if proper justification is provided
- Enforcement locations (statewide, focusing on location data)
  - The CSP will patrol roadways under CSP jurisdiction; these roadways are generally limited access highways but may include other roads that are CSP-patrolled
  - Towns will patrol roadways under the police department's jurisdiction
  - Towns are required to provide information on locations with high DUI crash occurrences in the grant application; these locations must be based on each town's problem identification data; enforcement activities will focus on these locations

- Personnel
  - Participating personnel will vary by town and must comply with the program parameters shown in the approved grant
  - Planned personnel activities must be provided in the grant application and must be approved for costs to be reimbursable
- Project reporting
  - Hourly rates
  - Dates worked
  - Hours worked
  - Cost information
  - DUI arrest data and citation data
  - Supplementary narrative information when needed

Advertising will be purchased to run during holiday periods throughout the year and will feature NHTSA impaired driving messaging. The details about the media component are included under Project ID-6 DUI Media Campaign project description.



Source: Connecticut Department of Mental Health and Addiction Services

The primary focus for this HVE will be males ages 21-34. HVE will occur statewide. Per the Connecticut Department of Mental Health and Addiction Services (CTDMHAS), the towns in Regional Behavioral Health Action Organizations (RBHAOs) 1, 2, and 4 have high rates of alcohol



and polysubstance misuse. During FFY2026, CTHSO will emphasize activities in towns in these three (3) regions. The referenced CTDMHAS map above indicates all towns in these regions.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-ENF_AL	0206-0722-1-ZZ	Municipal Police Agencies	Law Enforcement Agencies	\$6,130,000.00
154-ENF_AL	0206-0722-1-DT	CTDESPP (CSP)	State Government	\$1,500,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 154 for high visibility enforcement and if any equipment is needed.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by increasing high visibility enforcement.

- 2.1 Publicized Sobriety Checkpoints
- 2.2 High Visibility Roving Patrols
- 2.3 Breath Test Devices
- 2.4 Passive Alcohol Sensors

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

**Project description:** This project provides funding for statewide judicial and law enforcement agencies to train personnel in the latest methods of DUI enforcement including Standardized Field Sobriety Test (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE). It is anticipated that approximately ten (10) training sessions will be conducted with the Police Officer Standards and Training Council (POSTC) at the Police Academy in Meriden, and 300 officers will be trained through this program. This project will ensure that NHTSA approved SFST procedures are implemented uniformly by practitioners throughout the State. The expansion of the SFST curriculum by the CTHSO-sponsored trainings will provide law enforcement partners ample opportunity to become proficient in detecting operators who are under the influence of alcohol. Funding can include overtime, facility rental, working lunches, travel, and lodging. Funding will also be provided for SFST curriculum manuals, printed drug reference guide clipboards, SFST reference notebooks, and reimbursement for specified working

lunches during portions of training. SFST is crucial in the enforcement efforts of impaired driving. It is also a prerequisite for ARIDE training and for becoming a DRE. The CTHSO is funding SFST to increase the number of specially trained officers to combat impaired driving. Furthermore, by offering this training, the CTHSO is expanding the pool of officers that ultimately may become DREs.

154-LET_AL	0206-0724-1-AA	CTHSO	State Government	\$100,000.00
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**Eligible use of funds:** Funding will be used in accordance with 23 USC 154 for DUI enforcement training for law enforcement to help combat impaired driving.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** Training law enforcement to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance.

- 2.1 Publicized Sobriety Checkpoints
- 2.2 High Visibility Roving Patrols
- 7.1 Enforcement of Drug-Impaired Driving

### Project ID 3: DRE Instructor Support

**Project description:** This project provides funding for DRE/ARIDE/SFST training activities as well as DRE instructor grants. In order to fulfill the impaired driving program countermeasures, the CTHSO will make an extra effort to add additional DREs to saturation patrols and checkpoints. The CTHSO will offer law enforcement agencies with certified DREs funding for overtime callouts that utilize the expertise of current certified DREs.

Grant opportunities will also be made available for up to 16 Connecticut DRE instructors and will include the Connecticut State Police (CSP) and municipal police departments. Project activities will include the coordination of DRE/ARIDE/SFST training activities, ensuring compliance with DRE recertification requirements, overseeing the collection and transmission of electronic data collected through DRE evaluations, assisting in callout situations, and providing support to all current and newly trained Connecticut DREs throughout the State. Coordination is conducted by the CTHSO.

The CTHSO maintains an active DRE list of certified DREs and DRE instructors, in addition to recertification protocols, communications and callout procedures. CTHSO maintains a list of ARIDE trained officers when courses are held by CTHSO/Police Officer Standards and Training Council (POSTC).

154-LET_DG	0206-0724-2-AF	CTDESPP (CSP)	State Government	\$100,000.00
154-LET_DG	0206-0724-2-AA	CTHSO	State Government	\$250,000.00
154-LET_DG	0206-0724-2-ZZ	CTHSO	Law Enforcement Agencies	\$360,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 154 for DRE management and training opportunities to combat alcohol and drug-impaired driving.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by increasing high visibility enforcement; to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by training law enforcement in the detection of drug-impaired driving.

- 2.1 Publicized Sobriety Checkpoints
- 2.2 High Visibility Roving Patrols
- 2.3 Breath Test Devices
- 2.4 Passive Alcohol Sensors
- 7.1 Enforcement of Drug-Impaired Driving

## Project ID 4: Toxicology Testing Program

**Project description:** This project will provide funding for testing and analysis of toxicology samples and data collection in statewide DUI cases and provide required equipment and education/training to Connecticut Department of Emergency Services and Public Protection (CTDESPP) Division of Scientific Services (DSS). This project will employ two (2) full-time Forensic

Science Examiner 1's at DSS. The positions will be divided between support of the analysts in the toxicology unit and work in the breathalyzer discipline.

Activities in the breathalyzer discipline will include:

- Instrument evaluation/verification/operability, primary instruction for both certification and recertification of instructors, and assistance with the coordination/accessibility of breathalyzer data connectivity in remote locations (e.g., police departments). In addition, the Forensic Science Examiner 1 positions will be responsible for the setup, validation and implementation of the new Draeger instrument software program (Forensic Advantage Breath Analysis Database).

Activities in the toxicology unit will include, but not be limited to:

- Ensuring instruments are operating as expected daily (i.e., QA/QC monitoring of instrumentation), preparing control or calibration solutions, organizing data in spreadsheets/databases, and general duties as assigned.

This project will also provide funding for a full-time Information Technology Analyst 2 (ITA2) whose time will be divided between support of analysts within the toxicology unit (20%) and work within the breathalyzer discipline (80%). Activities will include, but not be limited to:

- Breath Alcohol Detection (BrAD) Integration and Development – Assist with the development of the secure network connections between DSS, local and State agencies, breath alcohol equipment, and the vendor's cloud environment to ensure the integrity of the equipment and the data being transmitted. To include migration of current access database information and functionality into BrAD.
- Breath Alcohol Conversion Website – Support the development of a secure website on a limited access internal system that allows users to enter statistics that are calculated by the website. The results of the calculations are then formatted into an analytical report that users can use to help develop their investigation and provide to courts.
- Draeger 9510 support – To include establishing IP connectivity at all police departments (State Troops and local) to allow information from the Draeger 9510 to be transmitted to DSS servers. Then, after the establishing connectivity, maintaining and troubleshooting any future issues.

This position will be funded 40 percent by the CTHSO grant and the remainder will be covered by grant funding obtained in the deoxyribonucleic acid (DNA) section at the lab.

Additionally, this project will provide for contracted information technology personnel who will provide technical expertise and assist with aspects such as the configuration of Laboratory Information Management System (LIMS) for the creation and/or modification of existing Crystal Report files, implementation of Ripplestone software, data entry improvements, case



assignment and batch process efficiencies, and integration of instrumental data into the LIMS database as they apply to impaired driving casework.

Overtime pay will be used by DSS staff for toxicology-related work. Such work includes, but is not limited to, conducting necessary toxicological examinations of both DUI related and the Office of the Chief Medical Examiner (OCME) related casework, specifically involving motor vehicle accident (MVA) death investigations. Overtime is necessary because of the increased workload from case inventory/processing, evidence analysis, instrument maintenance, procedural calibration, and continual updating of procedures. The instruments that were received (two from CTDOT grants and one from general funds) are constantly being used on nearly a 24/7 basis. Routine maintenance, updating and calibration with new drugs of abuse for driving under the influence of drugs (DUID) cases, and training of other analysts often requires overtime. Additional casework from OCME cases involving DUI and MVA death investigations also has caused overtime to be necessary for both DSS staff and Chemical Analysis Section analysts.

Training funds are budgeted for training for staff throughout the year. The training will support professional development efforts.

**Supplies:** Supplies are needed to supplement and support the process for the detection, identification, and quantitation of drugs and ethanol that cause impairment in operators of motor vehicles (DUI cases) using supplies, reagents, and reference standards. Because of additional casework, as well as the addition of new instrumentation, the demand for additional supplies and materials has increased exponentially. The number and types of drugs seen in Connecticut recently has grown in popularity in both hard-core addicts and recreational drug users. The amount of money allocated to supply forensic labs with certified reference material drugs, solid phase extraction columns, and other consumable materials has fallen short because of increased budget constraints and the economy. The ability to detect drugs of abuse in DUID cases has overtaxed the toxicology unit's resources with regards to consumable materials. Without consumables available, detection of drugs in biological matrices can never be obtained. Sufficient resources need to be available for processing and extracting specimens so that proper results can be found, and accurate reports can be generated.

#### **Equipment:**

- *Ultra-Low Temperature Freezer:* Currently, prepared standard solutions are stored in a freezer at -20°C with expiration dates ranging from 3-6 months. An ultra-low temperature freezer has the ability to store standards at -80°C which will allow for the extension of expiration dates for up to two (2) years. This unit will be used for the storage of solutions used for DUI testing only.
- *Agilent Liquid Chromatograph/Mass Spectrometer (LC/MS/MS):* This will help in the improvement of the lab's capabilities and will be critical for analyzing and detecting impairing substances in toxicological evidence. This instrument will supplement current instrumentation within the toxicology section allowing for redundancy which in turn reduces instrument downtime and improves turnaround time. With the removal of stop

testing (when the concentration of alcohol in a biological sample is above 0.08 g/dL no further toxicological testing for drugs is conducted) within the next grant cycle and a two-fold increase in DUID case samples, this instrument will be dedicated for DUID analysis.

- *Agilent Instrument Upgrades:* This includes a quick-change valve head for one of the Agilent QTOF mass spectrometry instruments, which will allow for multiple columns to be run on the instrument. It also includes four (4) drawer kits, one (1) for each Agilent TQ instrument (2 total) and one (1) for each Agilent QTOF instrument (2 total) to double the number of samples that can be run on each instrument from 108 to 216. These upgrades will be used on instrumentation that will be impacted by the removal of stop testing and additional DUID casework.
- *Cerex Concentrator:* As part of the analysis process, during the sample extraction, end products are dried down to allow for sample concentration and detection of lower-level compounds. With the remove of stop testing within the next grant cycle, an additional concentrator will be needed to accommodate the increase in caseload without an effect on backlog and turnaround time.
- *Forensic Advantage Breath Alcohol Database (BrAD) License/Hosting/Support for Draeger 9510 Instruments:* The Forensic Advantage Breath Alcohol Database Application (BrAD) tracks and stores records from the Dreager 9510 instruments. BrAD tracks related information, including maintenance history and certifications for instruments and operators. The database also includes a platform in which registration for training classes can be scheduled and tracked. With all the information being stored in one place, statistics can easily be generated as they pertain to each instrument as well as operators and instruments. Further, discovery and Freedom of Information Act (FOIA) requests can be compiled through this software. This is a cloud hosted service which requires hosting in NLETS, a secure international justice and public safety network. In addition, a subscription license is needed for lab personnel to continue to access the database and for technical support through the company
- *Portable Fume Hoods:* With the anticipated increase in DUID samples being submitted with the removal of stop testing, portable fume hoods are needed to accommodate the additional analysts within the workspace. Current hood space limits the amount of analysis that can be done in a given day. With the expected two-fold increase, without the additional hoods, an increase in backlog and turnaround time is expected.
- *Alcohol Simulator:* Four (4) Alcohol Simulators for the Draeger 9510 breath instruments will allow for increased wet bath testing and will replace old simulators. These are used for the certification of all Draeger 9510 instruments used within the State.
- *Parker Hydrogen Generator:* The current generator that operates the HS-GC(FID) instrument utilized for alcohol testing is ten (10) years old and is being used to operate two (2) instruments. A second generator will allow for each instrument to operate independently as well as create redundancy within the system in case of a generator failure.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405d-5 (B5BAC)	0206-0743-5-BQ	CTDESPP (DSS)	State Government	\$520,000.00
405d-5 (B5BAC)	0206-0743-5-DO	CTDESPP (DSS)	State Government	\$180,000.00
154-TOX_AL	0206-0719-1-AD	CTDESPP (DSS)	State Government	\$691,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 154 and 23 CFR 1300.23 for screening and chemical analysis of alcohol and other drug misuse samples.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by increasing high visibility enforcement; To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by restricting DUI offenders driving privileges; to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by training law enforcement in the detection of drug-impaired driving.

- 2.1 Publicized Sobriety Checkpoints
- 2.2 High Visibility Roving Patrols
- 2.3 Breath Test Devices
- 2.4 Passive Alcohol Sensors
- 4.2 Alcohol Ignition Interlocks
- 7.1 Enforcement of Drug-Impaired Driving

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

**Project description:** This project will support a statewide Traffic Safety Resource Prosecutor (TSRP) position for prosecuting DUI and other drug/impaired related cases. The TSRP position will be funded within the Office of the Chief State's Attorney. The TSRP will assist in successfully prosecuting DUI and other drug/impaired related cases through training/education programs for professionals from all related fields and provide monthly activity reports. This training will include statewide prosecutor's meeting(s) and local geographical area trainings. The groups include but are not limited to, prosecutors, law enforcement personnel and hearing officers. The TSRP will

also act in an advisory capacity to State and municipal law enforcement agencies and the CTHSO on all DUI and/or impaired driving legislation. The TSRP will also develop and update training manuals aiding successful identification and prosecution of DUI offenders for both law enforcement and judicial officials. The TSRP will coordinate and conduct DUI Investigation and Trial Advocacy Trainings for non-specialized DUI State prosecutors and judges to educate them in reconstruction methodologies, operator ID issues, direct cross examination, evaluation of defense expert reports, toxicology, and DUI specific trial skills. Funding will be provided for membership dues and conferences to include, but not be limited to, the International Association of Chiefs of Police (IACP).

405d-4 (B5CS)	0206-0743-4-AC	CT Judicial	State Government	\$430,000.00
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**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.23 for enforcing penalties.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by enforcing penalties.

- 1.1 Administrative License Revocation or Suspension
- 1.4 BAC Test Refusal Penalties

## Project ID 6: DUI Media Campaign

**Project description:** Public education is critical in disseminating CTHSO messages to road users, making them aware of the dangers of unsafe driving and the efforts taking place to reduce crashes, injuries and fatalities related to the behavior. Related to impaired driving, funding will be used for paid advertising in support of NHTSA scheduled crackdown periods such as Thanksgiving, Christmas, New Year's, Memorial Day, July 4<sup>th</sup>, and Labor Day. Also included are holidays or events which NHTSA has identified as high-risk periods for increased impaired driving, including Super Bowl Sunday, Saint Patrick's Day, and Cinco de Mayo. Paid advertising in the form of items such as television, radio, internet, billboards, and bus panels in support of mobilizations will be utilized to compliment associated enforcement and is the major component of this



activity. Additional methods will be used, including social media advertising and Variable Message Boards (VMBs), to ensure the message will reach different groups of road users.

