

**Connecticut Highway Safety**

**ANNUAL REPORT**

**Federal Fiscal Year 2019**

Prepared by

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# INTRODUCTION

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

This Annual Report contains information on initiatives, projects, accomplishments and financial expenditures of Connecticut's Highway Safety Program for Federal Fiscal Year 2019. Fatality data in this report is sourced from the Fatality Analysis Reporting System or FARS. Injury and other data are sourced through the HSO. \*Please note, the 2018 Connecticut FARS data used in this document may change when the FARS files are reopened and updated. Enforcement efforts, coupled with bilingual media, public information and education campaigns, training programs for law enforcement, car seat technicians, motorcycle safety instructors and other safety professionals make up the basis of Highway Safety activity. The Highway safety office has coordinated safety efforts shared by the Department's Highway Safety Improvement Plan (HSIP) and Strategic Highway Safety Plan (SHSP). The 2019 Highway Safety Plan shares the four core performance goals required by the FAST ACT and the HSO is an active member of the SHSP steering committee.

The success of the Highway Safety Program is contingent upon cooperation and coordination with safety partners and the motoring public. The National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) continue to provide leadership and technical assistance. Various state agencies are active participants, including the Governor's and Lieutenant Governor's Office, Department of Public Safety/State Police, State Police Toxicology Laboratory, Department of Mental Health and Addiction Services, Department of Public Health, Department of Motor Vehicles, Federal Motor Carrier Safety Administration, Division of Criminal Justice, Office of the Chief State's Attorney, Office of Policy and Management and State Universities and Colleges. Local law enforcement agencies, through coordinated efforts with the Connecticut Police Chiefs Association, are also essential partners. Schools, civic and non-profit groups (including Mothers Against Drunk Driving, the Connecticut Coalition to Stop Underage Drinking, SAFE KIDS, The Boys and Girls Club, The Governor's Prevention Partnership and the Connecticut Motorcycle Riders Association), Yale New Haven Children's Hospital, Hartford Hospital including the Connecticut Children's Medical Center and private sector and business organizations all serve as cooperative partners. Connecticut also actively participates as a member in the Governor's Highway Safety Association and the National Association of State Motorcycle Safety Administrators. Other partners include Metropolitan Planning Organizations and Regional Planning Organizations.

During the 2019 Federal Fiscal Year, the following core “Activity Measures” were achieved during grant funded overtime enforcement (overtime enforcement initiatives included impaired driving mobilizations and expanded enforcement, click it or ticket, major cities speed enforcement and distracted driving HVE):

**Speeding Citations: 11,460**

**Safety-Belt Citations: 6,981**

**Impaired Driving Arrests: 1,798**

### **Attitude Measure:**

As part of nationally mandated GHSA-NHTSA attitude measures, the Connecticut Highway Safety Office collects attitude surveys through a contract with Preusser Research Group (PRG). PRG collects self-reported attitudes toward impaired driving, speeding, and belt-use. Please refer to the Attitudes and Awareness section to view this data.

### **Evidence Based Enforcement:**

The HSO understands that accurate and timely traffic/crash of statewide data; the creation of realistic and achievable goals; the implementation of functional countermeasures; the utilization of applicable metrics and the election of projected outcomes are the classic components of effective strategic plan. The Elements of Evidence Based Enforcement include; Stakeholder Input, Crash Data Analysis/Problem Identification, Countermeasure Selection, Project Implementation and Monitoring and Continuous Follow Up and Adjustment of the Enforcement Plan. These elements were addressed as part of the enforcement planning in the corresponding 2019 Highway Safety Plan. For a more complete and concise narrative description of the enforcement activities that were completed during the 2019 Federal Fiscal Year, please see the “Activities” section of the following program areas:

*Impaired Driving Page: 31-45*

*Occupant Protection: 46-53*

*Police Traffic Services: 59-65*

*Distracted Driving: 66-72*

## **CRASH DATA/TRENDS**

## Core Outcome Measures

	2014	2015	2016	2017	2018
<b>Traffic Fatalities</b>					
<b>Total</b>	248	270	304	281	294
Five-Year Moving Average	268	258	274	278	279
<b>Rural</b>	60	46	37	44	39
Five-Year Moving Average	73	70	70	63	45
<b>Urban</b>	188	221	261	235	252
Five-Year Moving Average	194	187	202	212	231
<b>Unknown</b>	0	3	6	2	3
Five-Year Moving Average	0	1	2	2	3
<b>Fatalities Per 100 Million Miles Traveled</b>					
<b>Total</b>	0.80	0.85	0.96	0.89	n/a
Five-Year Moving Average	0.86	0.83	0.88	0.89	n/a
<b>Rural</b>	1.92	1.46	1.17	1.40	n/a
Five-Year Moving Average	1.97	1.96	2.04	1.93	n/a
<b>Urban</b>	0.67	0.78	0.92	0.83	n/a
Five-Year Moving Average	0.71	0.68	0.73	0.76	n/a
<b>Serious (A) Injuries</b>					
<b>Total</b>	1,356	1,526	1,689	1,643	1,269
Five-Year Moving Average	1,681	1,571	1,574	1,547	1,497
<b>Serious (A) Injuries per 100 Million Vehicle Miles Traveled</b>					
<b>Total</b>	4.35	4.83	5.34	5.22	n/a
Five-Year Moving Average	5.39	5.03	5.02	4.93	n/a
<b>Passenger Vehicle Occupant Fatalities (All Seat Positions)</b>					
<b>Total</b>	136	155	174	163	173
Five-Year Moving Average	167	157	163	163	160
<b>(Fatalities) Restrained</b>	50	68	73	81	74
Five-Year Moving Average	68	66	69	71	69
<b>Unrestrained</b>	48	68	65	53	69
Five-Year Moving Average	64	60	62	62	61
<b>Unknown</b>	38	19	36	29	30
Five-Year Moving Average	35	31	32	30	30
<b>Alcohol-Impaired Driving Fatalities (BAC = .08+)</b>					
<b>Total</b>	97	100	114	119	115
Five-Year Moving Average	107	103	107	111	109

## Core Outcome Measures

	2014	2015	2016	2017	2018
<b>Speeding-Related Fatalities</b>					
<b>Total</b>	69	77	82	90	90
Five-Year Moving Average	81	72	74	79	82

<b>Motorcyclist Fatalities</b>					
<b>Total</b>	55	55	52	57	49
Five-Year Moving Average	50	50	53	55	54
<b>Helmeted</b>	20	20	14	22	20
Five-Year Moving Average	17	18	19	20	19
<b>Unhelmeted</b>	32	33	36	33	28
Five-Year Moving Average	29	28	31	31	32
<b>Unknown</b>	3	2	2	2	1
Five-Year Moving Average	4	4	4	4	2

<b>Percentage of MC Operator Fatalities with BAC &gt; 0%</b>					
<b>Total</b>	52%	46%	45%	53%	48%
Five-Year Moving Average	41%	41%	43%	47%	49%

<b>Drivers Involved in Fatal Crashes</b>					
<b>Total</b>	338	374	442	379	415
Five-Year Moving Average	362	352	382	384	390
<b>Aged Under 15</b>	1	0	1	0	0
Five-Year Moving Average	0	0	0	0	0
<b>Aged 15-20</b>	20	26	32	27	28
Five-Year Moving Average	28	27	28	28	27
<b>Aged Under 21</b>	21	26	33	27	28
Five-Year Moving Average	28	27	29	29	27
<b>Aged 21 and Over</b>	314	344	396	347	378
Five-Year Moving Average	328	320	347	349	356
<b>Unknown Age</b>	3	4	13	5	9
Five-Year Moving Average	5	5	6	6	7

<b>Pedestrian Fatalities</b>					
<b>Total</b>	47	46	59	49	60
Five-Year Moving Average	40	40	46	48	52

<b>Bicyclist Fatalities</b>					
<b>Total</b>	4	3	6	3	1
Five-Year Moving Average	5	4	4	4	3



**Core Outcome Measures**

	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>Observed – Restrained (%)</b>					
<b>Total</b>	85.4%	89.4%	90.3%	92.1%	93.7%
<b>Five-Year Moving Average</b>	86.4%	86.6%	87.3%	88.5%	90.2%

## **CORE PERFORMANCE MEASURES/GOALS AND TRENDS**

## **Description and Data Sources**

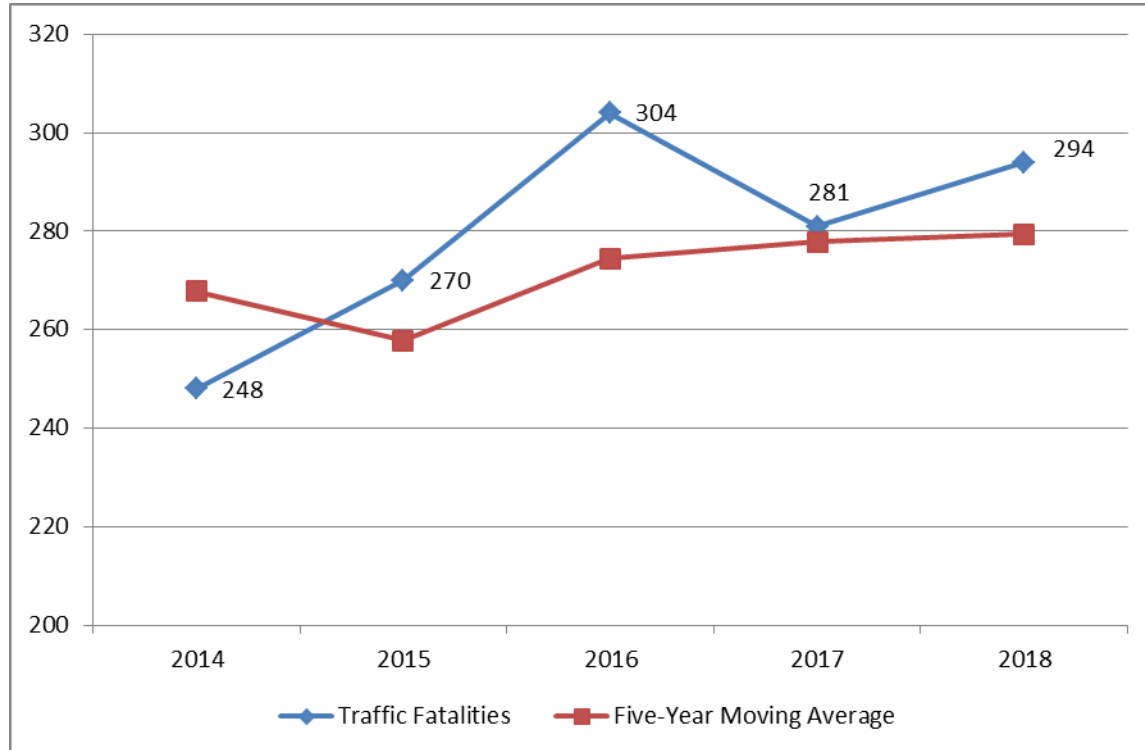
This section reviews Connecticut's core performance measures using the most recent available data. Fatality data are sourced from the FARS final report file (2014- 2017) and the FARS Annual report file for the year 2018. The data will be updated again in accordance with NHTSA-FARS standards and changes may be reflected. The Vehicle Miles Traveled data are obtained from the Federal Highway Administration (FHWA) and data up to year 2017 were available at the time of publication. Serious (A) Injury data are obtained from the Connecticut Crash File as the Connecticut Crash Data Repository. Statewide Observed Belt Use rates are sourced from Connecticut's Annual Statewide Belt Use Survey, conducted by Preusser Research Group.