Paid media buys will include the development of creative concept and images targeting the over-represented alcohol-related crash demographic of 21 to 34-year-old males and will include a bilingual component for Spanish speaking audiences. Campaign impressions and impact will be tracked and measured through required reports from media agencies.

Advertising impaired driving messages (including *Drive Sober or Get Pulled Over*, *Buzzed Driving is Drunk Driving* and *Fans Don't Let Fans Drive Drunk*) in the form of signage, in-event promotions and message specific promotions will also be purchased at venues located throughout Connecticut. This would also include additional sports venues at the University of Connecticut (UConn) and Central Connecticut State University (CCSU), locations for high school sports State championships, and festivals throughout Connecticut.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-PM_AL	0206-0720-1-AA	CTHSO	State Government	\$2,000,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 154 for changing social norms through education.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education.

- 5.2 Mass Media Campaigns

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

**Project description:** This project will address community outreach and education for impaired (alcohol, drugs, cannabis) driving prevention through trauma centers statewide. It has long been urged that in modeling safe driving behavior, health professionals can encourage parents, and furthermore children, to adopt safe behaviors on the road.

In FFY2025, the Healthcare Heroes Against Impaired Driving Campaign was dedicated to extensive outreach and education within the community. Through a robust schedule of at least 3 educational presentations or events per quarter, including health/safety fairs, summits, conferences, school events, and workshops, the program aims to engage and inform a wide audience. Efforts extended to local public schools, technical schools, and multiple colleges and universities where there was a minimum of two (2) educational presentations annually, ensuring students receive crucial insights into the impacts of alcohol and substance use, as well as impaired driving. Utilizing informational flyers, data sets, and interactive activities with drunk goggles, Hartford Healthcare clinicians and program coordinator provided current data and practical solutions, fostering a proactive approach to health and safety education. In FFY2025 CTHSO reached out to the following towns and organizations and will continue partnerships in FFY2026:

**All 14 trauma centers** (for communication, additional media exposure, and local community events):

- |   |                                |
|---|--------------------------------|
| • Backus Hospital                       | • Norwalk Hospital             |
| • Bridgeport Hospital                   | • St. Francis Hospital         |
| • Connecticut Children’s Medical Center | • St. Mary’s Hospital          |
| • Danbury Hospital                      | • St. Vincent’s Medical Center |
| • Greenwich Hospital                    | • Stamford Hospital            |
| • Hartford Hospital                     | • Waterbury Hospital           |
| • Hospital of Central Connecticut       | • Yale New Haven Hospital      |

**Universities and colleges:**

- |                          |                              |
|--------------------------|------------------------------|
| • Quinnipiac University  | • University of New Haven    |
| • Trinity College        | • University of Saint Joseph |
| • University of Hartford |                              |

**High schools:**

- |                        |                                |
|------------------------|--------------------------------|
| • Danbury High School  | • Westhill High School         |
| • Hartford High School | • Wilcox Technical High School |
| • Stamford High School |                                |

**Other organizations:**

- |  |  |
|--|--|
| • Gaylord Special Hospital (non-trauma hospital) | • National Injury Prevention Day (NIPD) Committee (national) |
| • CT Trauma Conference (statewide)               | • Travelers Championship (for annual goal event sponsorship) |

In FFY2026, this continued initiative will involve Connecticut’s four (4) Level I trauma centers: Hartford Hospital, Connecticut Children’s Medical Center, Yale New Haven Hospital, and Saint Francis Hospital, and eight (8) Level II and III trauma centers. Taking the lead, the Injury Prevention Centre at Hartford Hospital along with the Hartford Hospital Trauma Center, proposes the creation of an impaired (alcohol, drugs, cannabis) driving prevention campaign that magnifies

the voice of healthcare providers, capitalizing on the power of their voice during the post-COVID-19 pandemic period. The campaign will consist of the creation of new creative materials in print, graphics, video, and audio formats for use in the respective media promotions and community outreach efforts in an attempt to inform, educate, and affect behavior change in impaired driving.

The campaign will continue a freestanding website created and maintained by Hartford Hospital that serves as a home for the campaign and features leading healthcare heroes. The grant-funded media campaign will be evaluated by both process and behavioral metrics. The Injury Prevention Centre at Hartford Hospital will collaborate with media organizations to enhance the campaign's effectiveness and also be responsible for co-evaluating the effectiveness of the campaign. A grant-funded full-time program coordinator is responsible for executing the campaign with a focus on high-risk communities across the State through community outreach and education.

The outreach and engagement activities will include collaborating with the other statewide trauma centers' injury prevention stakeholders and activities, ideally allowing for a deeper and broader reach into the respective statewide trauma centers' high-risk communities. The Injury Prevention Centre at Hartford Hospital will be responsible for reviewing all survey responses and determining the effectiveness of the campaign with the media organizations. The Hartford Hospital Trauma Program and Injury Prevention Centre at Hartford Hospital will lead the campaign, providing direction and guidance to the other Level I, II, and III trauma centers across the State with media and community outreach education for a broader statewide impact.

To understand if the campaign is successfully able to positively influence behaviors, a subset of the target group will be surveyed. This will be accomplished using survey tools and communication mediums seeking to predict behavior based on one's attitudes and beliefs via a set of survey questions that measure norms, attitudes, perceived behavior control, and intentions around impaired and distracted driving. This will reveal past attitudes and behaviors, as well as future intentions. To measure overall impact of the campaign, the survey will also ask questions to ascertain participants' feelings about the content after viewing. The campaign will seek to determine if participants found the messaging informative, interesting, helpful, sincere, trustworthy, engaging, and shareable. Participants will be provided with a pre-survey to measure their attitudes, beliefs, and intentions before exposure to campaign messaging. A post-survey given after viewing will measure belief changes as a result of the material. Additionally, varying campaign content will be shown to measure which provokes a stronger "intent to change" response, so the most impactful messaging can be used in further distribution. Finally, demographic data from each survey respondent (to include age and gender at a minimum) will be collected. This can inform the analysis related to likelihood to engage in risky driving behavior and uncover patterns among groups of people. Traditional process metrics that assess the reach of the campaign will also be collected.

The project will occur statewide with an emphasis on major cities including Waterbury, New Haven, Hartford, and Bridgeport and a focus on males aged 21-34 related to impaired driving.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405d-7 (B5PEM)	0206-0743-7-AB	Hartford Hospital	Non-Profit	\$550,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.23 for changing social norms through education.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education.

- 5.2 Mass Media Campaigns

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

**Project description:** This project will support up to two (2) Administrative Per Se Hearing Attorneys at the Connecticut Department of Motor Vehicle (CTDMV) to provide legal counsel and representation for CTDMV and support the arresting officer during CTDMV Administrative Per Se Hearings to manage impaired driving caseloads and provide legal counsel. By having counsel advocate on behalf of the CTDMV and the officer, fewer DUI-related license suspensions will be overturned during the Per Se Hearing process. This in turn will result in more administrative license suspensions and increased use of Ignition Interlock Devices (IIDs) aimed at changing the behavior of offenders and reducing recidivism. In addition, these attorneys are utilized to conduct targeted formal training for law enforcement officers to increase the probability that a DUI arrest will result in a license suspension. CTDMV attorneys review approximately 2,500 cases per quarter. CTDMV conducts numerous dockets of hearings each week. This is necessary due to the statutory window for hearing eligibility. Connecticut has greatly expanded its Ignition Interlock Device (IID) program. This legislation, which went into effect in July 2015, ties the IID program to the administrative suspension of a license. Specifically, it expands IID usage to persons who receive a first DUI administrative suspension, even if those persons are eligible for a diversion program and will not ultimately face a DUI conviction. The CTDMV is responsible for monitoring violations of the IID program and must offer a hearing to anyone who contests a violation. Activities under this project will also include CTDMV representation at IID violation hearings, IID vendor oversight and administrative oversight of components of the IID program, such as gathering data and developing tracking reports. The CTDMV Per Se Attorneys will also process cases of drug-impaired persons who have denied DRE (Drug Recognition Expert) evaluations. It



will also include law enforcement training about the devices and how to detect circumvention and other noncompliance. Monthly case reporting to the CTHSO will be required for project monitoring and reimbursement.

405d-4 (B5CS)	0206-0743-4-BF	CTDMV	State Government	\$580,000.00
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**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.23 for enforcing penalties including but not limited to administrative license revocation or suspension.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by enforcing penalties.

- 1.1 Administrative License Revocation or Suspension
- 1.4 BAC Test Refusal Penalties

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

**Project description:** This project provides funding and equipment to train personnel in the latest methods of drug evaluation and classification and to certify law enforcement officials as Drug Recognition Experts (DREs). The CTHSO will be working with NHTSA and the Highway Safety Advisory Committee of the International Association of Chiefs of Police (IACP) to participate in the development and national expansion of this DRE program. Once the request for training dates have been approved by the IACP, Connecticut will be able to host approximately two (2) training sessions during the fiscal year and in turn up to 36 additional officers may become certified DREs. Also included in this project is recertification and instructor training for approximately five (5) instructor candidates. The Drug Evaluation and Classification Program (DECP) State coordinator will coordinate two 2-day recertification courses taught by a qualified DRE trainer. This project will ensure that IACP approved DRE evaluations are implemented uniformly by practitioners throughout the State. Site monitoring visits to DRE course and field certification locations will be conducted. Funding can include overtime expenses, travel and lodging for instructors as well as DRE Course and Field certification materials to support this project, including special testing (Drug Check) kits with a working lunch. Field certifications are conducted out of state and require travel.

The purchase of DRE kits will be used by the certified DREs. This directly supports the DRE training program and provides expert field material for newly trained DREs. The kit contains eight (8) separate items and must be assembled and contained within a carrying case. These DRE kits will only be distributed to law enforcement officers who have completed the DRE field certifications. One (1) durable nylon bag containing items such as:

- AA and AAA batteries
- Drug matrix form
- Digital thermometer including 50 sleeves
- Magnified light
- Penlight (Duracell/Rayovac, not Streamlight)
- Printed drug reference guide clipboard
- Portable Breath Test (PBT)
- Pupilometer
- Sphygmomanometer
- Stethoscope
- Ultraviolet (UV) light

All of these items will be used as tools to gather probable cause, in addition to the Standardized Field Sobriety Test, when they are used properly in the hands of a trained and certified DRE officer. Purchase of tablets will be provided to new DREs to expedite the reporting to the national tracking system. Tablets will remain State property and will be subject to monitoring evaluation activity.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405d-1 (M5HVE)	0206-0743-1-BM	CTHSO	State Government	\$75,000.00
405d-5 (B5BAC)	0206-0743-5-DK	UConn/CTSRC	University/College	\$50,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.23 for DRE training and equipment for law enforcement.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** DRE training and equipment for law enforcement.

- 7.1 Enforcement of Drug-Impaired Driving

## Project ID 10: Cannabis Impairment Awareness Media Campaign

**Project description:** In FFY2026, this project will continue to support paid media campaigns in both English and Spanish languages to reduce injuries and fatalities related to cannabis-impaired driving in Connecticut. Funds will be used for paid advertising in support of cannabis impairment awareness efforts throughout the State. Data from the Connecticut Department of Mental Health and Addiction Services (CTDMHAS) suggest a higher percentage of cannabis use in ages 16 to 25, as well as past month cannabis use among adults more likely among adults aged 18 to 34. CTHSO will focus on this age group, but media campaigns will be geared towards all cannabis users as CTDMHAS data also suggest that one (1) in four (4) adult past month cannabis users drove a car within three (3) hours of consumption. The State has seen recreational adult-use cannabis dispensaries continue to expand throughout the State after initial locations opened for retail sales in Connecticut in 2023. The CTHSO will continue to create media campaigns that focus on the dangers of DUID and driving under the influence of cannabis. Media buys will include television, radio, billboards, and bus panels as well as internet and social media. Social media effectiveness will be tracked, and messaging will run on various dates from October 1, 2025, through September 30, 2026.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-PM_DG	0206-0720-2-AB	CTHSO	State Government	\$500,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.23 for changing social norms through education.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education.

- 5.2 Mass Media Campaigns

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

**Project description:** The FFY2026 goal for this project is to continue building upon the foundation for the DADSS (Driver Alcohol Detection System for Safety) Driven to Protect initiative. The DADSS program emphasizes the advancement of alcohol detection technology in vehicles and the implementation of educational outreach. The objectives for the DADSS program in FFY2026 include:

- Update two (2) vehicles to the latest passive breath sampling systems; maintain and manage the technology on the Connecticut DADSS-equipped vehicles for use in a naturalistic trial deployment of the technology, where the vehicles are used daily or on a regular basis.
- Continue to perform trial deployment involving the seven (7) State-owned vehicles which have been fitted and equipped with DADSS breath technology and collect data which may be:
  - Used to assess the performance of the DADSS technology when used in a naturalistic driving environment
  - Leveraged to help develop consumer trust and confidence in the DADSS technology
  - Analyzed to reduce false positive readings
- Conduct public outreach using a combination of in-person events, virtual events, STEM (Science, Technology, Engineering, and Mathematics) events, and onsite and digital communications to:
  - Educate Connecticut residents about the dangers of driving after drinking
  - Provide Connecticut residents with actionable information about how to avoid these dangers
  - Educate Connecticut residents about the role of advanced technology in managing and mitigating alcohol-impaired driving in the future
  - Help develop Connecticut residents' trust and confidence in the DADSS technology
- Conduct monthly status meetings with the CTHSO and select other stakeholders to help plan participation in the DADSS Driven to Protect initiative.
- Provide periodic reports on the findings from Connecticut residents, stakeholders and consumer surveys and other findings of unique interest.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-EDU_AL	0206-0721-1-AD	Automotive Coalition for Traffic Safety	Non-Profit	\$470,000.00



**Eligible use of funds:** Funding will be used in accordance with 23 USC 154 for changing social norms through education.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education; to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance through education.

- 4.2 Alcohol Ignition Interlocks
- 6.5 Youth Programs

## Project ID 12: Law Enforcement Phlebotomy Pilot Program

**Project description:** This statewide project will create and implement a pilot phlebotomy program for Connecticut police officers to be trained in phlebotomy procedures and best practices to address polysubstance use and impairment detection issues affecting road safety. Training will be extended to include prosecutors and courts on collection procedures and preserving blood evidence from impaired drivers. Locations with high DUI incidences will be prioritized. As urine continues to be phased out as viable chemical sampling in drug-DUI investigation throughout the United States, the only alternative under State law is blood sampling.

In FFY2024, CTHSO partnered with American Professionals Educational Services, within Hartford Hospital, to create a Law Enforcement Phlebotomy Pilot Program. Police Officers complete an 80-hour program, which consists of classroom lectures, quizzes, practical exercises, 100 instructor observed venipunctures, and a national licensure examination. Through this program, in FFY2025, an additional 19 officers were trained, bringing the total number of licensed law enforcement phlebotomists to 29. Due to the continued interest from law enforcement partners throughout the State, the CTHSO plans to host more classes in FFY2026.

In FFY2026, CTHSO looks to expand this pilot program. The initial effort has shown the need for highly trained and skilled Law Enforcement Phlebotomists to support DREs in post-arrest activities within two hours of a crash where impaired driving is suspected. However, due to the low number of trained officers and the need to draw blood within two hours of established operation required by law, it is difficult to effectively accommodate every jurisdiction in the State. Moving forward, to properly track the use of Law Enforcement Phlebotomists, and to answer the requests by law enforcement agencies, there will be a need to increase the number of trained

phlebotomists. The CTHSO will continue to monitor the high-level of training and need to increase the number of trained phlebotomists.

Law Enforcement Phlebotomists will continue to receive continued education courses and attend conferences in relation to chemical testing and impaired driving trends. In addition, they will receive a tablet containing software to help better track data on enforcement blood draws. Law Enforcement Phlebotomists will be utilized during their shift hours and for on-call deployments throughout the state. Similar to the DRE program, the trained Law Enforcement Phlebotomists will be added to the Everbridge emergency communications call-out system and funding sources will be explored for reimbursement.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-LET_DG	0206-0724-2-AQ	CTHSO	State Government	\$200,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 154 and 23 CFR 1300.28 for law enforcement education and safety training.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by increasing high visibility enforcement to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by training law enforcement in the detection of drug and alcohol impaired driving.

- 2.1 Publicized Sobriety Checkpoints
- 2.2 High Visibility Roving Patrols
- 2.3 Breath Test Devices
- 2.4 Passive Alcohol Sensors
- 7.1 Enforcement of Drug-Impaired Driving

### Project ID 13: Western Connecticut Mobile Education and Enforcement Vehicle

**Project description:** The Western Area Region Chiefs of Police are 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. A letter will be sent to NHTSA for approval for this purchase.

The western 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 (see CTDMHAS map of regions in Impaired Driving Project ID-1), 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 State-funded green labs. In addition, the vehicle will be staffed with trained phlebotomists and DREs. A mobile traffic safety device will aid law enforcement in addressing the impaired driving problem and reducing the number of crashes and fatalities. In addition, the mobile safety 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.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-TOX_AL	0206-0719-1-AE	Western Area Region Chiefs of Police	Law Enforcement Agencies	\$1,500,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 154 for impaired driving related education, enforcement and equipment, if needed.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by increasing high visibility enforcement to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by training law enforcement in the detection of drug and alcohol impaired driving.

- 2.1 Publicized Sobriety Checkpoints
- 2.2 High Visibility Roving Patrols
- 2.3 Breath Test Devices
- 2.4 Passive Alcohol Sensors
- 7.1 Enforcement of Drug-Impaired Driving

## Project ID 14: Alcohol Education for the Hospitality Industry

**Project description:** The Connecticut Department of Consumer Protection (CTDCP) Liquor Control Division is collaborating 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 will develop two (2) alcohol education programs. These education programs will 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 to be covered include 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 will include a learning quiz to gauge participant's knowledge and reference handouts summarizing the important points of the videos for participant to download.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-EDU_AL	0206-0721-1-AB	CTDCP Liquor Control Division	State Government	\$100,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 154 for impaired driving related education, enforcement and equipment, if needed.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education.

- 5.2 Mass Media Campaigns

## OCCUPANT PROTECTION (OP)

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

**Project description:** The goal of this project is to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during checkpoint and patrols. This project provides funding for enforcement of occupant protection laws in conjunction with the national *Click It or Ticket* mobilizations (May and November), including checkpoints and roving/saturation patrols. Efforts will focus on low seat belt use towns through increased enforcement and education. This will be accomplished through analysis of Vehicle Miles Traveled (VMT) data, crash and observation data to identify towns and areas where low belt use by motorists can best be addressed. This process serves to prioritize funding opportunities for 30-50 participating law enforcement agencies. The CTHSO will offer grant funding priority to towns and agencies that show the greatest need in this area. This increased focus on low belt use and unbelted crashes will not preclude the CTHSO from continuing historical practice of attempting to achieve statewide law enforcement participation during national mobilizations.

The *Click It or Ticket* HVE campaign will coincide with NHTSA's National Enforcement Mobilization. This enforcement mobilization will pair an enforcement mobilization with a media campaign using the NHTSA slogan *Click It or Ticket*.

**Enforcement mobilization:** Both State and municipal police agencies will be selected to participate in grant funded overtime enforcement of Connecticut's seat belt campaign for drivers. Municipal police departments will be selected based on unbelted related fatal and injury crash data and seat belt citations issued. For FFY2026, there will be 30-50 agencies selected to participate in this enforcement mobilization. A full list of agencies will be included in the CTHSO's first amendment.

The Connecticut State Police Traffic Services Unit will be able to apply for grant funded overtime enforcement to take place on interstates, State routes and local roads, where possible.

The following enforcement parameters will be required of participating municipal law enforcement agencies:

- *Click It or Ticket* checkpoint or roving-type enforcement strategy
- Enforcement schedule
  - Fall enforcement: November to December 2025
  - Spring enforcement: May to June 2026
  - Seven (7) days per week eligible
  - Minimum of 4-hour shifts/maximum of 8-hour shifts



- Personnel
  - Minimum of 2/maximum of 8 Officers
  - Participating agencies are required to take part in earned media activity related to *Click It or Ticket*. This could include the following:
    - Hosting a kick-off press event
    - Notification of media outlets through the use of interview opportunities, press releases and media advisories and/or ride-alongs
    - Use of approved talking points
- Training
  - Participating agencies must participate in training programs sponsored by the CTHSO
  - Anticipated training activities are to include the following:
    - Enforcement strategies piloted by other Connecticut law enforcement agencies
    - Grant application and reporting training
- Project reporting
  - Hours worked
  - Citation data
  - Activity report summary – narrative

**Media Component:** The CTHSO will work through a media contractor to purchase ad space across multiple media platforms to compliment the NHTSA's national media buy *Click It or Ticket*. This advertising will be purchased to run during the fall and spring enforcements.

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

During FFY2026, the CTHSO will emphasize high-risk areas based on data-driven statistics. In FFY2026 CTHSO will also continue to advance the work of the Seat Belt Committee.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-OP	0206-0702-ZZ	Municipal Police Agencies	Law Enforcement Agencies	\$339,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 402 for *Click It or Ticket* national mobilization in support of occupant protection.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 1.1 State Primary Enforcement Seat Belt Use Laws
- 2.1 High Visibility Seat Belt Law Enforcement
- 3.1 Communications and Outreach Supporting Enforcement

## **Project OP 2: Occupant Protection Enforcement/Connecticut State Police**

**Project description:** The goal of this project is to decrease the number of unbelted drivers involved in fatal and injury crashes. This project provides funding to the CTDESPP division of Connecticut State Police (CSP) for enforcement of occupant protection laws through NHTSA's national *Click It or Ticket* mobilization (May and November) during checkpoints and roving/saturation patrols. The CSP covers 82 of the State's 169 towns that do not have their own police departments. The specific portions of the interstate highways and cities selected for enforcement reflect areas that have experienced high numbers of crashes related to occupant protection.

The enforcement activities will consist of both spot check points and roving patrol enforcement throughout the State. The CSP Public Information Office will provide the activity totals to the media to act as a deterrent to those drivers who choose not to obey the State's seat belt and child safety seat laws. Increased effort will focus on low seat belt use areas through increased enforcement and education.

The Connecticut State Police-Traffic Services Unit (CSP-TSU) applies a data-driven approach when conducting traffic enforcement. CSP Computer Aided Dispatch/Records Management System (CAD/RMS) personnel, in partnership with their CAD/RMS vendor, assess CSP produced data from crashes and traffic stops. This information is then provided to CSP-TSU with heat maps showing the actual days of the week and time periods where the crashes and/or violations related to occupant protection are occurring.

CSP-TSU uses this information when completing occupant protection grant applications to ensure that the problem areas are addressed. The specific portions of the interstate highways and cities selected reflect areas that have experienced high numbers of crashes related to occupant protection with the specific violation identified as a contributing factor. These areas often have been selected due to CSP Troopers having identified significant violations of the law and subsequent issuance of infractions.

The participating CSP Unit(s)/Troops will mirror the enforcement parameters utilized for municipal departments.

During FFY2026, the CTHSO will emphasize the high-risk areas including but not limited to the major cities of Hartford, Waterbury, New Haven, and Bridgeport.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405b-1 (M1HVE)	0206-0741-1-AC	CTDESPP (CSP)	State Government	\$140,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.21 for *Click It or Ticket* national mobilization in support of occupant protection.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 1.1 State Primary Enforcement Seat Belt Use Laws
- 2.1 High Visibility Seat Belt Law Enforcement
- 3.1 Communications and Outreach Supporting Enforcement

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

**Project description:** The goal of this project is to increase seat belt compliance, to reduce the number of injuries and fatalities statewide and to increase public education programs through physical demonstrations. The Seat Belt Convincer demonstrates a low-speed crash and allows the rider to feel how the seat belt restraint system works to protect them in a car crash. The Rollover Simulator allows the public to view the ejection of crash dummies as a direct result of the failure to use seat belts. Funding for this project will be used to have the Seat Belt Convincer and Rollover Simulator demonstrations conducted at schools, fairs, places of employment and community events. Anticipated locations include but are not limited to:

- Connecticut Children's Medical Center – Safe Kids Day
- CTDOT – Take Your Child to Work Day
- The Eastern States Exposition (The Big E) annual fair
- Hartford Hospital – Healthcare Heroes Against Impaired Driving campus safety event
- Westbrook High School field day event
- Wilcox Technical High School pre-prom event
- Windsor Locks High School – Shattered Dreams mock crash event

Utilizing the Convincer and the Rollover Simulator, the Connecticut State Police (CSP) are able to demonstrate visually and physically the value of wearing a seat belt. New equipment was purchased last year; therefore, funding will be allocated for personnel costs.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405b-3 (B1CPS_US)	0206-0741-3-AE	CTDESPP (CSP)	State Government	\$150,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.21 for public information and education.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 1.1 State Primary Enforcement Seat Belt Use Laws
- 2.1 High Visibility Seat Belt Law Enforcement
- 3.1 Communications and Outreach Supporting Enforcement

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

**Project description:** Public education is critical in disseminating CTHSO messages to road users, making them aware of the dangers of unsafe driving and the efforts taking place to reduce crashes, injuries and fatalities related to the messaging. The goal of this project is to reduce the number of unbelted fatalities and serious injuries by increasing awareness to Connecticut drivers, passengers, and all road users of the dangers of not wearing safety belts or using proper child safety restraints. The project provides funding for bilingual paid media (English and Spanish) to support the national *Click it or Ticket* enforcement mobilizations and year-round social norming seat belt messaging. Media buys will include but will not be limited to TV, radio, internet, social media, and outdoor advertising. The CTHSO will work with its media contractor to develop multiple products to be used throughout the year to provide educational social norming messaging to raise motorist awareness of seat belts. These products will include the development of Connecticut specific social norming messaging campaign to be used across various media platforms. Campaign impressions and impact will be tracked and measured through required reports from media agencies.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405b-2 (M1PE)	0206-0741-2-AD	CTHSO	State Government	\$400,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.21 for changing social norms through education.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 1.1 State Primary Enforcement Seat Belt Use Laws
- 2.1 High Visibility Seat Belt Law Enforcement
- 3.1 Communications and Outreach Supporting Enforcement

## Project OP 5: Occupant Protection Public Information and Education

**Project description:** The goal of this project is to educate drivers and passengers on the importance of wearing their seat belts. The funding will be used to purchase educational materials to be distributed at health and safety fairs, school events and other public outreach events. Public information and education efforts will be conducted through a variety of public outreach venues. Through this paid media project, safety belt messages and images including *Click It or Ticket*, *Buckle Up Connecticut* and *Seat Belts Save Lives* will be prominently placed at several of the State's sports venues including but not limited to:

- Dodd Stadium
- Dunkin Park
- Hartford HealthCare Amphitheater
- Ives Center
- Lime Rock Park
- Live Nation theatres
- PeoplesBank Arena/XL Center
- Pratt & Whitney Stadium/Rentschler Field
- Stafford Motor Speedway
- Thompson Speedway Motorsports Park

In support of the visual messages, public outreach will be conducted at these venues through tabling occasions which will provide the opportunity to educate motorists about the importance of safety belt use for themselves and their passengers. This project will include for the purchase of brochures and citation holders to be used during High Visibility Enforcements.

Note this project does not include the purchase of ANY promotional items.



Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-OP	0206-0702-AB	CTHSO	State Government	\$10,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 402 for public information and education.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 1.1 State Primary Enforcement Seat Belt Use Laws
- 2.1 High Visibility Seat Belt Law Enforcement
- 3.1 Communications and Outreach Supporting Enforcement

## CHILD PASSENGER SAFETY (CPS)

### Project CPS 1: Child Passenger Safety Support Training

**Project description:** This project aims to provide CPS technical training for new Child Passenger Safety Technicians (CPSTs), update training, and recertification on child passenger safety. For new CPSTs, eight (8) certification classes will be conducted with eight (8) to ten (10) students per class. For currently certified CPSTs to maintain their certification, this project involves conducting four (4) update training sessions giving six (6) Continuing Education Units (CEUs) required for recertification. Update trainings will be held at various locations throughout the State based on where the largest number of expiring CPSTs are located for the year. Some of the locations include but are not limited to American Ambulance in Norwich, Middletown Fire Department, New Haven Fire Academy, and Plymouth Police Department. Recertification classes will be held on an as-needed basis. The CPSTs serve all communities throughout the State.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0206-0709-AB	CTHSO	State Government	\$30,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 402 for training of child passenger safety technicians, providing the technicians with the necessary resources and training when working with autistic children as well as attending relevant national conferences to further the learning experience.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** Child Passenger Safety training to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Communications and Outreach Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

## Project CPS 2: Child Passenger Safety Support    Fitting Stations

**Project description:** The aim of this project is to provide assistance in maintaining appropriate fitting stations that can increase the use of child safety seats across the State. The project supports materials, supplies as well as purchase of child safety seats. These child safety seats will be distributed to qualifying fitting stations in communities through mini grants to local police and fire departments.

In FFY2025, the Child Passenger Safety Technicians (CPSTs) have been able to support several monthly child safety seat assessments, installations, and trainings for children with special healthcare needs in New Haven, West Haven, and Greenwich to name a few. The funding from this project also helps provide car seats when parents come to an event and have an inappropriate, damaged, or expired seat. This fitting station support project is essential to providing much needed funding for fitting stations to obtain the tools they need to help the community. This project provided support to State and municipal police departments, fire departments, CTDMMV and hospitals to a number of municipalities.

In FFY2026, CPSTs will continue to perform safety seat checks while educating caregivers to reduce the misuse and/or lack of use of child safety seats and dispel incorrect information regarding child passenger safety. CPSTs explain how to select the correct seat not only for the vehicle but for the caregiver. Fitting stations that receive funds through this project must participate in Child Passenger Safety Week. This project is meant to serve all communities throughout the state.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0206-0709-AC	Connecticut Children's Medical Center	Non-Profit	\$150,000.00
402-CR	0206-0709-AD	Yale New Haven Children's Hospital	Non-Profit	\$150,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 402 for maintaining appropriate fitting stations, educational material, child restraint check-up events, outreach, and distribution of child safety seats to low income and disadvantaged communities.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** Child Passenger Safety training to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

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

**Project description:** This community traffic safety program aims to improve passenger safety through education and direct Child Passenger Safety Technician (CPST) services by conducting and coordinating various educational programs and check-up events.

In FFY2025, the project supported several Child Passenger Safety Certification Courses, and the project coordinator continued to reach out to areas of the State lacking CPSTs as well as working to recruit more bilingual personnel. The feedback on these courses continues to be extremely positive. Many organizations send multiple people to either start a new or expand/restart existing programs. The new CPSTs certified are a mix of law enforcement, fire, Emergency Medical Services (EMS), healthcare, and some civilians.