## Graph 1

Graph 1 shows Connecticut's fatality figures with 294 in 2018. The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

### ***2019 Highway Safety Plan (HSP) Goal:***

*To maintain the five year (2013-2017) moving average of 274 Fatalities during the five year (2015-2019) period.*



### ***Outcome:***

Final NHTSA-FARS figures showed the five year moving average over the period 2014-2018 to be 279. This figure is slightly higher than the 2019 HSP goal of maintaining a moving average of 274 fatalities.

### ***State's effort to show progress in meeting target/State's adjustment to 2021 HSP to facilitate meeting target:***

Increases in fatalities have mainly been driven by pedestrian and impaired driving related crashes. Major strategies include the execution of countermeasures developed to specifically target over-represented groups identified through data analysis. These strategies include participation in National "crackdown" mobilizations such as "Click It or Ticket" and "Drive Sober or Get Pulled Over" as well as the promotion of sustained enforcement year-round based on local problem identification by law enforcement agencies and other highway safety partners.

Various training programs and technical support from law enforcement training based on better identification of impaired drivers to more timely and accurate reporting of crash data are implemented through the HSO to better identify areas where improvement will ultimately lead to less crash injury and fatalities on Connecticut's roadways.

The major program areas of Impaired Driving, Occupant Protection, Speed Enforcement, and Distracted Driving account for the majority of enforcement activities and paid media making up the largest component of high visibility and sustained enforcement efforts.

For FY2021, in addition to the above, we intend to continue to target the high risk areas and over-represented groups, engaging targeted communities, renewed networking efforts with other agencies such as the DMV etc. For example, to address the pedestrian fatalities, we are in the process of conducting preliminary assessment of the non-motorized enforcement grant pilot program for certain locations and work towards making it acceptable to the communities through educational and media awareness. This pilot program is still underway and has not been completed at all the selected locations.

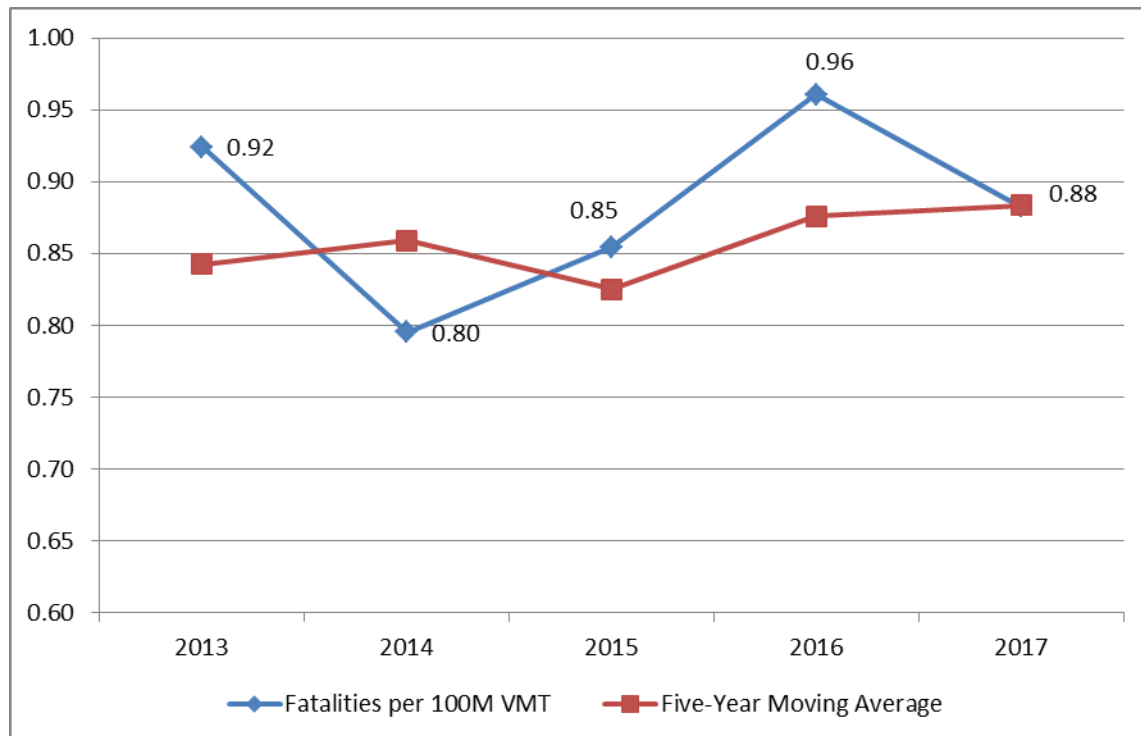
While the information about the FY2021 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the FY2021 HSP.

## Graph 2

Graph 2 shows Connecticut's Fatality Rate per 100 Million Vehicles Miles Traveled (VMT). The graph data has been updated to reflect current numbers and may not correspond with some previously reported data. There were 0.89 fatalities per VMT in 2017. 2018 VMT data were not available at the time of publishing.

### ***2019 Highway Safety Plan (HSP) Goal:***

*To maintain the current five-year moving average Fatality Rate per 100M VMT of 0.873 during the five year (2015-2019) period.*



### ***Outcome:***

This measure has seen a decrease from 2016 to 2017, with the VMT fatality rate dropping from 0.96 in 2016 to 0.88 in 2017. Although the five-year average is higher than the 2019 HSP goal of 0.873, the five-year moving average has remained stable between 2012-2016 and 2013-2017.

### ***State's effort to show progress in meeting target/State's adjustment to 2021 HSP to facilitate meeting target:***

Increases in fatalities have mainly been driven by pedestrian and impaired driving related crashes. Major strategies include the execution of countermeasures developed to specifically target over-represented groups identified through data analysis. These strategies include participation in National "crackdown" mobilizations such as "Click It or Ticket" and "Drive

Sober or Get Pulled Over” as well as the promotion of sustained enforcement year-round based on local problem identification by law enforcement agencies and other highway safety partners. Various training programs and technical support from law enforcement training based on better identification of impaired drivers to more timely and accurate reporting of crash data are implemented through the HSO to better identify areas where improvement will ultimately lead to less crash injury and fatalities on Connecticut’s roadways.

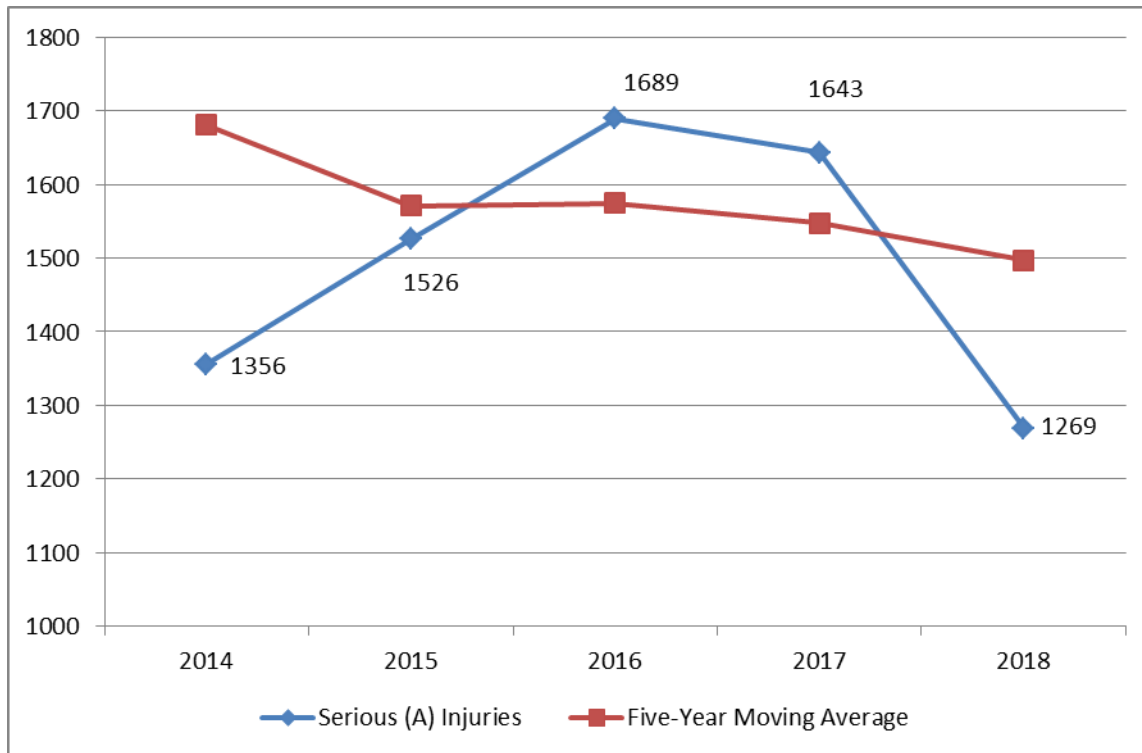
The major program areas of Impaired Driving, Occupant Protection, Speed Enforcement, and Distracted Driving account for the majority of enforcement activities and paid media making up the largest component of high visibility and sustained enforcement efforts.