In FFY2026, this project will continue to conduct child passenger safety educational programs, check-up events, CPST certifications, and renewal and update classes as well as host sign-off sessions to maintain CPSTs. The project will assist in establishing inspection stations in cities/towns that not only have large populations but reach underserved populations and communities. This project will fund or partially fund two (2) coordinator positions to assist parents and other caregivers by providing education and raising awareness to get families and communities more involved in child passenger safety. This project will address proper car seat, booster seat and seat belt usage to begin the process of ensuring passenger safety into adulthood. Through this project the CTHSO will also work with Connecticut Department of Children and Families (CTDCF) employees and interns to provide the necessary training for child passenger safety. The project will serve to expand resources and education available to families and healthcare providers especially around the transportation of children with special healthcare needs which is a need currently lacking support in Connecticut. This traffic safety program will help expand the CTHSO's outreach to provide educational programs with an emphasis on communities in the Southeastern corner of the State. Families will be identified for these programs through religious organizations, health departments, the OB-GYN department at Lawrence+Memorial Hospital, daycare facilities, and pre-schools. In addition to traditional fitting station options, this project will be taking the services to the communities through collaboration with schools, houses of worship, community organizations, non-profits, and other organizations.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0206-0709-AE	Yale New Haven Children's Hospital	Non-Profit	\$300,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 402 training of child passenger safety technicians, maintaining appropriate fitting stations, educational material, child restraint check-up events, outreach, maintaining an inventory of training seats, supporting families of children who need education and specialized seats for transporting children with special healthcare needs (not covered by any programs or insurance) and distribution of child safety seats to eligible individuals.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** Child Passenger Safety training to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use

## Project CPS 4: Safe Kids Hartford Child Passenger Safety Program

**Project description:** This project, in partnership with Safe Kids Connecticut, will support the child passenger safety initiative in Hartford and surrounding areas.

In FFY2025, this program received positive feedback from the community and gained referrals from different community partners such as:

- Aalia and Ricardo Family Child Care
- Capital Region Education Council (CREC)
- Catholic Charities
- Connecticut Children's Medical Center
- Family Wellness Healthy Start Program by the Connecticut Department of Public Health
- Hartford Fire Department
- Hartford Hospital
- La Iglesia de Dios Church
- North Hartford Ascend Pipeline
- Pentecostal Tabernacle Apostolic Church
- Preservation of Affordable Housing (POAH) Communities



- Saint Francis Hospital
- The Village for Families and Children
- Women Infants and Children (WIC) Program

Several car seats were distributed to those in need and tabling events/clinics were held at various locations.

In FFY2026, the program will offer an open car seat clinic every month and an appointment-based car seat check day every week. Two (2) salaried positions will be funded. A trained Child Passenger Safety Technician (CPST)/coordinator will visit schools, community-based and faith-based organizations, hospitals, and medical clinics to provide CPS education. The program will be gradually expanded with CPSTs working with Hartford's forty (40) home-visiting team members to ensure that they understand the basics of car seat safety and that some of them become trained as CPSTs. Through the coordinator, the program will distribute at least 120 car seats and aims to directly benefit at least 25 families every month. This program will only cover the coordinator's salary and mileage.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0206-0709-AH	City of Hartford Health and Human Services	Municipal Government	\$225,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 402 for educational material, child restraint check-up events, outreach, and distribution of child safety seats to low income and disadvantaged communities.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** Child Passenger Safety communications and outreach to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

## Project CPS 5: Community Traffic Safety Program

**Project description:** This traffic safety project will create a car seat safety program in western and northern Connecticut serving communities in Fairfield and Hartford Counties. Connecticut Children’s Medical Center (CCMC) and Nuvance Health recently combined forces to make it easier for parents to get the care they need for their children in western and northern Connecticut. This alliance connects patients, their caregivers and providers specifically in the Nuvance Health hospitals’ Neonatal Intensive Care Units (NICUs), Birth Centers, Emergency Departments and pediatric in-patient units with specialists and clinicians from CCMC. The Nuvance Health system includes hospitals in Danbury and Norwalk and provides the CTHSO with access to these institutions and the communities they serve.

In FFY2025, through outreach with area agencies, the program has been able to identify the specific needs and concerns across the western Fairfield and northern Hartford Counties. Community feedback from lower Fairfield and Hartford County revealed that due to turnover and staffing issues with police and fire departments Child Passenger Safety Technicians (CPSTs), families may not always get the support they need. As a result, the grant-funded project coordinator has focused on holding clinics, classes and community events. This program will cover the coordinators’ salaries, child safety seats, and supplies. Additionally, there is a lack of CPSTs and a need for more than one (1) fitting station for a city the size of Danbury.

In FFY2026, the program plans to offer a CPST class in the cities of Danbury and Hartford to address this need. The program will also continue to support and engage clinics along southern Fairfield and northern Hartford Counties. A full-time CPST will staff an open car seat clinic each month and will have an appointment-based car seat check day each week. Additionally, with support for CPS supplies, the CPST will distribute at least 240 seats to families in need.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0206-0709-AG	Connecticut Children’s Medical Center	Non-Profit	\$280,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 402 for educational material, child restraint check-up events, outreach, and distribution of child safety seats to low income and disadvantaged communities.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** Child Passenger Safety communications and outreach to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

## Project CPS 6: *Where's Baby? Look Before You Lock* Education Campaign

**Project description:** The *Where's Baby? Look Before You Lock* campaign is a statewide education campaign to improve child safety by delivering safety messages to increase awareness of the issue of hot cars and to provide strategies for parents and caregivers to be reminded not to forget children, or to leave them purposefully, in a motor vehicle unattended. The CTHSO/Connecticut Children's Medical Center (CCMC) will administer the program. The campaign will utilize television, radio, billboards, newspapers, online media, social media, community education, bus panels in densely populated urban core areas and communities and outreach to businesses.

Community feedback about the *Where's Baby? Look Before You Lock* program is provided by family day care homes and centers, community members on social media, and area politicians interested in addressing this topic. Social media has also provided an opportunity for families to contact the program, and the *Where's Baby? Look Before You Lock* posts are some of the most shared posts across CCMC accounts. People are very thankful for these reminders, especially because the program is normalizing that forgetfulness does occur with busy, tired parents, and that there are tools to help them avoid a tragedy. In addition, the *Where's Baby? Look Before You Lock* program received requests from out-of-state and international organizations. The Christian County Health Department in Hopkinsville, Kentucky, borrowed the campaign PSA for use in their local area, and a non-governmental organization (NGO) in Croatia found the program website and requested to use the facts and tips in their outreach to families.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-UNATTD	0206-0713-AC	Connecticut Children's Medical Center	Non-Profit	\$100,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 402 funds for statewide coordination of educating parents and caregivers about leaving children unattended in motor vehicles.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** Child Passenger Safety communications and outreach to encourage child passenger safety and educate the caregivers and public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

- Highway Safety Program guideline number 20, occupant protection for children as justified in the 2024-2026 Connecticut Triennial Highway Safety Plan

## Project CPS 7: Waterbury Area Traffic Safety Program

**Project description:** This project provides funding for Regional Traffic Safety Program Administration. This program provides support to the CTHSO for the dissemination of educational programs, materials, and information on the importance of child passenger safety. This project also provides support for approximately six (6) Child Passenger Safety Technician (CPST) training classes and supplies for fitting stations to assure that all CPSTs are provided with the latest available information in the certification process. This includes a coordinator salary, training materials, child safety seats, travel, and all class materials. This project also provides funding for an assistant to work with the coordinator, teaching additional certification and update classes, as well as help with car seat signoffs to maintain CPSTs' certification while enhancing the CPS program for the State. The coordinator also assists with training throughout the state of Connecticut.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-OP	0206-0702-AD	Waterbury Police Department	Law Enforcement Agency	\$250,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 402 for maintaining appropriate fitting stations, educational material, child restraint check-up events, outreach, and distribution of child safety seats to low income and disadvantaged communities.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** Child Passenger Safety communications and outreach to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

## Project CPS 8: Griffin Health Child Passenger Safety Program

**Project description:** This project will create a comprehensive Child Passenger Safety program in the Griffin Health Community Outreach Department which will support CPS services in:

- Ansonia
- Prospect
- Shelton
- Derby
- Seymour
- Waterbury
- Other towns that are part of the Naugatuck Valley region

This project will allow a Child Passenger Safety Technician (CPST) to reach parents utilizing the childbirth center and provide education on proper car seat installation and safe practices. The CPST will be able to increase the number of appointments to the community, especially to parents/caregivers needing to transport children with special healthcare needs. The CPST is special needs certified and will provide technical assistance to other CPSTs in the state. The CPST will also provide expert advice, education, and informational materials and will serve as a resource to parents and community-based organizations. The CPST will host monthly CPS clinics and assist at other inspection stations when available.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0206-0709-AL	Griffin Health Community Outreach Department	Non-Profit	\$40,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 402 for educational material, child restraint check-up events and outreach to communities.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** Child Passenger Safety communications and outreach to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

## POLICE TRAFFIC SERVICES (PTS)

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

**Project description:** This project will provide funding for speed and aggressive driving enforcement grants. The speed and aggressive driving High Visibility Enforcement (HVE) campaign will coincide with Connecticut's deadliest months for speed and aggressive driving crashes. Enforcement mobilization will pair with a media campaign using the slogan *When Speeding Kills, It's Never an Accident*. The CTDESPP division of Connecticut State Police (CSP) as well as municipal police agencies will participate in the HVE.

Municipal and State Police agencies will be chosen for funding, based on the severity of the speed and aggressive driving problems identified with data analysis by the CTHSO data contractor. This project will address speed related crashes, injuries and fatalities statewide. The CTHSO will consider up to 25 grant submissions from police agencies identifying specific speed and aggressive driving related crash data within their jurisdictions, substantiated by enforcement and crash data. The projects are meant to be comprehensive speed grants for cities that had identified speed as a problem. Areas with high population, high traffic volumes and roadways with low posted speed limits led to the selection of high population areas and larger cities as the most likely areas where speed and aggressive driving enforcement can impact the greatest number of speed related crashes.

**Enforcement mobilization:** Both State and municipal police will be selected to participate in grant funded overtime enforcement of Connecticut's speed and aggressive driving laws. Municipal police departments will be selected based on speed and aggressive driving data. For FFY2026, there will be up to 25 agencies selected to participate in this enforcement mobilization.

The CSP Traffic Services Unit will be able to apply for grant-funded overtime enforcement to take place on interstates, State routes and local roads, where possible.

The following enforcement parameters will be required of participating State and municipal law enforcement agencies:

- Enforcement schedule
  - July through September 2026
  - Day or night – enforcement can take place during daylight or nighttime hours, justification in grant application
  - Seven (7) days per week eligible



- Enforcement locations
  - Spotter/non-spotter enforcement can be done in teams or individually
  - Spotter/self-initiated is not roving, should include officer finding a covert location advantageous to the observation of speeding
  - Enforcement locations should be included in grant applications with narrative for rationale as to why locations were chosen
- Personnel
  - Maximum of 8 officers per enforcement activity 8-hour shifts
  - Provide justification for requested personnel based on enforcement plan
- Project reporting
  - Hours worked
  - Citation data
  - Signed time sheets for overtime enforcement
  - Location
  - Activity report summary – narrative

**Media Component:** The CTHSO will work through a media contractor to purchase ad space across multiple media platforms to compliment the HVE enforcement mobilization. This advertising will be purchased to run during the months of July through September. The details about the media component are included under the Police Traffic Services Project PTS-2 Speed and Aggressive Driving High Visibility Enforcement Media Buy project description.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-SC	0206-0706-ZZ	Municipal Police Agencies	Law Enforcement Agencies	\$1,355,000.00
405e-4 (B8L*SC)	0206-0745-4-EQ	CTDESPP (CSP)	State Government	\$200,000.00

**Eligible use of funds:** Flexible distracted driving 405e funds in accordance with 23 CFR 1300.24 and/or 402 funds in accordance with 23 USC 402 will be used for speed and aggressive driving enforcement and equipment.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; to reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles).

- 2.1 Automated Enforcement
- 1.3 High Visibility Cell Phone and Text Messaging Enforcement

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

**Project description:** The goal of this project is for a Speed Enforcement Program media campaign in concurrence with the High Visibility Enforcement (HVE) activity by law enforcement partners. This campaign will increase awareness of the dangers of speeding on Connecticut roads. English and Spanish media will be deployed statewide with an emphasis on towns represented in the top 25 in crash data.

Running this media campaign in concurrence with the HVE activity by law enforcement partners in Connecticut's major cities is the most effective way of obtaining results. The media campaign may include cable television, outdoor digital billboards, internet, internet radio, social media, digital banners, gas stations, movie theaters, print, and shopping malls. This advertising will be purchased to run during the summer months.

The objectives of this media campaign include creating, developing, and implementing a realistic and effective speeding marketing/communications strategy for the CTHSO. The marketing firm will be responsible for conducting research on demographics, developing communication materials, and evaluating the awareness campaigns. The marketing firm will provide continued assistance to the CTHSO during their public information campaigns and incorporate market research into the development of public information and education campaigns to effectively reach the target populations. Survey results from the CTHSO data contractor will support media strategies in conjunction with the HVE.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405e-6 (B8A*PM)	0206-0745-6-AB	CTHSO	State Government	\$200,000.00

**Eligible use of funds:** Flexible distracted driving 405e funds in accordance with 23 CFR 1300.24 will be used for changing social norms through education.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; to reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles).

- 4.1 Communications and Outreach Supporting Enforcement

## Project PTS 3: 1906 Racial Profiling

**Project description:** Since May 2012, the Institute for Municipal and Regional Policy (IMRP) at the University of Connecticut (UConn) has led the statewide traffic stop data collection and analysis program, in accordance with Connecticut General Statute 54-1m. The initiative is designed to collect, maintain, and provide public access to traffic stop data. In collaboration with state stakeholders and national experts, the IMRP developed a standardized and efficient method for data collection to enhance transparency and inform policy decisions.

The IMRP has also developed tools to provide meaningful insights to government officials, law enforcement, and the public. In FFY2025, the IMRP hosted seven (7) community forums across Connecticut to educate residents about the law and to facilitate dialogue between law enforcement and communities. These sessions enabled the IMRP to gather public input, respond to questions, and improve its public-facing website, making it easier to access and analyze traffic stop data. Enhancements were also made to data reporting systems and integration with police reporting tools.

In FFY2026, the IMRP will continue hosting public forums while focusing on improving data quality, timely data cleaning, and more frequent analysis of traffic enforcement trends.

### Goals:

- Collect, maintain, and provide public access to traffic stop data
- Evaluate the results of such data
- Develop and implement programs to improve road safety and foster community trust

### Objectives:

1. Examine broader factors influencing traffic stops, such as driver behavior, enforcement campaigns (e.g., distracted driving, *Click it or Ticket*), crime patterns, and crash data
2. Study the impact of automated enforcement tools on traffic safety
3. Conduct a border discontinuity analysis to assess traffic enforcement in municipalities adjacent to cities with populations over 100,000
4. Create a machine learning tool to automate geocoding of traffic stop locations, improving statewide mapping

5. Incorporate mobility data to better understand driving patterns and identify risky behaviors that may lead to traffic stops
6. Publish annual reports on traffic stop data
7. Conduct in-depth reviews of departments with statistically significant disparities, including mapping, neighborhood-level analysis, and integration of local crime and crash data
8. Develop a dashboard for law enforcement leadership to monitor officer and department-level trends before annual report publication
9. Merge statewide and community-level crash and crime data to assess the impact of enforcement on safety outcomes
10. Collaborate with the Connecticut Criminal Justice Information System and records management vendors to expand the current data system
11. Increase adoption of the electronic citation/warning system across departments
12. Partner with the Connecticut Data Collaborative to upgrade the public data website, transitioning from quarterly to monthly updates
13. Improve the online data portal to include analytical tools, enabling users to explore data over custom time periods and apply research-based benchmarks
14. Establish a data audit system to verify the accuracy and prompt reporting of traffic stop records
15. Continue outreach efforts to present findings from annual reports and engage communities in discussions on police-community relations

Funding Source	Project Number	Subrecipient	Organization Type	Funding
1906 (F1906ER)	0206-0725-1-AA	University of Connecticut	University/College	\$1,200,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.29 for collection and analysis of traffic stop information including the demographic information of drivers stopped.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To improve law enforcement services in motor vehicle crash prevention, traffic supervision, and post-crash procedures.