### Graph 3

Graph 3 shows Connecticut's Serious (A) Injuries. There were 1,269 serious injuries in 2018. The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

#### **2019 Highway Safety Plan (HSP) Goal:**

*To maintain the Serious (A) Injuries five-year (2013-2017) moving average of 1,497 Serious (A) Injuries during the 2015-2019 period.*



#### **Outcome:**

The 2018 Serious (A) Injuries figure is the lowest in the five years reported. The 2014-2018 five-year moving average is also the lowest reported, dropping to 1497 from 1547 in the 2013-2017 period. The 2019 HSP goal of maintaining moving average of 1574 has been met and surpassed.

#### **State's effort to show progress in meeting target/State's adjustment to 2021 HSP to facilitate meeting target:**

The State's effort will be to continue the execution of countermeasures developed to specifically target over-represented groups identified through data analysis. These strategies include participation in National "crackdown" mobilizations such as "Click It or Ticket" and "Drive Sober or Get Pulled Over" as well as the promotion of sustained enforcement year-round based on local problem identification by law enforcement agencies and other highway safety partners.



Various training programs and technical support from law enforcement training based on better identification of impaired drivers to more timely and accurate reporting of crash data are implemented through the HSO to better identify areas where improvement will ultimately lead to less crash injury and fatalities on Connecticut's roadways.

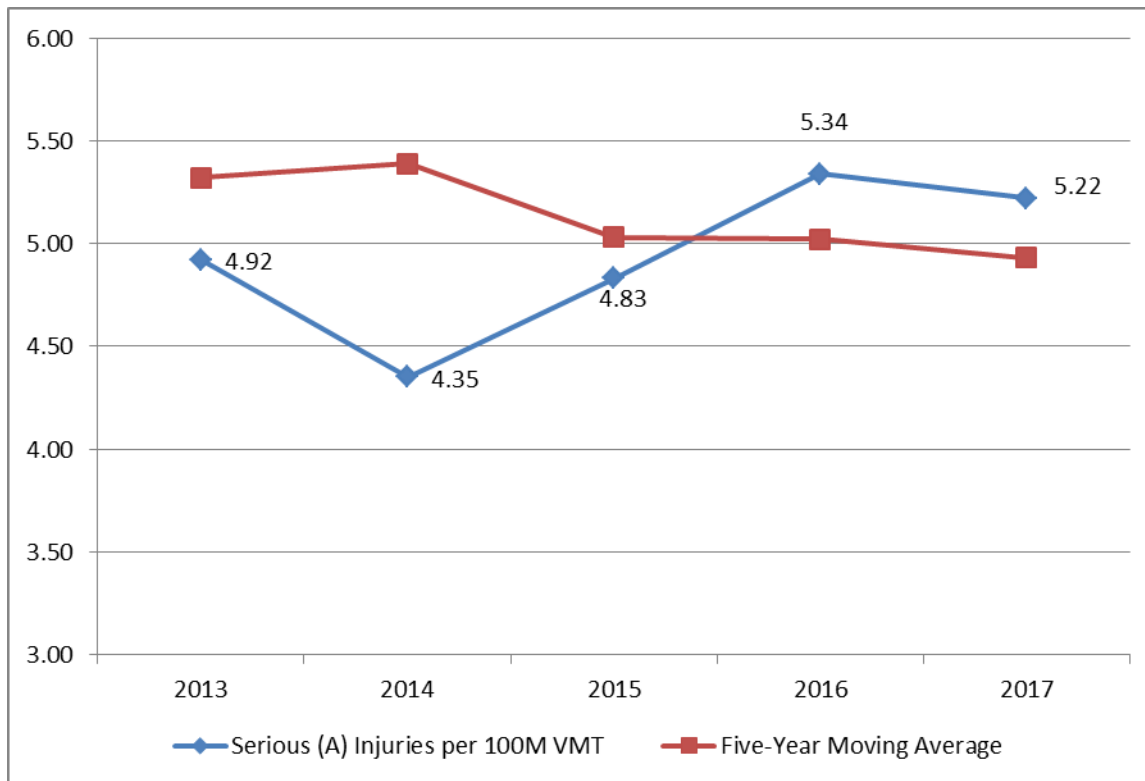
The major program areas of Impaired Driving, Occupant Protection, Speed Enforcement, and Distracted Driving account for the majority of enforcement activities and paid media making up the largest component of high visibility and sustained enforcement efforts.

#### Graph 4

Graph 4 shows Connecticut's Serious (A) Injury Rate per 100 Million Vehicles Miles Traveled (VMT). The graph data has been updated to reflect current numbers and may not correspond with some previously reported data. There were 5.22 serious injuries per VMT in 2017. 2018 VMT data were not available at the time of publishing.

#### *2019 Highway Safety Plan (HSP) Goal:*

*To maintain the Serious (A) Injury Rate per 100M VMT from the current five-year (2013-2017) moving average of 4.93 during the five year (2015-2019) period.*



#### *Outcome:*

The Serious (A) Injuries Rate has declined in 2017 after a steady rise in the prior three years. Meanwhile five-year moving average has been steadily declining, dropping to a five-year low of 4.93 in the period 2013-2017. The 2019 HSP goal of maintaining a five-year moving average of 5.03 has been met.

#### ***State's effort to show progress in meeting target/State's adjustment to 2021 HSP to facilitate meeting target:***

The State's effort will be to continue the execution of countermeasures developed to specifically target over-represented groups identified through data analysis. These strategies include

participation in National “crackdown” mobilizations such as “Click It or Ticket” and “Drive Sober or Get Pulled Over” as well as the promotion of sustained enforcement year-round based on local problem identification by law enforcement agencies and other highway safety partners. Various training programs and technical support from law enforcement training based on better identification of impaired drivers to more timely and accurate reporting of crash data are implemented through the HSO to better identify areas where improvement will ultimately lead to less crash injury and fatalities on Connecticut’s roadways.

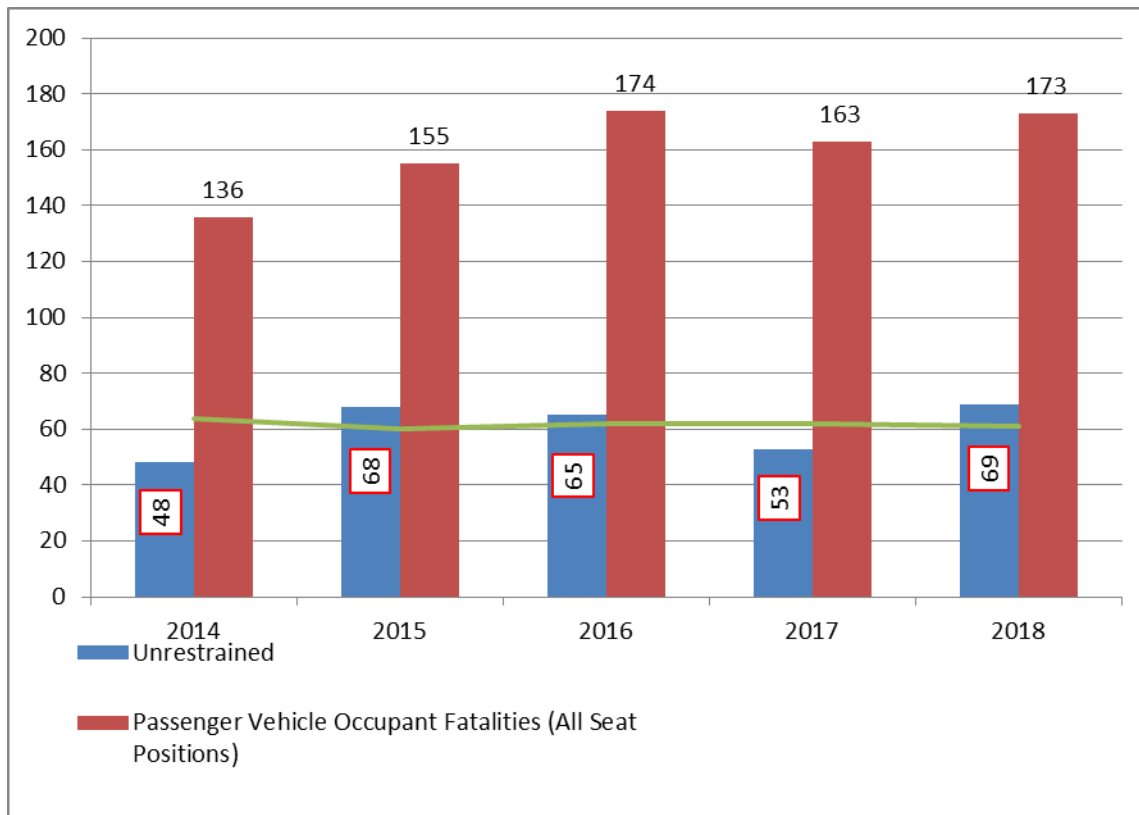
The major program areas of Impaired Driving, Occupant Protection, Speed Enforcement, and Distracted Driving account for the majority of enforcement activities and paid media making up the largest component of high visibility and sustained enforcement efforts.

## Graph 5

Graph 5 shows Connecticut's Passenger Vehicle Occupant Fatalities in all seating positions as well as the number of unrestrained fatalities in this category. There were 69 unrestrained fatalities in 2018, the highest figure in the period reported. The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

### *2019 Highway Safety Plan (HSP) Goal:*

*To maintain the number of unrestrained occupants in fatal crashes from the five year (2013-2017) moving average of 62 in 2019.*



### *Outcome:*

The 69 unrestrained fatalities recorded in 2018 represent the highest figure of the five years reported. The five-year moving average for this measure has remained stable throughout the period. The 2014-2018 five-year moving average of 62 meets the 2019 HSP goal of maintaining the (2013-2017) five-year moving average.

***State's effort to show progress in meeting target/State's adjustment to 2021 HSP to facilitate meeting target:***

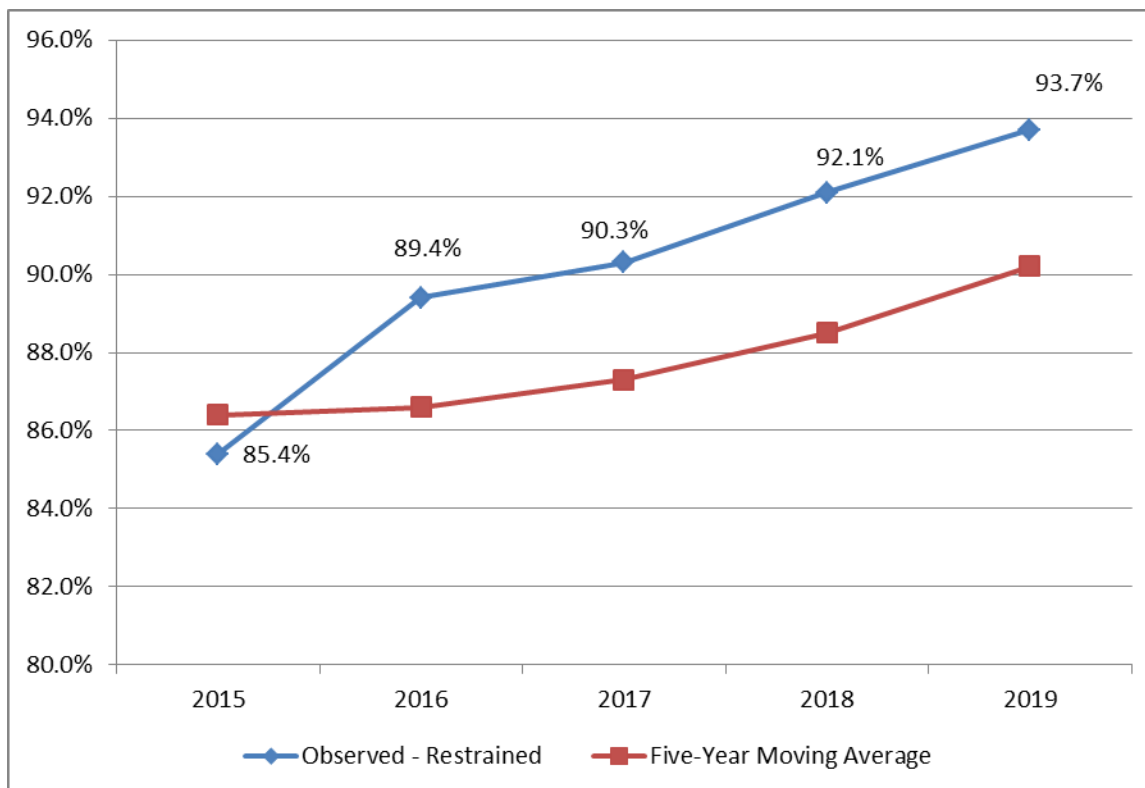
The HSO is working to increase sustained enforcement of belts by encouraging police agencies to enforce belt laws as a secondary focus during other overtime enforcement grant work. The HSO used year round seat belt social norming media campaigns to increase seat belt use. Greater effort and funding was placed on low seat belt usage areas, high unrestrained injuries/fatalities and males aged 18-34 through increased enforcement and education. Working against decreasing unbelted injuries and fatalities, the Connecticut Legislature failed to move a law requiring belt use for all seating positions out of committee. Connecticut's seat belt use has increased to its highest level to 93.7%, but night time unrestrained fatalities are still a concern. To address this problem the HSO is in the planning stages for a night time seat belt enforcement pilot project to address unrestrained injuries and fatalities that occur in the evening. The Seatbelt Working Group continues to meet quarterly to discuss strategies to increase seat belt use and reduce unrestrained injuries and fatalities.

## Graph 6

Graph 6 shows observed annual safety belt usage for the State of Connecticut for the 2015-2019 reporting period. The annual belt use rate was 93.7 percent in 2019.

### ***2019 Highway Safety Plan (HSP) Goal:***

*To maintain the statewide observed belt use rate of 90.3 percent in 2019.*



### ***Outcome:***

Observed belt use reached its highest level ever achieved in the State of Connecticut during 2019 at 93.7 percent. The five-year moving average reached 90 percent for the first time ever. The 2019 HSP goal of increasing observed belt use to 91 percent was met.

### ***State's effort to show progress in meeting target/State's adjustment to 2021 HSP to facilitate meeting target:***

The HSO is working to increase sustained enforcement of belts by encouraging police agencies to enforce belt laws as a secondary focus during other overtime enforcement grant work. The HSO used year round seat belt social norming media campaigns to increase seat belt use. Greater effort and funding was placed on low seat belt usage areas, high unrestrained injuries/fatalities and males aged 18-34 through increased enforcement and education. Working against decreasing unbelted injuries and fatalities, the Connecticut Legislature failed to move a law requiring belt

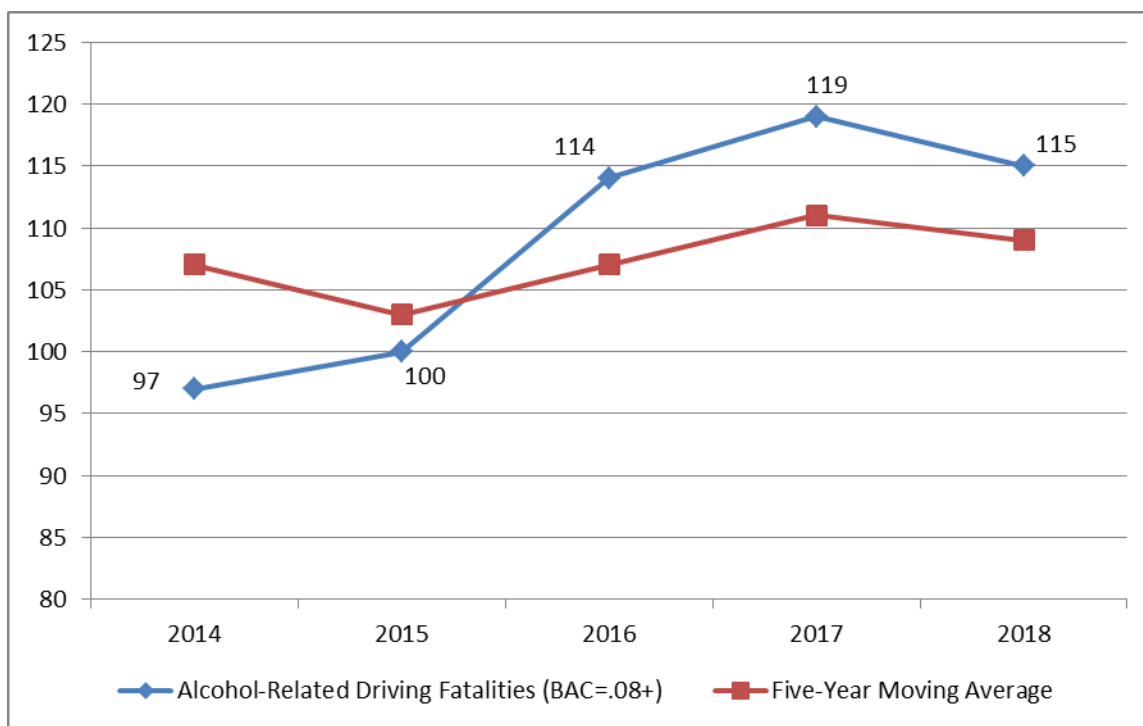
use for all seating positions out of committee. Connecticut's seat belt use has increased to its highest level to 93.7%, but night time unrestrained fatalities are still a concern. To address this problem the HSO is in the planning stages for a night time seat belt enforcement pilot project to address unrestrained injuries and fatalities that occur in the evening. The Seatbelt Working Group continues to meet quarterly to discuss strategies to increase seat belt use and reduce unrestrained injuries and fatalities.

### Graph 7

Graph 7 shows Connecticut's alcohol-impaired driving fatalities. There were 115 alcohol-impaired driving fatalities in 2018. NHTSA defines an alcohol-impaired driving fatality based on a BAC of 0.08 or above for all drivers and motorcycle operators involved in fatal crashes. The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

#### **2019 Highway Safety Plan (HSP) Goal:**

*To maintain the number of alcohol-impaired driving fatalities (BAC = .08+) from the five-year (2013-2017) moving average of 105 in 2019.*



#### **Outcome:**

There were 115 alcohol-impaired driving fatalities reported in 2018. This is a decrease from the 2017 figure but remains the second highest figure recorded during the reporting period. The 2019 HSP goal of maintaining the five-year (2013-2017) moving average of 105 has not been met. However, the current five-year moving average has decreased for the first time in three years.

#### **State's effort to show progress in meeting target/State's adjustment to 2021 HSP to facilitate meeting target:**

Enforcement of Connecticut's DUI laws has continued a slight decline from past years. Efforts are being made to promote sustained enforcement during the summer months when DUI crashes



are more likely. The HSO partnered with AAA to sponsor a drugged-driving summit to raise the profile of this growing issue among traffic safety decision makers. The HSO has also increased training of Drug Recognition Experts (DREs) to help law enforcement better identify the role of drugs in impaired driving crashes. Similarly, the HSO has supported Standard Field Sobriety Test (SFST) and Advanced Roadside Impaired Driving Enforcement (ARIDE) police training classes. The HSO will continue to lead an Impaired Driving Task Force where members identify problems, share information, explore options and provide sustainable solutions.

In addition, for FY2021, DUI Overtime Enforcement project monitoring activities will be conducted through periodic visits to participating law enforcement agencies. Meetings will be held with law enforcement representatives to address the use of crash data in the planning of DUI activities, grant participation issues and grant performance issues. Police training needs will also be assessed and police training opportunities discussed.