- 4.1 Communications and Outreach Supporting Enforcement
- As justified in the 2024-2026 Connecticut Triennial Highway Safety Plan

## Project PTS 4: East Hartford Police Department Community Outreach

**Project description:** This project will provide 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. This project will focus on areas of risk within East Hartford.

The Community Outreach Division will focus and build upon areas such as:

- Deployment of the department's electronic speed signs/messaging boards
- 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

**Community Outreach Division:** The East Hartford Police Department (EHPD) has created a Community Outreach Division which includes an interactive outreach trailer purchased with CTHSO grant funding in FFY2025. This Community Outreach Division encompasses three (3) full-time officers (Community Service Officers) and are augmented with nine (9) 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 all 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.

**Community Traffic Safety Outreach Liaison Position:** Working in a part-time capacity within the police department, this person will work to further the goals and be more responsive to traffic safety issues. For example, this position will work closely with the Public Information Officer as well as with the Community Outreach Division in areas such as social media allowing for faster information sharing for safety awareness in emergency situations. This will also cover safety tips/updates on various topics within the town, help solve traffic safety issues identified within the community, help raise awareness of traffic safety at community events and receiving and

addressing community feedback. Other duties will include data analysis for community and traffic engagements and assessment of the impact on the community for various community and traffic strategies. Overall, this position will interact with numerous community leaders and government officials working dynamically to address traffic safety issues before they arise. This position will focus only on traffic safety issues within the EHPD.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CP	0206-0703-AE	East Hartford Police Department	Law Enforcement Agency	\$150,000.00

**Eligible use of funds:** Flexible 402 funding will be used in accordance with 23 USC 402 for addressing traffic safety issues.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; to reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles); to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by increasing high visibility enforcement; to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by training law enforcement in the detection of drug-impaired driving.

- 1.3 High Visibility Cell Phone and Text Messaging Enforcement
- 2.1 Publicized Sobriety Checkpoints
- 2.2 High Visibility Roving Patrols
- 4.1 Communications and Outreach Supporting Enforcement
- 7.1 Enforcement of Drug-Impaired Driving

## Project PTS 5: Traffic Safety Law Enforcement Summit

**Project description:** The Law Enforcement Summit will bring together key stakeholders from across the region to address pressing traffic safety issues. This forum will focus on critical topics such as the current status of traffic laws, impaired and distracted driving, seat belt usage, officer training, earned media strategies, and the vital role of crash data collection. The event will feature a paid keynote speaker with expertise in cutting-edge traffic safety enforcement techniques who will present during a working lunch session. Additionally, local leaders and

subject matter experts will provide in-depth insights on the topics listed below. This summit is designed to foster collaboration among law enforcement professionals and traffic safety experts at both the local and national levels, with the shared goal of improving public safety and saving lives on our roadways.

Additional areas of focus will be:

- Oral fluids
- Phlebotomy
- Impaired driving education
- Wrong-way driving detection
- Progressive ways to prevent fatalities on Connecticut roadways

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-PT	0206-0707-AC	AAA Northeast	Non-Profit	\$75,000.00

**Eligible use of funds:** Flexible use of 402 General Highway Safety funds in accordance with 23 USC 402 for law enforcement training related to impaired driving, speeding, occupant protection, and distracted driving, as well as non-motorist safety.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; to reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles).

- 4.1 Communications and Outreach Supporting Enforcement



## DISTRACTED DRIVING (DD)

### Project DD 1: Distracted Driving High Visibility Enforcement

**Project description:** This project will provide funding for distracted driving High Visibility Enforcement (HVE). In each of the past two (2) years, an average of 42 agencies participated in HVE as part of this project. This evidence-based enforcement program prioritizes funding levels based on various types of crash data such as crash type, severity, population, and roadway data. The CTHSO will focus on the top 60 law enforcement agencies for priority funding in FFY2026 and will consider other law enforcement agencies depending on the availability of funding. The rankings are determined by the utilization of a ranking list for municipal law enforcement agencies with the highest rates of distracted driving violations along with other criteria. Past performance of the law enforcement agencies will be considered when awarding the funding. The primary goal of this project is to support NHTSA's national mobilization for *U Drive. U Text. U Pay* in April 2026.

**Enforcement mobilization:** Municipal police agencies will be selected to participate in grant-funded overtime enforcement of Connecticut's handheld mobile phone ban for drivers. Municipal police departments will be selected based on distracted driving crash/roadway data. For FFY2026, there will be up to 60 agencies selected to participate in this enforcement mobilization.

The following enforcement parameters will be required of participating municipal law enforcement agencies:

- Spotter-type enforcement strategy, unless other enforcement strategies are described in the grant application in detail to plan enforcement schedules and strategies; this must be preapproved in the grant application
- Enforcement schedule
  - The entire month of April 2026
  - Daytime enforcement
  - Seven (7) days per week eligible
  - Minimum of 4-hour shifts/maximum of 8-hour shifts
- Enforcement locations
  - Enforcement areas should include intersections and other areas where traffic naturally slows; enforcement locations should be included in grant applications with narrative for rationale as to why locations were chosen (Note: Connecticut statute makes manipulating a handheld mobile device at a traffic sign or signal a violation)
  - Limited access highways prohibited (covered by Connecticut State Police)

- Personnel
  - Minimum of 2/maximum of 8 officers
- Training
  - Participating agencies must participate in training programs sponsored by the CTHSO
  - Grant application and reporting training
- Project reporting
  - Hours worked
  - Citation data
  - Activity report summary – narrative

Distracted driving is one of the top five (5) driver-related factors of motorist involved in pedestrian and bicyclist fatalities in Connecticut.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-DD	0206-0712-ZZ	Municipal Police Agencies	Law Enforcement Agencies	\$1,485,000.00

**Eligible use of funds:** 402 funding will be used in accordance with 23 USC 402 for high visibility distracted driving enforcement.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce crashes resulting from unsafe driving behavior (caused by distracted driving arising from the use of electronic devices in vehicles).

- 1.3 High Visibility Cell Phone and Text Messaging Enforcement

## Project DD 2: Distracted Driving High Visibility Enforcement Connecticut State Police

**Project description:** This project will provide funding for statewide Connecticut State Police (CSP) High Visibility Enforcement (HVE). This evidence-based enforcement program prioritizes funding levels based on various types of crash data based on crash type, severity, population and roadway data. The primary goal of this project is to support NHTSA's national mobilization for *U Drive. U*

*Text. U Pay.* In April 2026, the CSP will carry out HVE enforcement targeting drivers who are distracted behind the wheel throughout the month.

The CSP Traffic Services Unit (CSP-TSU) uses data from their records management system when applying for the distracted driving HVE grant application with the CTHSO. The data used for the application show information from crashes and traffic stops on Connecticut state roads and highways. The CSP data highlight areas where high amounts of distracted driving crashes or violations have occurred. The data include heat maps with dates and times. The selected areas were identified by troopers as having significant violations of the law and issuance of infractions.

The CSP uses the data from the records management system to ensure the problematic areas are addressed. The CSP-TSU in the CSP troops will be able to apply for grant funded overtime. The CSP will not be restricted to interstates and will have to follow the CTHSO's grant parameters.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405e-2 (B8LDDLE)	0206-0745-2-DW	CTDESPP (CSP)	State Government	\$150,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.24 for high visibility enforcement.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles).

- 1.3 High Visibility Cell Phone and Text Messaging Enforcement

### Project DD 3: Distracted Driving Media Campaign

**Project description:** Public education is critical in disseminating CTHSO messages to road users, making them aware of the dangers of unsafe driving and the efforts taking place to reduce crashes, injuries and fatalities related to the messaging. The goal of this project is to reduce injuries and fatalities related to distracted driving crashes through paid media campaigns in both English and Spanish languages.

This project will directly support NHTSA's national mobilizations in both English and Spanish

during national enforcement periods. Paid media purchases will be made in support of/to supplement the national media buy using the same demographic information contained in NHTSA's media plan. Media buys will include but will not be limited to TV, radio, internet, social media, and outdoor advertising. The CTHSO will work with a media contractor to develop multiple media products to be used throughout the year to provide educational social norming messaging to raise motorist awareness to the dangers of distracted driving. These products will include the development of a Connecticut-specific social norming messaging campaign to be used across various media platforms. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for both the entire campaign as well as the target audience.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405e-1 (B8LPE)	0206-0745-1-DY	CTHSO	State Government	\$250,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.24 for changing social norms through education.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles).

- 2.1 Communications and Outreach on Distracted Driving

## MOTORCYCLE SAFETY (MS)

### Project MS 1: Connecticut Rider Education Program (Training)

**Project description:** The Connecticut Rider Education Program (CONREP) is dedicated to decreasing motorcyclist and unhelmeted fatalities through comprehensive rider training. Rider training is primarily applied to reach the goal of decreasing the total number of motorcyclist fatal and injury crashes. CONREP provides oversight in the following ways: the training/recruitment and monitoring of 60 certified motorcycle safety instructors not including twenty (20) additional coaches in training, and an in-state Rider Coach Trainer, providing support services for additional Rider Coach trainings to the CONREP training sites annually. Similarly, 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 ([www.ride4ever.org](http://www.ride4ever.org)), which is the program's direct point of contact for course students and license waiver information. Each training site offers Basic Rider Course (BRC) and some offer other courses for more experienced riders as well as riders interested in riding three-wheeled motorcycles. The program collaborates with motorcycle groups to increase course enrollment, mainly targeting unlicensed riders.

CONREP will also seek to bring in unlicensed riders for training. The CTHSO partners with motorcycle groups to develop and promote activities designed to increase enrollment in advanced rider courses. These courses seek to train those riders who are unlicensed or lack appropriate experience, including operation of three-wheeled motorcycles and standard motorcycles in Connecticut. These activities will be undertaken to address the decline in trained motorcyclists observed in Connecticut and promote motorcyclist's safety.

Motorcycle rider training range locations are located in four (4) of Connecticut's eight (8) counties: Fairfield, New Haven, Hartford, and New London. Litchfield, Middlesex, Tolland, and Windham County residents are serviced by locations in the other four (4) counties. Even though there are not training ranges in each county, due to the size of Connecticut, no resident is more than 40 miles from one of the motorcycle safety training range locations. Training sessions will be conducted at eight (8) range locations throughout the State and are open to all statewide applicants:

- Colchester
- Fairfield
- Manchester
- Norwich
- East Granby
- Farmington
- North Haven
- Waterbury

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405f-1 (M11MT)	0206-0744-1-AB	CTHSO	State Government	\$10,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.25

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To prevent crashes and reduce deaths and injuries resulting from crashes involving motor vehicles and motorcycles.

- 3.1 Motorcycle Rider Licensing
- 3.2 Motorcycle Rider Training

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

**Project description:** The Connecticut Rider Education Program (CONREP) will provide coordination and overtime staffing for grassroots events and seminars to promote public awareness, public service announcements and other outreach programs to enhance driver awareness of motorcyclists and share the road messaging. In support of these visual messages, public outreach will be conducted at assigned venues through tabling events that provide opportunity to directly communicate with the driving public about the importance of being aware of motorcyclists on the roads. Funds may also be utilized for outside contractor professional services to accomplish this project. CTHSO plans on participating in the NHTSA Region 1 *Rally 2 Rally* event this year to bring awareness to the importance of riding SMART (Safely, Maturely, Aware, Respectfully, Trained) during rally events along the east coast during the peak motorcycle-riding season.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405f-2 (M11MA)	0206-0744-2-AC	CTHSO	State Government	\$100,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.25 for community outreach and motorist education on Sharing the Road with Motorcyclists.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To lower the instances of motor-vehicle versus motorcycle collisions and intersection crashes.

- 4.2 Motorist Awareness of Motorcyclists
- As justified in the 2024-2026 Connecticut Triennial Highway Safety Plan



## TRAFFIC RECORDS (TR)

This project will provide the necessary funding to assess and develop the Connecticut Traffic Records Program by implementing the following projects outlined in the Section 405(c) and the Traffic Records Strategic Plan.

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

**Project description:** The project will support municipal police departments in acquiring better tools/resources, including technology as well as software support, where warranted, to enable them to participate in the eCitation initiative. Some departments do not have computers or eCitation printers in their vehicles, hindering their abilities for selective enforcement while some departments only have few patrol vehicles with eCitation printers installed. The ideal scenario would be to have all fleet patrol vehicles outfitted with equipment for eCitation. This will allow elimination of paper tickets and contribute towards timeliness in processing of traffic violation and updating driver history files.

Equipment as well as software support will be provided to assist municipal law enforcement agencies in implementing eCitation. Equipment/software support will be specifically awarded to those agencies requesting assistance for the purchase and/or installation of computers, printers, or other mobile technology, as well as software applications.

The need for planning and coordination among law enforcement agencies is critical to the success of this effort. This eCitation support initiative will improve police officer efficiency by reducing the amount of time that officers spend collecting citation data and decrease the time it takes these data to be received by the appropriate State agency. This project could fund 12-16 municipalities. Eighty-three (83) municipal police agencies and the Connecticut State Police (excluding vehicles assigned to Troopers) currently use eCitation.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0206-0742-ZZ	Municipal Police Agencies	Law Enforcement Agencies	\$305,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.22 to support municipal police departments with eCitation related equipment.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** The development / improvements of statewide data systems to provide timely and effective data collection and data analysis to support allocation of highway safety resources.

- Countermeasures for the Traffic Records Section were Developed from 2021 Traffic Records Assessment

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

**Project description:** This statewide project will support the implementation of a “T” restriction code on Connecticut operator licenses to indicate Ignition Interlock Device (IID) requirements per the standards of the American Association of Motor Vehicle Administrators (AAMVA). It will improve compliance and data integration for IID driver restrictions across jurisdictions. The project will provide funding for the Information Technology staff at the Connecticut Department of Motor Vehicles (CTDMV) to make coding changes to the operating system to implement the “T” restriction code. An estimated timeframe of 120 hours would be required for IT resources to complete this project.

AAMVA has adopted a “T” restriction universally to allow other jurisdictions to recognize the need for an Ignition Interlock Device (IID) when an operator transfers to, or is driving in, another jurisdiction. AAMVA’s recommendation is to have this restriction appear on the license for the duration of the time period that the operator is required to maintain an IID. Implementation of this restriction would bring CTDMV in line with AAMVA’s published best practices guide. Furthermore, AAMVA plans to utilize a new AAMVA Code Dictionary (ACD) code to represent the IID requirement, indicating the license status would reflect that an IID is required and would be broadcast on the Problem Driver Pointer System and the National Driver’s Registry databases.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0206-0742-AN	CTDMV	State Government	\$65,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.22 to support the improvement of driver data.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** The development of statewide data systems to provide timely and effective data collection and data analysis to support allocation of highway safety resources and an effective record system of crashes (including resulting injuries and deaths); to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by restricting DUI offenders driving privileges.