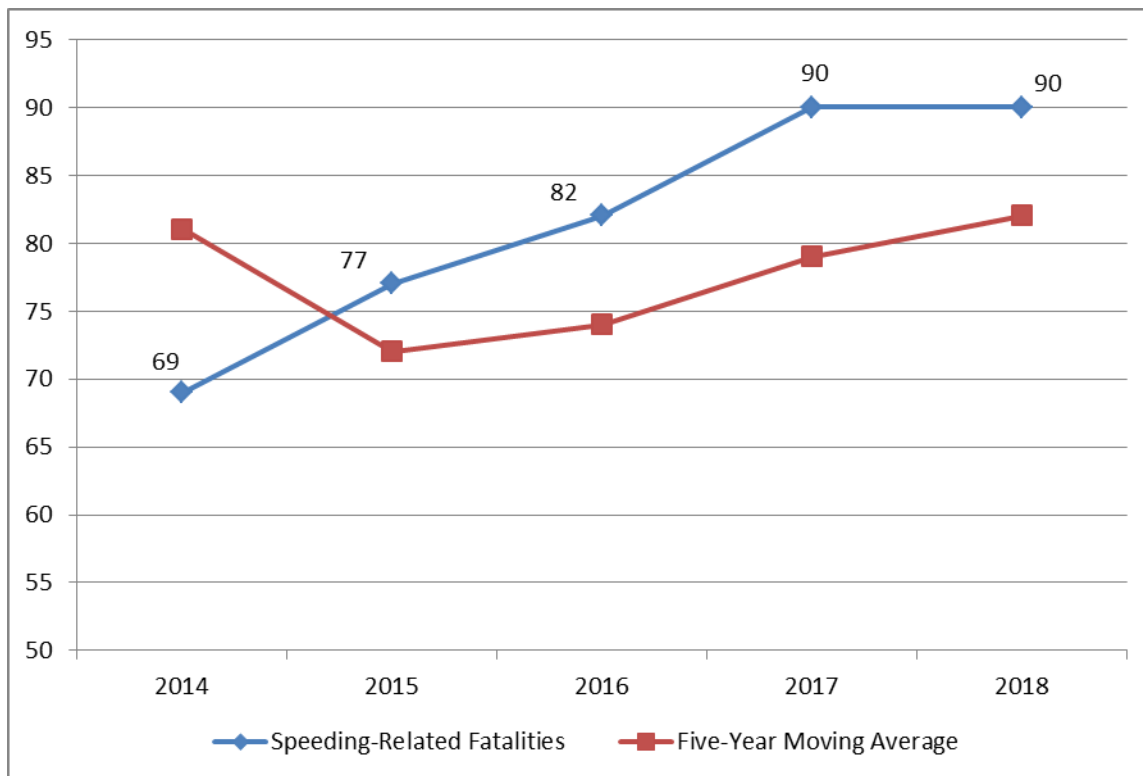
While the information about the FY2021 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the FY2021 HSP. Also, new and innovative strategies proven to reduce alcohol-impaired driving fatalities, will be considered as data and information becomes available.

## Graph 8

Graph 8 shows Connecticut's speeding-related fatalities for the years 2014-2018. There were 90 speeding-related fatalities in 2018. The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

### ***2019 Highway Safety Plan (HSP) Goal:***

*To maintain the number of speeding-related fatalities from the five-year (2013-2017) moving average of 73 in 2019.*



### ***Outcome:***

Speeding-related fatalities remained stable from 2017 to 2018, but still represent the highest figure in the reporting period with 90 speeding-related fatalities. The five-year moving average shows a continuous upward trend for the 3<sup>rd</sup> year in a row, reaching a high of 82 for the 2014-2018 period. The 2019 HSP goal of maintaining the 2013-2017 moving average of 73 has not been met.

### ***State's effort to show progress in meeting target/State's adjustment to 2021 HSP to facilitate meeting target:***

In the past, the HSO has utilized flexible ignition interlock funds to fund a speed enforcement campaign taking place during the summer months when most speed related crashes occur. This

HVE effort included a corresponding media campaign. The HSO is looking to continue and increase this practice for the 2021 HSP.

Additionally, the HSO considered grant submissions from police agencies identifying specific speed related crash data within their jurisdictions, substantiated by enforcement and crash data. Law enforcements have identified these respective areas as having higher incidences of speed related crashes. Grant participants were chosen based on the major contributing factors and types of crashes are typically indicative of speed as cause of crash. Additionally, areas with high population, high traffic volumes, and roadways with low posted speed limits, led to the selection of urban areas and larger cities as the most likely areas where speed enforcement can impact the greatest number of speed related crashes. Speeding related crashes, injuries and fatalities were addressed through funding the HVE projects. Speed Problem ID data was used to select agencies to participate in speed-related enforcement through various methods including dedicated high visibility speed enforcement grants to achieve the goals listed above. This coordinated with the Strategic Highway Safety Plan (SHSP), in this program area, was achieved through overlapping speed related countermeasures based on Department of Transportation data for areas with highest incidents of crashes, injuries and fatalities. The CT HSO has been invited and plans to participate in Region 1 regional coordinated speed mobilization and campaign in 2020. The HSO is planning to continue these practices for the 2020 and 2021 HSP.

While the information about the FY2021 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the FY2021 HSP. Also, new and innovative strategies proven to reduce speeding-related fatalities, will be considered as data and information becomes available.

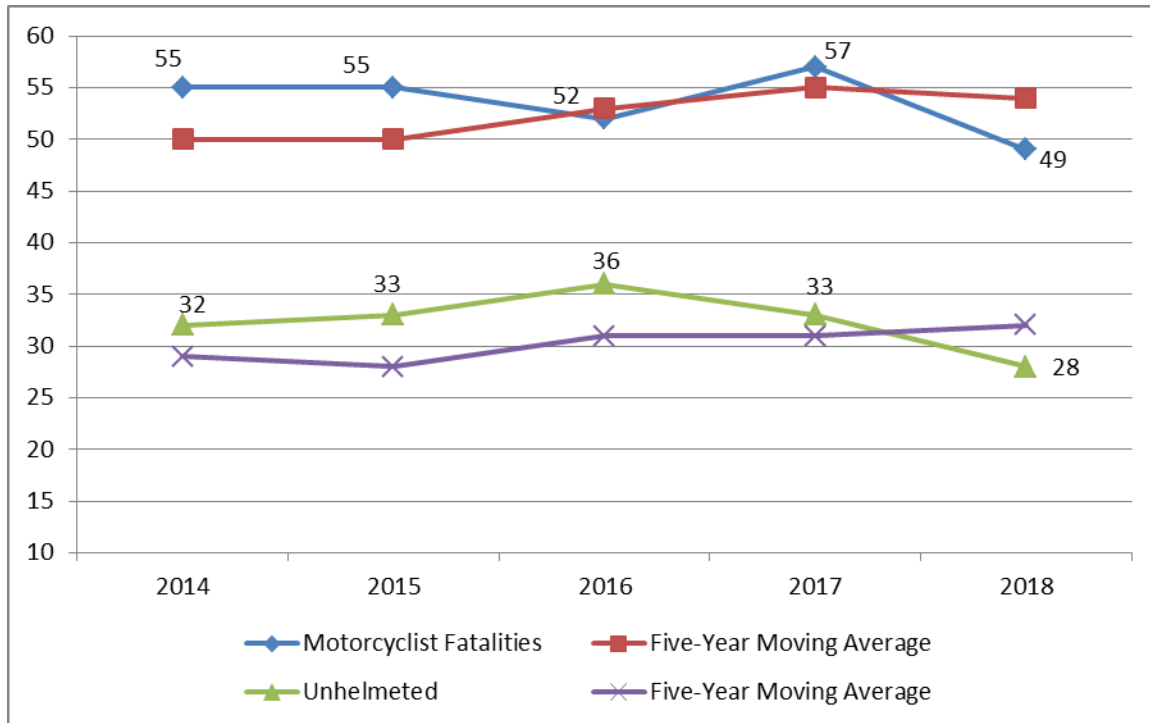
## Graph 9

Graph 9 shows Connecticut's motorcyclist fatalities. Both the number of fatalities as well as unhelmeted fatalities are shown. There were 49 motorcyclist fatalities in 2018, 28 of which of unhelmeted. The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

### **2019 Highway Safety Plan (HSP) Goal:**

To maintain the number of motorcyclist fatalities below the five-year (2013-2017) moving average of 53 in 2019.

To maintain the number of unhelmeted fatalities below the five-year (2013-2017) moving average of 31 in 2019.



### **Outcome:**

Single year values for both motorcycle fatalities and unhelmeted fatalities have experienced a decrease from the previous year. The five-year moving average of motorcycle fatalities has dropped whereas the moving average of unhelmeted fatalities has increased slightly. The 2019 HSP goals of maintaining the five-year moving average of 53 motorcyclist fatalities and 31 unhelmeted fatalities have not been met.

***State's effort to show progress in meeting target/State's adjustment to 2021 HSP to facilitate meeting target:***

The HSO has worked to raise awareness of motorcycle safety prior to the summer months when rider fatalities are at their highest. This "Share the Road" campaign was the first to run statewide in five years. Although unhelmeted fatalities continue to be a problem, the Connecticut Legislature failed to pass a raised bill requiring the use of helmets for all motorcycle riders. The HSO will continue an aggressive advertising campaign next FFY reminding motorists to Share the Road and for all motorcyclists to wear all their protective equipment all the time. A continued effort will be made to expand on existing motorcycle safety courses targeting returning and beginner riders.

Although current available data indicates that the performance measures have not been met, preliminary data from 2019 indicates that they will be met. Renewed efforts to reach un-licensed and un-trained riders with beginning and experienced training will be explored. Continued efforts to remind the motoring public to "Share the Road" with motorcyclist's will also be used via a summer long multi-media campaign featuring radio spots, billboards and bus boards. The Connecticut Rider Education program will continue a quality assurance pilot to ensure that proper delivery of approved curriculum is being taught.

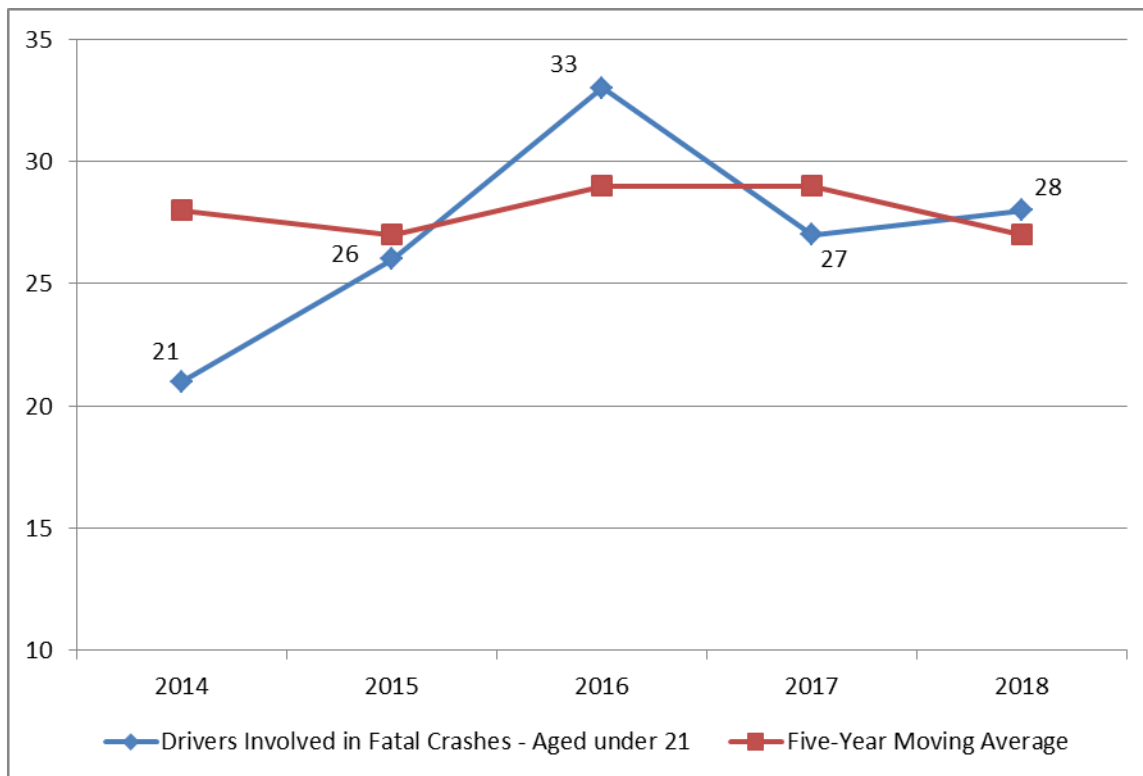
While the information about the FY2021 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the FY2021 HSP. Also, new and innovative strategies proven to reduce motorcyclist fatalities, will be considered as data and information becomes available.