- Countermeasures for the Traffic Records Section were Developed from 2021 Traffic Records Assessment

### **Project TR 3: EMS and Trauma Registry Databases/MIH Dashboard Enhancements**

**Project description:** This project will focus 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. This project funding is proportional since traffic safety data are only part of the EMS and Trauma data. This project will include:

- **EMS and Trauma Registry database improvements:** To implement recommendations from the 2021 Traffic Records Assessment, Connecticut Department of Public Health (CTDPH) will require 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 has the ability to accomplish all these recommendations using a new data vendor.
- **Creation of an integrated EMS/Trauma/MIH dashboard:** Based on the 2021 Traffic Records Assessment performed by NHTSA, CTDPH's existing Injury Surveillance System received a low assessment score of 33.3 percent in the interfaces category. This newly developed dashboard would be available to researchers, the general public, traffic safety stakeholders, EMS professionals, and trauma system staff throughout the State. This dashboard will provide important data to local, regional, and statewide traffic planners and elected officials.
- **A full review of the State trauma system by the American College of Surgeons:** It has been over 10 years since there was a systemic review of the trauma system. Connecticut Statutes 19a-177(E) and 19a-177-7 require the reporting of trauma data from all hospitals, as well as a number of entities that do not currently report. Also, 42 USC 300d Sec 1201(a)(6) mentions promoting the collection and categorization of trauma data in a consistent and standardized manner. Using a trauma review as a starting point, CTDPH can start to enforce the data reporting requirements with reiteration of their importance

not only from the CTDOT and the Traffic Records Coordinating Committee (TRCC) perspective, but also that of trauma care as a whole. Further improvements to the State trauma system will ultimately help in decreasing the morbidity and mortality from traffic related injuries by streamlining reporting and ensuring data is efficiently and correctly shared, contributing to data-driven decision-making.

- **Travel:** This project will support travel for two (2) personnel from the CTDPH to attend up to three (3) conferences such as the ImageTrend Connect Conference, National Association of State Emergency Medical Services Officials (NASEMSO) Annual Conference that has an immediate relationship with either EMS/Trauma data and/or traffic safety. The conferences may cost approximately \$2,000-\$2,500 per person to attend depending on the venue. The personnel may also attend virtual conferences which may not require any funding. Attending conferences allows the personnel to learn about best practices for EMS and Trauma data. As an example, at the NASEMSO annual conference, the data managers from each state meet during that conference to discuss best practices in collecting and reporting out on EMS and Trauma data. Additionally, the Federal Interagency Committee on EMS (FICEMS) recently held a conference which was titled “Post Crash Care Summit.” This particular instance was virtual but could also be in person. This one-day conference discussed specifically the use of EMS and Trauma data and Post Crash Care as part of the Safe System Approach to Vision Zero and brought together EMS data managers and State and Federal departments of transportation stakeholders to discuss ways to implement Vision Zero in the states using data gathered by state EMS offices.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0206-0742-AG	CTDPH	State Government	\$200,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.22 to support the improvements of injury surveillance data, travel for conference participation and supplies and other related operating expenses.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** The development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources and an effective record system of crashes (including resulting injuries and deaths).

- Countermeasures for the Traffic Records Section were Developed from 2021 Traffic Records Assessment

## Project TR 4: eCitation Connecticut State Police

**Project description:** This project will equip CTDESPP division of Connecticut State Police (CSP) trooper vehicles statewide with the eCitation initiative's necessary resources, enhancing traffic violation processing and driver history file updates. Most police vehicles utilized by the CSP, other than those designated as primary patrol vehicles, are not equipped with hardware and software that would allow for electronic reporting of citations and automatic upload of driver/registration information to use on traffic crash forms. The CTHSO aims to equip vehicles that do not currently have this technology.

The CSP currently has vehicles assigned to troopers for daily use that utilize outdated equipment or that lack any connectivity or access to CSP's Computer Aided Dispatch (CAD) software. This CAD software is the primary way to query driver and registration data as well as access the eCitation and crash platforms. As a result, citations written by a trooper in one of these vehicles are completed on a paper citation form. These paper citations often take up to two (2) weeks to be received at the Judicial Branch's Centralized Infractions Bureau. Priority will be given to those vehicles that are utilized by the troopers most closely associated/exposed to patrol work.

The intent of the proposed project is to deploy electronic solutions that are catered to the type of vehicle and secure infrastructure necessary and available based on the need, including Bluetooth or similarly enabled eCitation printers (not Wi-Fi) along with corresponding connectivity peripherals; ruggedized tablets and associated mounting equipment; barcode scanning capable devices (or application enhancements to existing issued mobile devices); portable kit solutions that can be transported from one vehicle to the next; and associated labor and installation costs for additional new vehicle upfitting/existing vehicle retrofitting costs.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0206-0742-AM	CTDESPP (CSP)	State Government	\$50,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.22 to support state police department with eCitation related equipment.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** The development of statewide data systems to provide timely and effective data collection and data analysis to

support allocation of highway safety resources and an effective record system of crashes (including resulting injuries and deaths).

- Countermeasures for the Traffic Records Section were Developed from 2021 Traffic Records Assessment

## Project TR 5: eCitation Integrated Software Development Connecticut State Police

**Project description:** The Connecticut State Police (CSP) utilizes a Microsoft Windows-based Mobile Computer Aided Dispatch (CAD) software for dispatch and eCitation functions within patrol cars. This project will support the CSP to expand the eCitation program to non-descript and specialty vehicles such as motorcycles. The cost to fully outfit every CSP vehicle would be cost prohibitive. However, developing a fully functioning mobile application for Apple iOS-based devices would allow users in these vehicles to self-dispatch and eventually issue electronic tickets without the costly expense of outfitting all the vehicles. CSP currently uses an application from the CAD/RMS vendor that allows police officers to see calls and incidents live on their iOS-based cell phones but does not meet Connecticut Criminal Justice Information System (CJIS) requirements. This upgrade would require the CSP vendor to include the necessary software changes to allow self-dispatch and Connecticut On-Line Law Enforcement Communications Teleprocessing (COLLECT) integration and follow all CJIS security policies. The development of this application would be a multi-phase process due to the complexity involved (e.g., CJIS policies, COLLECT integration, racial profiling, and printer format compatibility). This project would not only reduce paper tickets but would also provide better data collection from units that are not equipped with a full patrol car setup. This would also benefit specialty vehicles such as motorcycles, allowing them to be used to perform traffic enforcement utilizing electronic ticket instead of paper ticket submission. Developing this application would not only benefit the CSP but could be offered to other municipal police departments within Connecticut.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0206-0742-BA	CTDESPP (CSP)	State Government	\$200,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.22 to support state police department in eCitation related software development.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** The development of statewide data systems to provide timely and effective data collection and data analysis to support allocation of highway safety resources and an effective record system of crashes (including resulting injuries and deaths).

- Countermeasures for the Traffic Records Section were Developed from 2021 Traffic Records Assessment

## Project TR 6: Electronic Processing of Citations from Roadside to Trial

**Project description:** This project will combine 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 (CTJB) will therefore accomplish the following during the FFY2026 grant year. Building on the prior grant accomplishments, the CTJB proposes to:

- Continue to onboard law enforcement agencies to eCitation
- Develop rules concerning the mandatory electronic submission of infractions
- Implement mandatory participation in electronic hearings
- Develop a new Centralized Infractions Bureau section under the Judicial Website
- Collaborate with the CTHSO and Traffic Records Coordinating Committee (TRCC) safety partners to develop the use of additional traffic safety messages simultaneously with national campaigns

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0206-0742-AZ	CTJB Centralized Infractions Bureau	State Government	\$620,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.22 to support the improvement of citation and adjudication data systems.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** The development of statewide data systems to provide timely and effective data analysis to support allocation of



highway safety resources and an effective record system of crashes (including resulting injuries and deaths).

- Countermeasures for the Traffic Records Section were Developed from 2021 Traffic Records Assessment

## Project TR 7: Data Analysis and Surveys

**Project description:** This project strengthens Connecticut’s traffic records data by improving the accuracy, completeness, timeliness, integration, and accessibility of the State’s crash, citation and adjudication, roadway, driver, vehicle, and injury surveillance data through analysis and performance monitoring activities. It supports program areas including impaired driving, speed/aggressive driving, occupant protection, child passenger safety, motorcycle safety, distracted driving, community traffic safety, roadside death prevention, and driver and officer safety education.

This project will provide funding to plan and conduct the statewide annual seat belt use observations, bellwether observations, distracted driving observations, as well as data evaluation. All observational and survey datasets will be linked to, and compared with, existing crash, citation, and injury surveillance records to identify data gaps, measure reporting accuracy; the Traffic Records Coordinating Committee (TRCC) will be briefed on results. An example performance measure is an annual “belt-use observed/crash reported index” that compares observed restraint use with crash-coded restraint fields that tracks variances between observational and crash reported data. These types of metrics integrate traffic records data and will guide highway safety improvements.

Findings from these evaluations will be used to recommend TRCC approved actions that advance the State’s Traffic Records Strategic Plan objectives for accuracy, completeness, timeliness, accessibility, and integration. This project also funds data evaluation and support for annual planning documents including the Triennial Highway Safety Plan, the Annual Grant Application, and the Annual Report.

CTHSO will contract with a vendor to work on this project. Quarterly progress reports will document measurable improvements in traffic records performance metrics, ensuring alignment with Section 405(c) requirements. In addition, this project will also include NHTSA core performance measure mandated attitude and awareness surveys and analysis. CTHSO will conduct a combination of telephone (mobile and landline) and online survey(s) which would include the NHTSA mandated key awareness questions. Survey results will serve as an external validation source for behavior related elements (e.g., restraint use, distracted driving) in the statewide traffic records system and will inform data driven countermeasure selection in future Highway Safety Plans.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0206-0742-AB	CTHSO	State Government	\$400,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 405 by the CTHSO to improve the injury surveillance system, driver system, vehicle system, roadway system, citation and adjudication system, and crash data collection.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** The development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources and an effective record system of crashes (including resulting injuries and deaths).

- Countermeasures for the Traffic Records Section were Developed from 2021 Traffic Records Assessment

## COMMUNITY TRAFFIC SAFETY (CTS)

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

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

MADD will add an additional educational outreach program position (part-time/full-time TBD), *Power of Youth*, a school-based program for high school teens to influence each other to not drink under the age of 21, and to never get in the car with a drunk driver.

During FFY2026, the CTHSO will emphasize the Connecticut Department of Mental Health and Addiction Services' (CTDMHAS) Regions 1, 2, and 4 towns which have high rates of alcohol and polysubstance misuse. Please see the reference map for CTDMHAS Regions 1, 2, and 4 in the Impaired Driving Program Project ID-1.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405d-ii-3 (M7*CP)	0206-0740-3-AC	MADD	Non-Profit	\$120,000.00

**Eligible use of funds:** Flexible use of 405d funding for underage drunk driving education, prevention, and deterrence in accordance with 23 CFR 1300.23.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance through education.

- 6.5 Youth Programs

## Project CTS 2: *Choices Matter* Impaired Driving Program

**Project description:** The *Choices Matter* program continues to be extremely well received by Connecticut schools, students, and administrators. This program impacts students through its speakers, who continue to deal with lifelong consequences due to impaired driving. These individuals share their real-life stories, emphasizing that they too had normal lives until they made one bad choice and drove impaired. The stories of their crashes and the ramifications that followed leave a lasting impact on everyone in attendance. An impaired driving simulator will be included for students as a hands-on portion of this program to allow them the experience to see the potentially devastating consequences of driving impaired while in a safe setting. When possible, surveys are also given to the students during this portion of the program to gauge their attitudes and awareness related to impaired driving. This presentation is emotional and inspirational to people of all ages, but especially youth, and returns due to overwhelming requests to bring it back to schools throughout Connecticut.

The *Choices Matter* program aims to reach 50 Connecticut schools/locations during the fiscal year, with funding available to reach more if scheduling of all parties permits. Locations are visited on a statewide basis as demonstrated through event recaps, and the program continues attempts to reach new schools and communities while also balancing requests from previous hosts of the program. The agreed upon fee covers costs for personnel, equipment and upkeep, and program materials.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-EDU_AL	0206-0721-1-AY	Alliance Highway Safety (Alliance Sports Marketing)	Private Entity	\$300,000.00

**Eligible use of funds:** Funding will be used for underage drunk driving education, prevention, and deterrence in accordance with 23 USC 154.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education.

- 6.5 Youth Programs

### Project CTS 3: Distracted Driving Education Programming and Younger Driver Education

**Project description:** The CTHSO will continue to partner with Matrix’s *Save a Life Tour* to build on the success of the Connecticut high school distracted driving program that continues to be well received by students and administrators. The CTHSO has continued to work with *Save a Life Tour* staff to implement an expansive and structured program. Because of the overwhelmingly positive response, the CTHSO continued to expand the program’s reach. With the annual turnover of driving-aged students in each school’s population, school administrators continue to want the program to return each year. Teen drivers have a higher rate of fatal crashes due to their lack of experience and skills, and distraction can be a deadly interference when they are behind the wheel. This program gives students the opportunity to use realistic distracted driving simulators, to view a high-impact safe driving video, and to sign a pledge during the program promising they will not text and drive or drive distracted, alone or with their peers. Matrix continues to use tablets on-site to have the students take a distracted driving attitude and awareness survey, and the results are compiled and sent to the CTHSO. This program continues to garner earned media attention at schools throughout the year and has expanded to accommodate special safe driving events when requested.

The *Save a Life Tour* aims to reach 80 Connecticut schools/locations during the fiscal year, with funding available to reach more if the program is requested for special safety events that are deemed appropriate by CTHSO. Locations are visited on a statewide basis as demonstrated through event recaps, and the program continues attempts to reach new schools and communities while also balancing requests from previous hosts of the program. The agreed upon fee covers costs for personnel, equipment and upkeep, and program materials.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405e-1 (B8APE)	0206-0745-1-AC	Matrix	Private Entity	\$350,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.24 to engage and educate teens and young adults to commit to safe distraction free driving practices.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles).

- 2.1 Communications and Outreach on Distracted Driving

## **Project CTS 4: Pedestrian and Bicyclist Safety Media and Community Awareness Project**

**Project description:** In response to pedestrian fatalities increasing both in Connecticut and nationwide, the CTHSO launched *Watch for Me CT* in 2017, an educational outreach and awareness campaign run in partnership with Connecticut Children’s Medical Center (CCMC) and their Injury Prevention Center (IPC). *Watch for Me CT* addresses non-motorized safety, focusing on pedestrians and bicyclists in a comprehensive, statewide effort that focuses on reaching the communities that are overrepresented in these crashes and fatalities. In FFY2026, *Watch for Me CT* aims to reach all non-motorized road users and drivers in Connecticut with appropriate messaging through traditional and new media. *Watch for Me CT*’s partnerships have increased the message’s penetration among communities, businesses, and school partners and has led to educational presentations and speaking engagements at conferences and requested events. Other activities include providing technical assistance for communities, educating in local settings, media promotions, campaign material dissemination, maintenance of social media presences, website updates, and program activity monitoring and evaluation. The program coordinator was also responsible for organizing the last two (2) World Day of Remembrance events in Connecticut, which was held in the State for the first time in 2023. The goal is to continue this important work to reverse the trend of escalating deaths and injuries of the most vulnerable road users. The need for this campaign has never been greater with fatality numbers continuing to trend in the wrong direction. In Connecticut, 73 pedestrians lost their lives in 2022, 50 in 2023, and 62 in 2024, while 4 bicyclists lost their lives in each year from 2022 to 2024.

Town officials and concerned citizens continue to reach out to *Watch for Me CT* to address various concerns, including but not limited to:

- Non-motorists in town walking when not visible and not facing traffic
- Cars not stopping for non-motorists in crosswalks and driving too fast
- Educational request about road diets
- Walk audits
- Engaging communities and creating community action groups around bicyclist and pedestrian safety

- Education regarding Rectangular Rapid Flashing Beacons
- Educating senior citizens on safely crossing busy intersections
- Educational presentations for parents and children on walking and bicycling safely during summer
- Developing safety messaging on the use of electric bikes
- Questions regarding crosswalks and the law regarding yielding to pedestrians
- Educating citizens on topics such as daylighting (removing parked cars next to crosswalks)

In response to the needs expressed by the communities, a dedicated, full-time Pedestrian / Bicyclist Safety Outreach Coordinator will engage directly with communities to expand safety education while growing partnerships throughout the State.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405g-2 (BGPE)	0206-0746-2-AE	Connecticut Children's Medical Center	Non-Profit	\$525,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.26 to engage communities in pedestrian and bicyclist safety education, development of multi-language educational programs as well as the purchase of primary pedestrian and bicycle safety equipment such as bicycle helmets and reflectors.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** Improve bicycle and pedestrian safety.

- 2.1 Safe Routes to School
- 2.3 Walking School Buses
- 4.1 Pedestrian Safety Zones
- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 3.1 Active Lighting and Rider Conspicuity
- 5.2 Mass Media Campaigns



## Project CTS 5: AARP Non Motorized Media and Education Program

**Project description:** Walking and biking as a mode of transportation can deliver a unique set of challenges for people of all ages but can be particularly dangerous for older populations. Likewise, older drivers can also be at risk of having diminishing skills behind the wheel, making them more at risk to be involved in a crash or have difficulty seeing a non-motorized road user. Older pedestrians are over-represented in traffic crashes, injuries, and fatalities in Connecticut. According to the Federal Highway Administration, Connecticut had an increase in the fatality and serious injury rate for drivers and pedestrians over the age of 65 for the periods of 2013-2017 and 2015-2019. When pedestrian injury and fatality data collected for 2017-2022 was combined and compared across age groups, minor and serious injuries were more prevalent in the 21 to 44 age group, whereas fatal injuries were more prevalent in the 45 to 64 age group. Comparing the population distribution to the injury distribution shows that the under 21 age group is under-represented in every injury category, whereas the 21 to 44 and the 45 to 64 age groups are over-represented in every injury category, including fatal injury. People 65 and over have the highest rate of fatal injuries. To address this, in FFY2021 the CTHSO collaborated with *Watch for Me CT* and AARP members, holding a focus group to explore the experiences of older adults as both pedestrians and drivers. This information was used to inform future marketing campaigns and shape outreach efforts resulting in the *Words to Live By* campaign. This partnership will allow the CTHSO to continue to work directly with a group that has strong ties to the aging population to produce and deliver a non-motorized, statewide safety campaign that targets this at-risk demographic. Additionally, the CTHSO will work with the *Watch for Me CT* program coordinator and AARP staff to continue to engage their members as needed with educational tools focused on safe walking and biking.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405d-ii-4 (M7*PS)	0206-0740-4-AT	Connecticut Children's Medical Center	Non-Profit	\$150,000.00

**Eligible use of funds:** Flexible funding will be used in accordance with 23 CFR 1300.26 to hold focus groups for the 65+ population and develop multilingual educational programs and educational campaigns by leveraging their experience.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** Improve pedestrian and bicycle safety.

- 4.1 Pedestrian Safety Zones
- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 5.2 Mass Media Campaigns

## Project CTS 6: CTHSO Staff Community Outreach and Training

**Project description:** 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 (such as the Hartford Yard Goats and the Hartford Athletics), concert and entertainment venues (such as the Toyota Oakdale Theater and the Hartford HealthCare Amphitheater), racing facilities (such as Lime Rock Park), and State colleges and high school sport championship locations (such as the Connecticut Interscholastic Athletic Conference State Football Championships at Rentschler Field). The CTHSO Program Manager works directly with each of these partners to create a custom advertising plan that focuses on impaired driving. When CTHSO staff attends events at these venues to conduct public outreach, those in attendance routinely ask staff members questions related to additional safe driving campaigns such as child pedestrian safety, speed and aggressive driving, distracted driving and motorcycle safety and laws pertaining to these many topics. This funding will allow staff to conduct overtime public outreach outside of normal business hours on behalf of all CTHSO campaigns to best serve the community members they engage with while educating them and providing resources on a variety of safe driving topics. This grant will cover overtime for staff to conduct eGrants training for subgrantees or any other support for CTHSO programs. It will also be available for purchasing educational outreach materials as needed to best engage citizens while conducting outreach.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CP	0206-0703-AA	CTHSO	State Government	\$150,000.00

**Eligible use of funds:** Flexible use of 402 funds in accordance with 23 USC 402 to improve traffic safety through outreach and education to reduce crashes resulting from unsafe driving behavior (including impaired driving, driving without proper use of occupant restraint, speeding, aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles, etc.).

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education; to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles; to reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; to reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles); to prevent crashes and reduce deaths and injuries resulting from crashes involving motor vehicles and motorcycles; to improve pedestrian and bicycle safety.

- 5.2 Mass Media Campaigns
- 1.1 State Primary Enforcement Seat Belt Use Laws
- 3.1 Communications and Outreach Supporting Enforcement
- 2.1 High Visibility Seat Belt Law Enforcement
- 1.3 High Visibility Cell Phone and Text Messaging Enforcement
- 2.1 Communications and Outreach on Distracted Driving
- 3.1 Motorcycle Rider Licensing
- 3.2 Motorcycle Rider Training Motorcycle Rider Training
- 2.1 Safe Routes to School
- 2.3 Walking School Buses
- 4.1 Pedestrian Safety Zones
- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 3.1 Active Lighting and Rider Conspicuity

## **Project CTS 7: Connecticut South Central Regional Council of Governments (SCRCOG) Highway Safety Pilot Program**

**Project description:** This project will continue to focus on highway safety concerns throughout the Connecticut South Central Regional Council of Governments (SCRCOG) through the continued funding of a Regional Highway Safety Program Specialist position. The focus will be on impaired driving, speeding, occupant protection, and distracted driving, as well as the safety of bicyclists and pedestrians. Data collection and analysis of crashes will identify patterns and trends, informing the development of targeted interventions and countermeasures. Programs, campaigns, events, and communications will be aimed to reach audiences such as youth, the elderly, pedestrians, cyclists, and motorcyclists. The Regional Highway Safety Specialist will

continue to work to ensure that each of the 15 municipalities in the SCRCOG region benefits from the program.

The Regional Highway Safety Specialist will achieve the program objectives by conducting some or all of the following activities:

- Launch public awareness campaigns to educate drivers, passengers, and pedestrians about safe driving practices, the importance of wearing seat belts, not driving under the influence of alcohol or drugs, and the dangers of distracted driving. Using existing programs and personalizing programs to the region/municipality when appropriate. Personalize campaigns to address targeted populations such as older/younger drivers, pedestrians, cyclists. Personalize campaigns to address differences between rural and urban/suburban safety issues.
- Establish communication with the superintendents and principals in each municipality to discuss programming in at least middle schools and high schools and collect feedback through focus groups and surveys.
- Establish partnerships with SCRCOG municipal leaders, police departments, school districts, higher educational institutions, senior centers, recreation directors, stakeholder groups such as cycle clubs, and others who can assist in highway safety programming and messaging.
- Create regional highway safety social media accounts. Create regular highway safety social media posts and graphics. Arrange for SCRCOG municipalities to share on their social media accounts.
- Promote highway safety by appearing on any local TV and radio news outlets, public TV programs, and podcasts.
- Organize bike rodeo events to promote bicycle safety.
- Develop educational materials, including brochures, presentations, videos and training resources that can be distributed around the region.
- Maintain a performance measurement accounting system to measure program effectiveness. Feedback from community events, websites, surveys, focus groups and any other methods, will be collected and analyzed to determine impact and outcomes.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-PT	0206-0707-AX	South Central Regional Council of Governments	Non-Profit	\$170,000.00

**Eligible use of funds:** Flexible use of 402 General Highway Safety funds in accordance with 23 USC 402 for public education and awareness related to impaired driving, speeding, occupant protection, and distracted driving, as well as non-motorist safety.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education; to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles; to reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; to reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles); to improve pedestrian and bicycle safety.

- 5.2 Mass Media Campaigns
- 1.1 State Primary Enforcement Seat Belt Use Laws
- 3.1 Communications and Outreach Supporting Enforcement
- 2.1 High Visibility Seat Belt Law Enforcement
- 1.3 High Visibility Cell Phone and Text Messaging Enforcement
- 2.1 Communications and Outreach on Distracted Driving
- 3.1 Motorcycle Rider Licensing
- 3.2 Motorcycle Rider Training
- 2.1 Safe Routes to School
- 2.3 Walking School Buses
- 4.1 Pedestrian Safety Zones
- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 3.1 Active Lighting and Rider Conspicuity

## **Project CTS 8: CTHSO Social Media Website and Communication Support**

**Project description:** Like all states, Connecticut continues to experience a host of safety problems on the roadways that seriously injure and kill drivers and non-drivers alike. Safety issues such as impairment and distraction are leading to crashes, and more vulnerable populations such as pedestrians, bicyclists, and motorcyclists are over-represented in crashes and fatalities. By combining efforts in the fields of education and enforcement, the CTHSO seeks to change attitudes and behaviors regarding safe driving practices. A critical component of this 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 the public. To reinforce this message to change roadway user behavior, the CTHSO must reinforce the message via marketing and advertising efforts on social media, as well as through a web-based platform that the public can access for resources including safe driving educational information. This project will allow the CTHSO to continue its marketing, advertising and educational efforts by directing road users to a website with this information and inserting highway safety conversations into

different platforms. By employing a multi-faceted approach to traffic safety, the CTHSO is hopeful about bringing the behavioral change necessary to reduce traffic fatalities and injuries on Connecticut roadways especially for underserved groups. This project will include content scheduling and posting of materials, community engagement, and performance tracking and reporting. Content priorities will include distracted driving, impaired driving (alcohol and cannabis), speeding, occupant protection, pedestrian and bicyclist safety, the Move Over law, and motorcycle safety. A content calendar will be created which will mirror NHTSA's annual marketing and advertising calendar, ensuring the messages are timely and relevant with national media buys. Ongoing communications and website support will be included, which will ensure the information available to the public includes the latest and most up to date safety materials.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CP	0206-0703-AF	CTHSO	State Government	\$115,000.00

**Eligible use of funds:** Flexible use of 402 General Highway Safety funds in accordance with 23 USC 402 for public education and awareness related to impaired driving, speeding, occupant protection, and distracted driving, as well as non-motorist safety.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education; to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles; to reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; to reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles); to improve pedestrian and bicycle safety.

- 5.2 Mass Media Campaigns
- 1.1 State Primary Enforcement Seat Belt Use Laws
- 3.1 Communications and Outreach Supporting Enforcement
- 2.1 High Visibility Seat Belt Law Enforcement
- 1.3 High Visibility Cell Phone and Text Messaging Enforcement
- 2.1 Communications and Outreach on Distracted Driving
- 3.1 Motorcycle Rider Licensing
- 3.2 Motorcycle Rider Training
- 2.1 Safe Routes to School
- 2.3 Walking School Buses
- 4.1 Pedestrian Safety Zones

- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 3.1 Active Lighting and Rider Conspicuity



## PREVENTING ROADSIDE DEATHS (PRD)

### Project PRD 1: Municipal Police Department Highway Safety Pilot Program

**Project description:** This project will work with a local police department which will develop a community outreach educational pilot program with an emphasis on teen drivers designed to reduce crashes affecting law enforcement, first responders, and highway workers on the shoulder of the roadway. The community outreach education will include all drivers including older drivers. This program will concentrate on Connecticut’s Move Over law and the “slow down, move over” safety principle, impacting law enforcement, first responders, and highway safety personnel. The police department will investigate purchasing or retrofitting a current vehicle utilizing an attenuator to protect roadside emergency responders, and education around the equipment will be shared with the regional outreach program. This project will build upon the successful Colchester Fire Department highway safety program and continue to educate young drivers, but as it grows, other community-based organizations and employer-based education may be considered. The education program will be delivered to up to 10 schools, senior centers, community events, and other surrounding towns upon request. In addition, the police department will deploy the attenuator to motor vehicle crashes. The police department will also bring the attenuator to community events to raise awareness and to educate the public about the dangers of not slowing down and moving over for law enforcement, first responders, and highway workers.

The police department will work with a media company to update the current public service announcement about the dangers of not slowing down and moving over. This pilot program will also develop a curriculum for teen drivers about slowing down and moving over, covering first responders and those who work off the shoulder of the highway. The curriculum will be presented at the local high school and during community outreach events throughout the grant period.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405h-1 (M12BPE)	0206-0747-1-AC	Municipal Police Department	Law Enforcement Agency	\$150,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 CFR 1300.27 to improve roadside safety to prevent deaths and injuries by educating teens, new and older drivers about the dangers of not slowing down and moving over.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** Improve roadside safety to prevent deaths and injuries.

- 4.2 Reduce and Enforce Speed Limits
- 5.2 Mass Media Campaigns
- 6.5 Youth Programs

## DRIVER AND OFFICER SAFETY EDUCATION (DOSE)

### Project DOSE 1: Connecticut Police Chiefs Association Media and *Breaking Barriers*

**Project description:** A statewide messaging initiative in Connecticut in partnership with the Connecticut Police Chiefs Association (CPCA) will be created and consist of three (3) key components: media campaigns for *Back-to-School Safety* and *Holiday Safety*; and *Breaking Barriers* for driver and officer safety education. This project will address critical traffic safety topics and will implement an educational video series for training the public and law enforcement regarding safe traffic stops and interactions during traffic stops to better engage with the community in a positive way. Videos will be in both English and Spanish. This will be a statewide initiative.

The first component of this project will be two (2) PSA media buys: a *Back-to-School Safety* PSA and media buy, and a *Holiday Safety* media buy during Thanksgiving through New Year's. Messaging will focus on impaired driving, speed and aggressive driving, distracted driving, pedestrian safety and occupant protection. The media campaigns may include cable television, outdoor digital billboards, internet, internet radio, social media, digital banners, gas stations, movie theaters, print, and shopping malls.

The second component of this project will be *Breaking Barriers* which in FFY2026 will focus on older drivers, especially those over the age of 50 who are often involved in crashes. According to the Connecticut Crash Data Repository, from 2021 to 2023 there were approximately 165,000 drivers aged 50+ involved in crashes. Areas covered will include:

- Safety Education – Many older adults may not be aware of updated traffic laws, changes in road infrastructure, or advancements in vehicle safety features.
- Health Considerations – Older adults may experience changes in vision, reaction times, and cognitive abilities, which can impact their driving. By partnering with area health organizations, programs can provide information on regular health check-ups and adjustments they can make to their driving or pedestrian habits.
- Legal Awareness – Understanding how to conduct themselves when interacting with law enforcement is essential for all drivers, especially older adults who may feel intimidated or confused during such encounters. Educating them on their rights and proper behavior during “Traffic Stops” or any police officer interaction can prevent misunderstandings and ensure respectful interactions.

- **Community Engagement** – Engagement programs foster a sense of community responsibility and care for older adults to engage with law enforcement and safety experts in a non-threatening environment.
- **Crash Prevention** – By promoting safe driving practices and awareness of common factors contributing to car and pedestrian crashes among older adults (such as impaired vision, medication side effects, or slower reaction times), in person engagement programs can help prevent future crashes.
- **Support Networks** – These programs can connect older adults with resources such as driving refresher courses, senior driving evaluations, and support groups.
- **Policy and Advocacy** – Community outreach can also highlight the need for improved road signage, age-friendly infrastructure, and accessible transportation alternatives.

This will also include the purchase of materials for social norming and enforcement efforts such as posters, brochures, and public service announcements. Distribution will be provided to all municipal law enforcement agencies to promote traffic safety enforcement programs statewide. Impaired driving messages and images will include *Drive Sober or Get Pulled Over*, *Buzzed Driving is Drunk Driving*, *Buckle Up Connecticut*, *When Speeding Kills, it's Never an Accident*, *SubtraCT the Distraction* and *Breaking Barriers*. Information will be distributed to municipal agencies, libraries, schools, local businesses, tourist locations, bus shelters, and liquor establishments.