## Graph 10

Graph 10 shows Connecticut's fatalities involving drivers under the age of 21 for the 2014-2018 period. There were 28 fatalities involving drivers under 21 in 2018. The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

### ***2019 Highway Safety Plan (HSP) Goal:***

*To maintain the number of drivers 20 or younger involved in fatal crashes from the five-year (2013-2017) moving average of 29 in 2019.*



### ***Outcome:***

Fatality numbers have fluctuated during the 2014-2017 period. The five-year moving average has remained fairly stable, between 27 and 29 fatalities. For all intents and purposes, the 2019 HSP goal of maintaining the five-year (2013-2017) moving average of 27 has been met with a 2014-2018 moving average of 27.

### ***State's effort to show progress in meeting target/State's adjustment to 2021 HSP to facilitate meeting target:***

The HSO has continued to provide educational programming for high school students. These interactive programs utilize motivational speakers, driving simulators and peer to peer initiatives that focus on the dangers of distracted and impaired driving. The HSO has partnered with both

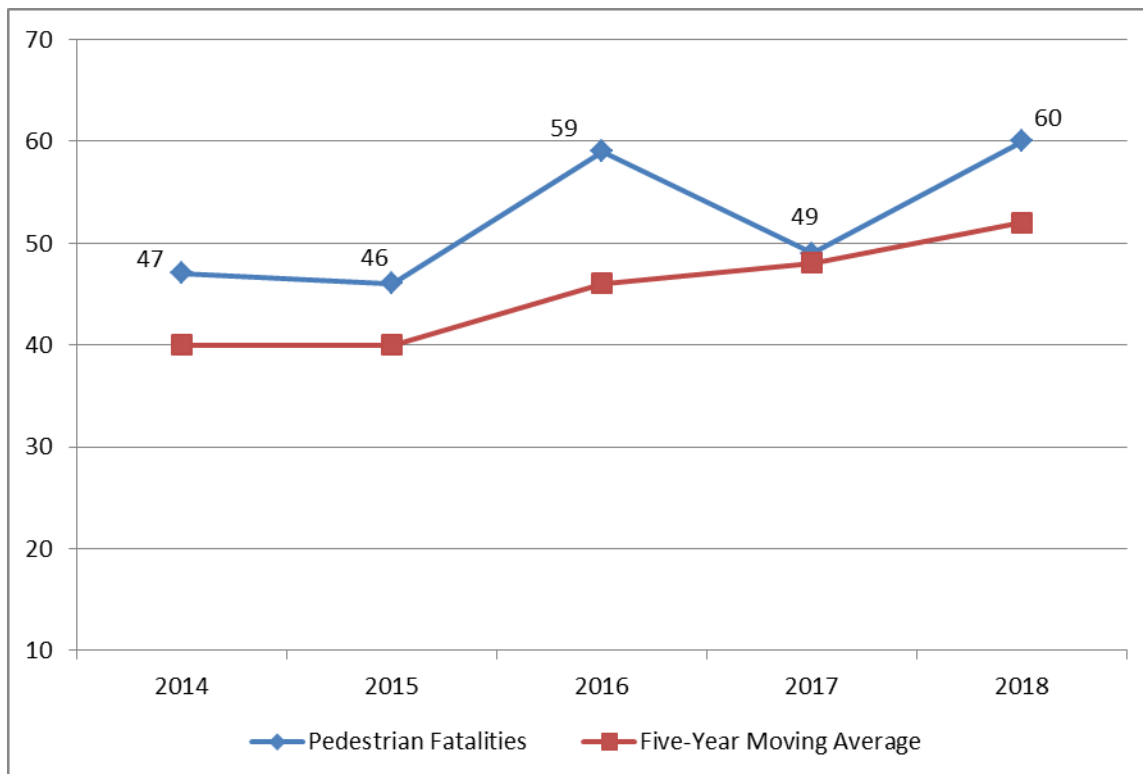
Governor's Prevention Partnership and Mothers Against Drunk Driving (MADD) in the past fiscal years and plans to continue these partnerships in the 2020 HSP. As a member of the state's Teen Driving Task Force, the HSO continues to assist in the creation of policy directives aimed at reducing the growing number of younger driver crashes that result in injuries and fatalities.

## Graph 11

Graph 11 shows Connecticut's number of pedestrian fatalities during the 2014-2018 reporting period. There were 60 pedestrian fatalities in 2018. The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

### ***2019 Highway Safety Plan (HSP) Goal:***

*To reduce the number of pedestrian killed in traffic crashes from the five-year (2013-2017) moving average of 52 to a five-year (2015-2019) moving average of 45 in 2019.*



### ***Outcome:***

Pedestrian fatalities have fluctuated yet have seen a general increase in the reporting period. With 60 pedestrian fatalities, the 2018 figure is the highest in five years. The five-year moving average also shows an upward trend, going from 48 in 2017 to 52 in 2018. **The 2019 HSP goal of reducing the five-year (2013-2017) moving average of 45 pedestrian fatalities has not been met.** Innovative pedestrian safety programs and projects will continue to be a priority in future planning documents for the HSO.

***State's effort to show progress in meeting target/State's adjustment to 2021 HSP to facilitate meeting target:***



Pedestrian fatalities increased greatly during 2016 (59) and decreased to 49 in 2017. The HSO created specialized media campaigns targeted at drivers to raise awareness about pedestrian and bicycle deaths and how to avoid crashes. Funding was re-programmed from other areas to create a specific campaign following a particularly deadly month of December. The HSO has also held informational meetings with state and regional safety partners to gain perspective on how to better serve pedestrians and bicyclists. The 2019 HSP contained more pedestrian-related projects than previous planning documents. Innovative pedestrian safety programs and projects will continue to be a priority in future planning documents for the HSO.

The non-motorized enforcement grant pilot program is currently underway for the first time in FY2020, therefore the data from this enforcement has yet to be collected and the effectiveness of the program yet to be fully determined. This program will be analyzed in FY2020 upon its completion with the goal of improving and potentially expanding the program in FY2021 to reduce crashes, injuries and fatalities for pedestrians and bicyclists in Connecticut. Additional non-motorized safety outreach efforts will also be explored to build on the educational awareness achieved through the Watch for Me CT campaign.

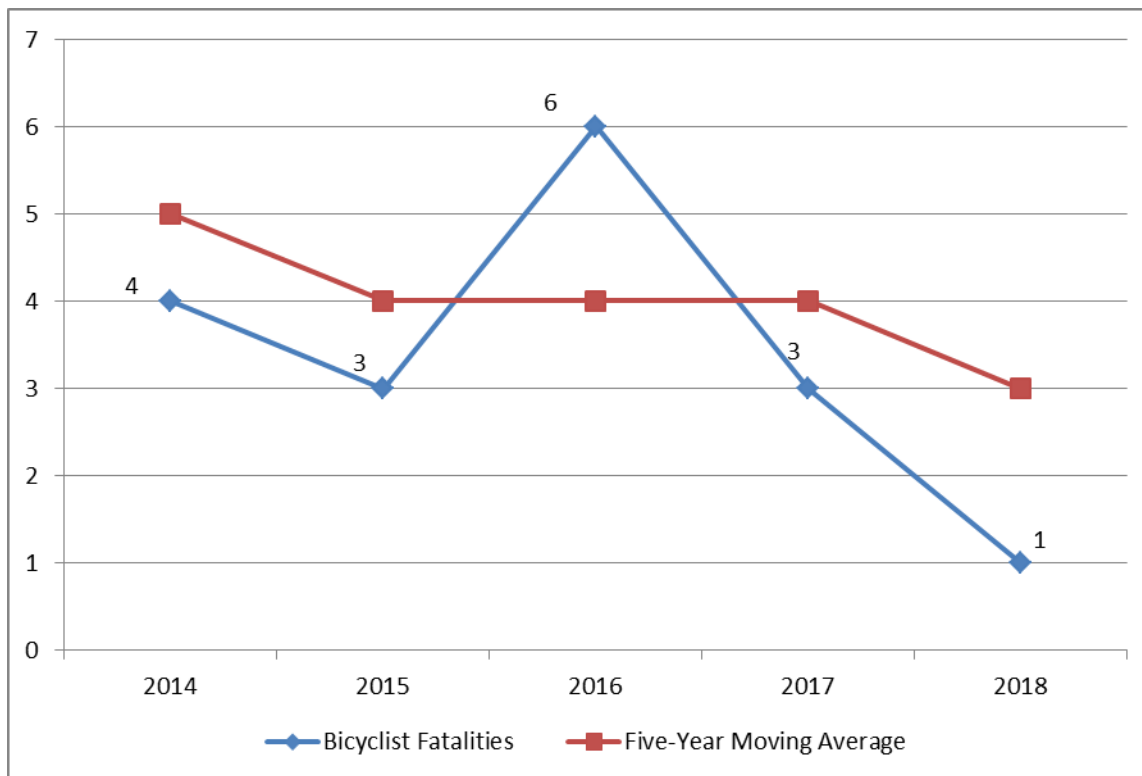
While the information about the FY2021 strategies included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the FY2021 HSP. Also, new and innovative strategies proven to reduce pedestrian fatalities, will be considered as data and information becomes available.

## Graph 12

Graph 12 shows Connecticut's number of bicyclist fatalities during the 2014-2018 reporting period. There was a single (1) bicyclist fatality in 2018. The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

### ***2019 Highway Safety Plan (HSP) Goal:***

*To maintain the number of bicyclists killed in traffic crashes from the five-year (2013-2017) moving average of 4 in 2019.*



### ***Outcome:***

The single bicyclist fatality recorded in 2018 is the lowest figure in the reported period. The five-year moving average has been relatively stable and showed a slight decrease for 2014-2018. The 2019 HSP goal of maintaining a five-year moving average of 4 bicyclist fatalities has been met.

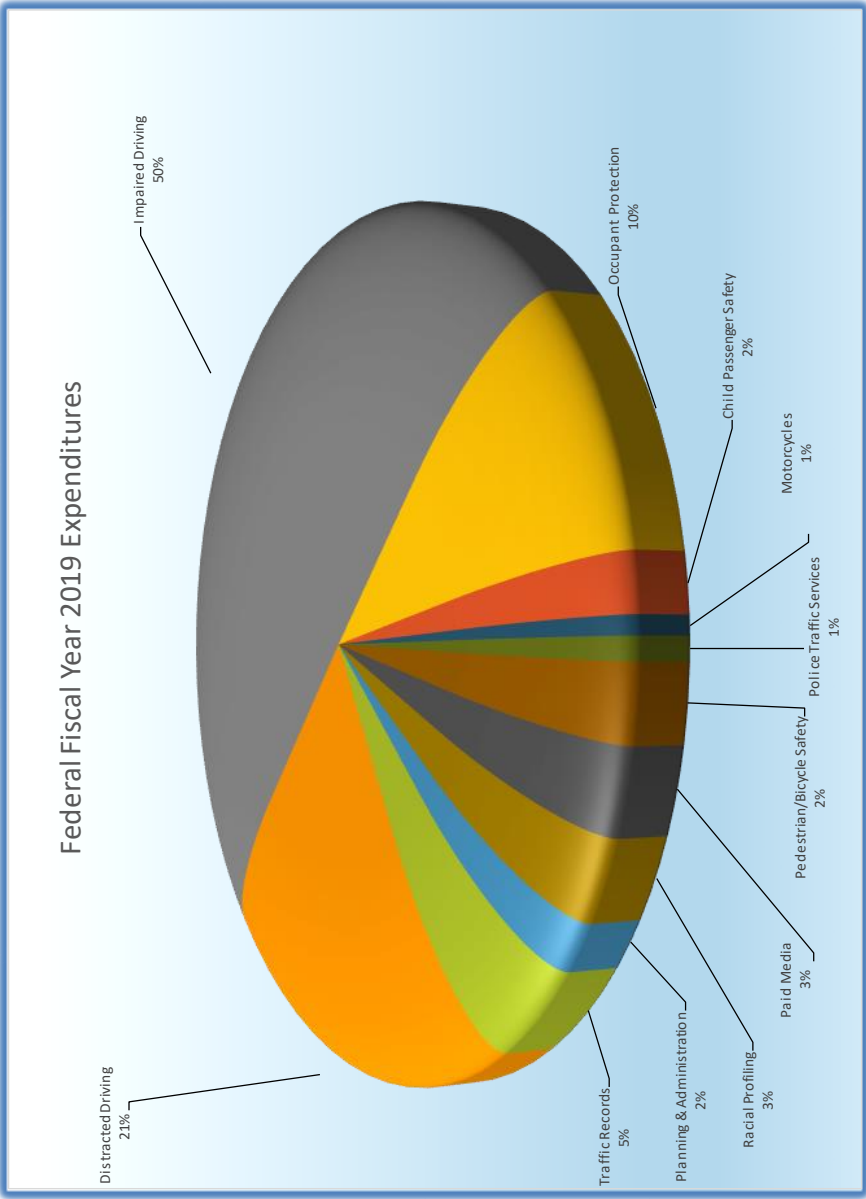
### ***State's effort to show progress in meeting target/State's adjustment to 2021 HSP to facilitate meeting target:***

The HSO has held informational meetings with state and regional safety partners to gain perspective on how to better serve pedestrians and bicyclists. The HSO created specialized media campaigns targeted at drivers to raise awareness about pedestrian and bicycle deaths and how to avoid crashes. Funding was re-programmed from other areas to create a specific campaign

following a particularly deadly month of December. The HSO has also held informational meetings with state and regional safety partners to gain perspective on how to better serve pedestrians and bicyclists. The 2019 HSP contained more pedestrian-related projects than previous planning documents. Innovative pedestrian safety programs and projects will continue to be a priority in future planning documents for the HSO.

## **FINANCIAL SUMMARY**

Financial Summary		402	154AL	154PM	1906	405 B	405 C	405 D	405 D Int	405 E	405 F	405 H	Total	% of Total
(Data as of 12/12/19)														
Planning & Administration		\$279,524											\$279,524	2.1%
Traffic Records		\$154,009					\$502,687						\$656,695	4.9%
Distracted Driving		\$60								\$2,813,464			\$2,813,464	20.9%
Impaired Driving		\$956,897	\$4,192,720	\$1,207,459				\$1,287,287	\$89,907				\$6,777,432	50.4%
Occupant Protection		\$263,510				\$342,985							\$1,299,882	9.7%
Child Passenger Safety		\$86,304											\$86,304	0.6%
Motorcycles		\$104,962									\$0		\$104,962	0.8%
Police Traffic Services		\$0											\$346,404	2.6%
Pedestrian/Bicycle Safety		\$400,000											\$400,000	3.0%
Paid Media					\$417,359								\$417,359	3.1%
Racial Profiling													\$13,445,536	100.0%
<b>TOTAL</b>														



## Project Listing

Prog. Area	Project Number	Project Description	Town/Agency	FFY 19 Expenses
402-MC	0701-AA	Motorcycle Safety Program Administration	CT-DOT/HSO	\$ 6,486.42
402-MC	0701-AB	CONREP Technical Assist.	CT-DOT/HSO	\$ 79,817.39
402-OP	0702-AA	OP Program Administration	CT-DOT/HSO	\$ 11,718.61
402-OP	0702-AB	Data Analysis & Surveys	CT-DOT/HSO	\$ 150,000.00
402-OP	0702-AC	Click It or Ticket Enforcement (Nov & May Mobilization)	CT-DOT/HSO	\$ 314,344.17
402-OP	0702-AD	Waterbury Area Traffic Safety Program	Waterbury PD	\$ 100,828.04
402-OP	0702-AE	Occupant Protection Media Buy	CT-DOT/HSO	\$ 377,322.00
402-OP	0702-AF	Occupant Protection PI&E	CT-DOT/HSO	\$ 2,684.40
402-AL	0704-AA	Alcohol Program Management	CT-DOT/HSO	\$ 59.52
402-TR	0705-AA	Traffic Records Administration	CT-DOT/HSO	\$ 86,265.53
402-TR	0705-AD	E-citation Local Law Enforcement	Wolcott Police Department	\$ 64,623.29
402-TR	0705-AE	E-citation Local Law Enforcement	Wallingford Police Dept.	\$ 3,120.00
402-PT	0707-AA	PTS Administration	CT-DOT/HSO	\$ 12,764.36
402-PT	0707-AF	TSRP	CT Judicial	\$ 49,940.23
402-PT	0707-AL	DRE Training	CT-DOT/HSO	\$ 16,065.62
402-PT	0707-AP	DRE Overtime Call-out Pilot	Newtown	\$ 9,193.93
402-PT	0707-AQ	DRE Overtime Call-out Pilot	Norwich	\$ 7,383.54
402-PT	0707-AS	DRE Overtime Call-out Pilot	Waterford	\$ 9,614.19
402-CR	0709-AA	Child Restraint Administration	CT-DOT/HSO	\$ 12,100.68
402-CR	0709-AB	CPS Training	CT-DOT/HSO	\$ 10,982.93
402-CR	0709-AC	CPS Fitting Stations Support	CCMC	\$ 47,933.24
402-CR	0709-AD	CPS Fitting Stations Support	YNHH	\$ 94,550.44
402-CR	0709-AE	Community Traffic Safety Program	YNHH	\$ 97,943.20
402-PM	0711-AC	Holiday Safety Media Buy	CPCA	\$ 50,000.00
402-PM	0711-AD	Halloween Safety Media Buy	CPCA	\$ 50,000.00
402-PM	0711-AE	Workzone Safety Media Buy	CT-DOT/HSO	\$ 300,000.00
154-PM	0720-AA	DUI Media Campaign	CT-DOT/HSO	\$ 1,207,459.00
154-AL	0722-AA	Alcohol Program Management (154)	CT-DOT/HSO	\$ 153,433.81
154-AL	0722-AB	Alcohol Related Program Training	CT-DOT/HSO	\$ 4,522.28
154-AL	0722-AC	TSRP	Division of Criminal Justice	\$ 150,226.55
154-AL	0722-AD	Data Analysis And Surveys	CT-DOT/HSO	\$ 150,000.00
154-AL	0722-AE	Comprehensive DUI Enforcement	Bethany	\$ 9,300.51
154-AL	0722-AF	Comprehensive DUI Enforcement	Killingly	\$ 43,676.72
154-AL	0722-AG	Comprehensive DUI Enforcement	Glastonbury	\$ 28,527.78
154-AL	0722-AH	Comprehensive DUI Enforcement	Durham	\$ 23,592.70
154-AL	0722-AI	Comprehensive DUI Enforcement	Middlefield	\$ 19,953.92
154-AL	0722-AJ	Comprehensive DUI Enforcement	Bristol	\$ 99,903.59
154-AL	0722-AK	Comprehensive DUI Enforcement	Ledyard	\$ 14,928.08
154-AL	0722-AL	Comprehensive DUI Enforcement	Greenwich	\$ 66,081.76
154-AL	0722-AM	Comprehensive DUI Enforcement	Watertown	\$ 20,269.51
154-AL	0722-AN	Comprehensive DUI Enforcement	New Britain	\$ 53,549.01
154-AL	0722-AO	Comprehensive DUI Enforcement	Ellington	\$ 41,504.08
154-AL	0722-AP	Comprehensive DUI Enforcement	Somers	\$ 36,620.93
154-AL	0722-AQ	Comprehensive DUI Enforcement	Naugatuck	\$ 38,609.24
154-AL	0722-AT	Comprehensive DUI Enforcement	Fairfield	\$ 112,312.26
154-AL	0722-AU	Comprehensive DUI Enforcement	Meriden	\$ 9,978.21
154-AL	0722-AV	Comprehensive DUI Enforcement	City Of Groton	\$ 2,128.21
154-AL	0722-AW	Comprehensive DUI Enforcement	Deep River	\$ 31,242.97
154-AL	0722-AY	Choices Matter	CT-DOT/HSO	\$ 240,000.00
154-AL	0722-BB	Comprehensive DUI Enforcement	Stafford	\$ 53,356.61
154-AL	0722-BC	Comprehensive DUI Enforcement	Cromwell	\$ 18,436.84
154-AL	0722-BD	Comprehensive DUI Enforcement	Norwalk	\$ 53,012.41
154-AL	0722-BE	Comprehensive DUI Enforcement	Bethel	\$ 21,005.69
154-AL	0722-BF	Comprehensive DUI Enforcement	Killingworth	\$ 13,817.79
154-AL	0722-BH	Comprehensive DUI Enforcement	Manchester	\$ 149,099.99
154-AL	0722-BI	Comprehensive DUI Enforcement	Branford	\$ 54,877.36