*Breaking Barriers* is a unique CPCA initiative that will create a training program for both driver education as well as for law enforcement about each party's expectations during a traffic stop. This is in addition to POSTC's law enforcement training courses. In turn, this will benefit law enforcement and the motoring public by learning to work together on how to make a traffic stop experience as positive and as safe as is possible for all parties involved. The CPCA will work with partners such as CTDOT, CTDMV, and Driver's Education Programs to create a curriculum for Driver's Education Classes.

The third component of this project will be funding for a Community Outreach Liaison. This person will continue to monitor the need and resources of the grant, as well as delivering presentations and raising awareness surrounding traffic safety issues.

<b>Funding Source</b>	<b>Project Number</b>	<b>Subrecipient</b>	<b>Organization Type</b>	<b>Funding</b>
402-PM	0206-0711-AC	CPCA	Non-Profit	\$300,000.00
405i-1 (M13BTR)	0206-0748-1-AC	CPCA	Non-Profit	\$200,000.00
402-CP	0206-0703-AC	CPCA	Non-Profit	\$100,000.00

**Eligible use of funds:** Flexible 402 General Highway Safety funds will be used in accordance with 23 USC 402 and 23 CFR 1300.28 funds will be used for driver and law enforcement education and safety training.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** To improve law enforcement services in motor vehicle crash prevention, traffic supervision, and post-crash procedures.

- 5.2 Mass Media Campaigns
- 2.1 Pre-Licensure Driver Education

## PLANNING AND ADMINISTRATION (P&A)

### Project PA 1: Connecticut Highway Safety Program Administration

**Project description:** This project includes the necessary costs for the overall management of the Connecticut Highway Safety programs and projects for FFY2026. The goal is to administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders, and addresses the State's specific safety characteristics. The project will include coordination of activities and projects outlined in the 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 NHTSA Region 1 Office. Funding will be provided for personnel, employee-related expenses and staff member travel, materials, supplies and other related operating expenses.

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

- Provide data required for Federal and State reports, provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs
- Provide data and information to policy and decision-makers on the benefits of various traffic safety laws
- Identify and prioritize highway safety problems for future CTHSO attention, programming, and activities
- Conduct program management and oversight for all activities within this priority area
- Incorporate public participation and engagement activities
- Participate on various traffic safety committees
- Promote safe driving activities
- Cover equipment costs related to completion of highway safety plans, reports, and grant management
- Prepare and submit the 2025 Annual Report by January 28, 2026
- Prepare and submit the 2027-2029 Triennial Highway Safety Plan (3HSP) by July 1, 2026
- Prepare and submit the 2027 AGA and 405 Applications by August 1, 2026

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-PA	0206-0733-AA	CTHSO	State Government	\$650,000.00

**Eligible use of funds:** 402 grant funding will be used in accordance with 23 USC 402 by the CTHSO to serve as the primary agency responsible for ensuring that highway safety concerns for Connecticut are identified and addressed through the development and implementation of appropriate countermeasures. Funding will be provided for personnel, employee-related expenses and staff member travel, materials, supplies and other related operating expenses.

**Planning and Administration costs (if applicable):** Yes

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:**

- Planning and Administration are the required activities for effective state highway safety program implementation.

## Project PA 2: Impaired Driving Program Administration

**Project description:** This project will include coordination of activities and projects outlined in the impaired driving program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Assistant Planning Director and NHTSA Region 1 Office. Funding will be provided for personnel, employee-related expenses and overtime, professional contracted data consultant services and additional outside professional services if the need arises, staff members travel, classroom and teaching materials, including but not limited to impaired driving informational brochures/pamphlets, supplies and other related operating expenses. The majority of these projects will be used to fund salary while a small portion is used for staff travel along with travel for traffic safety professionals outside of the program staff members and program operating expenses.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-EDU_AL	0206-0721-1-AA	CTHSO	State Government	\$100,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 154 for statewide coordination of impaired driving program activities, enforcement, development and facilitation of public information and education projects.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No



**The countermeasure strategy or strategies for programming funds:**

- Planning and Administration are the required activities for effective state highway safety program implementation.

### Project PA 3: Occupant Protection Program Administration

**Project description:** The goal of this project is to increase seat belt use in Connecticut through a 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 NHTSA Region 1 Office. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services. Travel expenses for training and to attend outreach events, and other related operating expenses. This project may be used to fund salaries, and a small portion is used for travel and operating expenses.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-OP	0206-0702-AA	CTHSO	State Government	\$5,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 402 for statewide coordination of occupant protection program activities, employee related expenses and overtime, professional and outside services, travel expenses for training and to attend outreach events, and other related operating expenses, enforcement, communication, outreach, and development and facilitation of public information and education projects.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:**

- Planning and Administration are the required activities for effective state highway safety program implementation.

## Project PA 4: Police Traffic Services Program Administration

**Project description:** This project will include 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 provide status reports and updates on project activity to the Transportation Assistant Planning Director and NHTSA Region 1 Office. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, membership dues for International Association of Chiefs of Police (IACP), travel to conferences, materials, brochures, supplies, and other related operating expenses. This project is used to fund a portion of travel and operating expenses for activities and projects outlined in the Police Traffic Services (PTS) program area.

Communities in Connecticut that represent the top municipalities for speeding and aggressive driving, impaired driving, and distracted driving related crashes will be the focus of this project.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-PT	0206-0707-AA	CTHSO	State Government	\$5,000.00

**Eligible use of funds:** Flexible 402 funding will be used by the CTHSO in accordance with 23 USC 402 to serve as the primary agency responsible for ensuring that police traffic service-related highway safety concerns for Connecticut are identified and addressed. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, membership dues for International Association of Chiefs of Police (IACP), travel to conferences including but not limited to Governors Highway Safety Association (GHSA), Lifesavers, International Association of Chiefs of Police (IACP), Impaired Driving and Traffic Safety (IDTS), Association of Transportation Safety Information Professionals (ATSIP), etc., materials, brochures, supplies, and other related operating expenses.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:**

- Planning and Administration are the required activities for effective state highway safety program implementation.

## Project PA 5: Motorcycle Safety Program Administration

**Project description:** The project will include coordination of activities and projects outlined in the Motorcycle Safety (MS) 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 NHTSA Region 1 Office. The CTHSO Program Manager will work with the Connecticut State Community College system that administers the CONREP, including assisting in annual activity proposals and voucher reimbursement. This project and associated tasks are specifically meant for in-house management of the MS program. Funding will be provided for personnel, employee-related expenses, over-time, professional and outside services including facilities and support services for the required annual instructor update. Travel to in-state training facilities for project monitoring, requests for support and out-of-state travel including the annual State Motorcycle Safety Administrators Summit, travel related to training opportunities, providing educational materials for distribution to students and other related operating expenses. This project may be used to fund salaries while a small portion is used for travel and operating expenses.

The CTHSO will emphasize motorcyclist awareness in the following counties due to high fatal motorcyclist crash rates and/or over-representation in crash data: Windham, Litchfield, New Haven, Hartford, and Fairfield.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-MC	0206-0701-AA	CTHSO	State Government	\$10,000.00

**Eligible use of funds:** Flexible use 402 General Highway Safety for motorist education and motorcyclist training in accordance with 23 USC 402. Funding will be provided for personnel, employee-related expenses, over-time, professional and outside services including facilities and support services for the required annual instructor update. Travel to in-state training facilities for project monitoring, requests for support and out-of-state travel including the annual State Motorcycle Safety Administrators Summit, travel related to training opportunities, providing educational materials for distribution to students and other related operating expenses.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:**

- Planning and Administration are the required activities for effective state highway safety program implementation.

## Project PA 6: Traffic Records Administration

**Project description:** This project will include coordination of activities and projects outlined in the traffic records program area and statewide coordination of program activities to accomplish the 2021 Traffic Records Assessment recommendations for improving the six (6) data systems (Crash, Vehicle, Driver, Roadway, Citation/Adjudication, and Injury Surveillance). This project will also support the development and facilitation of public information and education projects. It will also provide status reports and updates on project activities to the Transportation Assistant Planning Director and NHTSA Region 1 Office. Funding will be provided for personnel, employee-related expenses, travel including conferences, overtime, materials, supplies, and other related operating expenses.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0206-0742-AA	CTHSO	State Government	\$50,000.00

**Eligible use of funds:** Funding will be used in accordance with 23 USC 405 by the CTHSO to improve the injury surveillance system, driver system, vehicle system, roadway system, citation and adjudication system, and crash data collection.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:**

- Planning and Administration are the required activities for effective state highway safety program implementation.

## Project PA 7: SAFER eGrants Implementation and Maintenance

**Project description:** This project will include the continued customization and installation of the IntelliGrants IGX eGrants management system software for CTHSO's SAFER (Statewide

Application for eGrants and Reimbursements) grant application and reimbursement system, as well as ongoing annual software support and maintenance. The IntelliGrants IGX eGrants management system is a customizable solution that allows the CTHSO the ability to manage every step of the grant lifecycle in an online environment. Functions include application and workflow, reviewing and scoring, grant award, and accounting, all the way through internal and Federal reporting requirements. Funding for this project will also cover annual support as well as hosting via secure Microsoft Azure Government Cloud services. This project will be open to any CTHSO grant subrecipient who wants to apply for a CTHSO grant, covering all enforcement and non-enforcement grants.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-PA	0206-0733-AB	CTHSO	State Government	\$150,000.00

**Eligible use of funds:** 402 funds in accordance with 23 USC 402 will be used, respectively, to develop a grant application system for the CTHSO which will be open to all communities including underserved and disadvantaged communities in all program areas.

**Planning and Administration costs (if applicable):** No

**Whether the project is a promised project:** No

**The countermeasure strategy or strategies for programming funds:** Planning and Administration are the required activities for effective State highway safety program implementation; to improve the application and reimbursement process for CTHSO grants and to improve access to CTHSO grant applications for a broader audience of underserved and disadvantaged communities.

- Planning and Administration are the required activities for effective State highway safety program implementation.

## 1300.12 (b)(3)

### SECTION 405 GRANT AND SECTION 1906 RACIAL PROFILING DATA COLLECTION GRANT APPLICATIONS

Connecticut applications are as stated below. Separate attachments including Appendix B and other required documents have been submitted.

Section	Connecticut FFY2026
405(b) Occupant Protection	High Belt Use Rate
405(c) State Data Systems Improvement	Yes
405(d) Impaired Driving	Mid-Range
405(d) Ignition Interlock	Yes
405(d) 24-7 Sobriety Program	No
405(e) Distracted Driving	Yes
405(f) Motorcyclist Safety	Yes
405(g) Nonmotorized	Yes
405(h) Preventing Roadside Deaths	Yes
405(i) Driver and Officer Safety	Yes
1906 Racial Profiling Data Collection	Yes

## **1300.12 (b)(4) CERTIFICATIONS AND ASSURANCES**

The Certifications and Assurances document (Appendix A) has been submitted as a separate attachment.



## ACRONYM GLOSSARY

This list contains acronyms that may have been used in this document.

3HSP	Triennial Highway Safety Plan
AAA	American Automobile Association
AAMVA	American Association of Motor Vehicle Administrators
AARP	American Association of Retired Persons
ACD	AAMVA Code Dictionary
AGA	Annual Grant Application
ARIDE	Advanced Roadside Impaired Driving Enforcement
ATSIP	Association of Transportation Safety Information Professionals
BAC	Blood Alcohol Concentration
BrAD	Breath Alcohol Detection
BRC	Basic Rider Course
CCMC	Connecticut Children's Medical Center
CCSU	Central Connecticut State University
CEU	Continuing Education Unit
CFR	Code of Federal Regulations
CIB	Centralized Infractions Bureau
CJIS	Connecticut Criminal Justice Information System
COLLECT	Connecticut On-Line Law Enforcement Communications Teleprocessing
CONREP	Connecticut Rider Education Program
CPCA	Connecticut Police Chiefs Association
CPM	Cost Per Mille
CPS	Child Passenger Safety
CPST	Child Passenger Safety Technician
CREC	Capital Region Education Council
CSP	Connecticut State Police
CSP-TSU	Connecticut State Police Traffic Services Unit
CTDCF	Connecticut Department of Children and Families
CTDCP	Connecticut Department of Consumer Protection
CTDESPP	Connecticut Department of Emergency Services and Public Protection
CTDMHAS	Connecticut Department of Mental Health and Addiction Services
CTDMV	Connecticut Department of Motor Vehicles
CTDOT	Connecticut Department of Transportation
CTDPH	Connecticut Department of Public Health
CTHSO	Connecticut Highway Safety Office
CTI	Connecticut Transportation Institute
CTJB	Connecticut Judicial Branch
CTR	Click Through Rate

CTRP3	Connecticut Racial Profiling Prohibition Project
CTS	Community Traffic Safety
CTSRC	Connecticut Transportation Safety Research Center
CVSD	Commercial Vehicle Safety Division
DADSS	Driver Alcohol Detection System for Safety
DD	Distracted Driving
DNA	Deoxyribonucleic Acid
DOSE	Driver and Officer Safety Education
DRE	Drug Recognition Expert
DSS	Division of Scientific Services
DUI	Driving Under the Influence
DUID	Driving Under the Influence of Drugs
EHPD	East Hartford Police Department
EMS	Emergency Medical Services
FFY2026	Federal Fiscal Year 2026 (October 1, 2025, to September 30, 2026)
FHWA	Federal Highway Administration
FICEMS	Federal Interagency Committee on EMS
FOIA	Freedom of Information Act
GHSA	Governors Highway Safety Association
HGN	Horizontal Gaze Nystagmus
HVE	High Visibility Enforcement
IACP	International Association of Chiefs of Police
ID	Impaired Driving
IDTS	Impaired Driving and Traffic Safety
IID	Ignition Interlock Device
IMRP	Institute for Municipal and Regional Policy
IPC	Injury Prevention Center
LEL	Law Enforcement Liaison
LIMS	Laboratory Information Management System
MADD	Mothers Against Drunk Driving
MIH	Mobile Integrated Healthcare
MS	Motorcycle Safety
MSF	Motorcycle Safety Foundation
MVA	Motor Vehicle Accident
NASEMSO	National Association of State Emergency Medical Services Officials
NGO	Non-Governmental Organization
NHTSA	National Highway Traffic Safety Administration
NICU	Neonatal Intensive Care Unit
NIPD	National Injury Prevention Day
OB-GYN	Obstetrician-Gynecologist
OCME	Office of the Chief Medical Examiner
OP	Occupant Protection
PA/P&A	Planning and Administration

PBT	Portable Breath Testing
POAH	Preservation of Affordable Housing
POSTC	Police Officer Standards and Training Council
PRD	Preventing Roadside Deaths
PSA	Public Service Announcement
PTS	Police Traffic Services
QA/QC	Quality Assurance/Quality Control
RBHAO	Regional Behavioral Health Action Organization
RTU	Regional Traffic Unit
SAFER	Statewide Application for eGrants and Reimbursements
SCRCOG	South Central Regional Council of Governments
SFST	Standardized Field Sobriety Test Training
SMART	Safely, Maturely, Aware, Respectfully, Trained
SRTS	Safe Routes to School
STEM	Science, Technology, Engineering, and Mathematics
TIPS	Training for Intervention Purposes
TR	Traffic Records
TRCC	Traffic Records Coordinating Committee
TSRP	Traffic Safety Resource Prosecutor
UConn	University of Connecticut
USC	United States Code
UV	Ultraviolet
VMB	Variable Message Board
VMT	Vehicle Miles Traveled
WIC	Women Infants and Children
YNHH	Yale New Haven Hospital