Prog. Area	Project Number	Project Description	Town/Agency	FFY 19 Expenses
154-AL	0722-BK	Comprehensive DUI Enforcement	Town Of Groton	\$ 22,706.43
154-AL	0722-BL	Comprehensive DUI Enforcement	Coventry	\$ 3,791.26
154-AL	0722-BM	Comprehensive DUI Enforcement	Norwich	\$ 30,935.99
154-AL	0722-BN	Comprehensive DUI Enforcement	Windsor	\$ 35,559.37
154-AL	0722-BO	Comprehensive DUI Enforcement	East Haven	\$ 7,906.43
154-AL	0722-BQ	Comprehensive DUI Enforcement	Old Lyme	\$ 1,834.37
154-AL	0722-BT	Comprehensive DUI Enforcement	Jewett City	\$ 39,483.52
154-AL	0722-BY	Comprehensive DUI Enforcement	Berlin	\$ 12,703.27
154-AL	0722-BZ	Comprehensive DUI Enforcement	Wilton	\$ 31,297.82
154-AL	0722-CA	Comprehensive DUI Enforcement	East Lyme	\$ 77,125.91
154-AL	0722-CB	Comprehensive DUI Enforcement	Hartford	\$ 228,504.24
154-AL	0722-CC	Comprehensive DUI Enforcement	Wallingford	\$ 38,550.87
154-AL	0722-CD	Comprehensive DUI Enforcement	East Haddam	\$ 24,126.01
154-AL	0722-CE	Comprehensive DUI Enforcement	North Stonington	\$ 30,229.83
154-AL	0722-CF	Comprehensive DUI Enforcement	Tolland	\$ 32,604.08
154-AL	0722-CG	Comprehensive DUI Enforcement	Chester	\$ 23,300.58
154-AL	0722-CH	Comprehensive DUI Enforcement	Vernon	\$ 27,085.56
154-AL	0722-CI	Comprehensive DUI Enforcement	Monroe	\$ 34,381.12
154-AL	0722-CJ	Comprehensive DUI Enforcement	Willimantic	\$ 32,264.59
154-AL	0722-CK	Comprehensive DUI Enforcement	Haddam	\$ 8,740.65
154-AL	0722-CL	Comprehensive DUI Enforcement	Trumbull	\$ 47,326.04
154-AL	0722-CM	Comprehensive DUI Enforcement	Stratford	\$ 19,050.18
154-AL	0722-CN	Comprehensive DUI Enforcement	Enfield	\$ 134,119.96
154-AL	0722-CP	Comprehensive DUI Enforcement	Colchester	\$ 29,027.06
154-AL	0722-CQ	Comprehensive DUI Enforcement	Lisbon	\$ 22,878.11
154-AL	0722-CS	Comprehensive DUI Enforcement	Montville	\$ 33,491.52
154-AL	0722-CT	Comprehensive DUI Enforcement	Madison	\$ 9,863.17
154-AL	0722-CV	Comprehensive DUI Enforcement	Waterford	\$ 4,750.62
154-AL	0722-CW	Comprehensive DUI Enforcement	Weston	\$ 4,800.77
154-AL	0722-CZ	Comprehensive DUI Enforcement	Woodbridge	\$ 16,747.54
154-AL	0722-DA	Comprehensive DUI Enforcement	Newtown	\$ 34,896.56
154-AL	0722-DE	Comprehensive DUI Enforcement	Torrington	\$ 38,990.45
154-AL	0722-DI	Comprehensive DUI Enforcement	New Haven	\$ 202,360.01
154-AL	0722-DJ	Comprehensive DUI Enforcement	South Windsor	\$ 26,901.86
154-AL	0722-DK	Comprehensive DUI Enforcement	Plainfield	\$ 40,093.99
154-AL	0722-DL	Comprehensive DUI Enforcement	Old Saybrook	\$ 35,252.64
154-AL	0722-DN	Comprehensive DUI Enforcement	Orange	\$ 12,291.50
154-AL	0722-DQ	Comprehensive DUI Enforcement	Windsor Locks	\$ 27,520.34
154-AL	0722-DR	Comprehensive DUI Enforcement	West Hartford	\$ 84,301.53
154-AL	0722-DU	Comprehensive DUI Enforcement	Mansfield	\$ 58,027.03
154-AL	0722-DV	Comprehensive DUI Enforcement	Rocky Hill	\$ 26,242.65
154-AL	0722-DW	Comprehensive DUI Enforcement	East Windsor	\$ 22,411.90
154-AL	0722-EB	Comprehensive DUI Enforcement	Sprague	\$ 23,108.63
154-AL	0722-EC	Comprehensive DUI Enforcement	Preston	\$ 24,338.27
154-AL	0722-ED	Comprehensive DUI Enforcement	Waterbury	\$ 44,198.19
154-AL	0722-EE	Power of Parents	MADD	\$ 27,375.58
154-AL	0722-EH	Administrative (Per Se) Hearing Improvement Initiative	Department of Motor Vehicles	\$ 435,416.91
154-AL	0722-EI	(2) DMV Admin. Ignition Interlock Analysts	Department of Motor Vehicles	\$ 5,516.85
154-AL	0722-EM	Youth Led Underage Drinking Prevention	Governor's Prevention Partnership	\$ 43,965.71
154-AL	0722-EQ	Underage Alcohol Enforcement Grant	Hartford	\$ 44,926.04
154-AL	0722-EW	Underage Alcohol Enforcement Grant	Mansfield	\$ 51,939.20
154-AL	0722-EZ	Comprehensive DUI Enforcement	Stamford	\$ 93,838.70

Prog. Area	Project Number	Project Description	Town/Agency	FFY 19 Expenses
154-AL	0722-FA	Comprehensive DUI Enforcement	New Milford	\$ 3,560.41
154-AL	0722-FB	Comprehensive DUI Enforcement	Clinton	\$ 6,089.85
1906-F1906ER	0725-AA	Racial Profiling	CCSU	\$ 417,358.79
402-PA	0733-AA	Planning and Administration	CT-DOT/HSO	\$ 279,523.56
405d-ii-3 (M7*SE)	0740-3-AK	Speed Enforcement & Equipment	DESPP	\$ 89,906.64
405b-1 (M2HVE)	0741-1-AC	Occupant Protection Enforcement	DESPP	\$ 103,429.78
405b-2 (M2PE)	0741-2-AE	Safety Belt Convincer/Rollover Simulator	DESPP	\$ 100,764.89
405b-2 (M2PE)	0741-2-AG	Look Before You Lock Ed. Campaign	CCMC	\$ 138,790.27
405c (M3DA)	0742-AA	Traffic Records Administration	CT-DOT/HSO	\$ 53,844.72
405c (M3DA)	0742-AD	On-line Disposition System	Judicial Branch-CIB	\$ 261,804.22
405c (M3DA)	0742-AE	E-Charging Citation	Centralized Infractions Bureau	\$ 149,537.60
405c (M3DA)	0742-AH	E-Citation Department Analysis	Centralized Infractions Bureau	\$ 37,500.00
405d-1 (M5HVE)	0743-1-AM	Underage Alcohol Enforcement Grant	Central CT State University	\$ 39,364.25
405d-1 (M5HVE)	0743-1-DM	Expanded DUI Program	DESPP	\$ 392,216.39
405d-1 (M5HVE)	0743-1-DK	Tablets for new DRE's	CT-SRC	\$ 21,124.79
405d-5 (M5BAC)	0743-5-BJ	Headspace-GC/MS/SPS for LCMSMS instrument	DESPP	\$ 489,174.26
405d-5 (M5BAC)	0743-5-BQ	Toxicology Lab Personnel	DESPP	\$ 178,195.02
405d-5 (M5BAC)	0743-5-DO	Toxicology Supplies	DESPP	\$ 70,738.61
405d-5 (M5BAC)	0743-5-DQ	UPS Automated Nitrogen Generator	DESPP	\$ 96,473.52
405e-1 (M8PE)	0745-1-DZ	Distracted Driving Citation Holders	CT-DOT/HSO	\$ 2,460.33
405e-2 (M8DDLE)	0745-2-AC	Distracted Driving Enforcement	New Haven	\$ 50,379.78
405e-2 (M8DDLE)	0745-2-AD	Distracted Driving Enforcement	Danbury	\$ 52,266.37
405e-2 (M8DDLE)	0745-2-AE	Distracted Driving Enforcement	Waterbury	\$ 30,870.89
405e-2 (M8DDLE)	0745-2-AF	Distracted Driving Enforcement	Hartford	\$ 56,495.64
405e-2 (M8DDLE)	0745-2-AG	Distracted Driving Enforcement	Manchester	\$ 59,189.46
405e-2 (M8DDLE)	0745-2-AH	Distracted Driving Enforcement	Norwalk	\$ 46,647.72
405e-2 (M8DDLE)	0745-2-AJ	Distracted Driving Enforcement	Westport	\$ 17,329.66
405e-2 (M8DDLE)	0745-2-AK	Distracted Driving Enforcement	Hamden	\$ 58,434.35
405e-2 (M8DDLE)	0745-2-AL	Distracted Driving Enforcement	Farmington	\$ 3,320.28
405e-2 (M8DDLE)	0745-2-AM	Distracted Driving Enforcement	Orange	\$ 27,711.24
405e-2 (M8DDLE)	0745-2-AN	Distracted Driving Enforcement	Bristol	\$ 6,701.16
405e-2 (M8DDLE)	0745-2-AO	Distracted Driving Enforcement	Norwich	\$ 20,692.84
405e-2 (M8DDLE)	0745-2-AQ	Distracted Driving Enforcement	Bridgeport	\$ 53,244.96
405e-2 (M8DDLE)	0745-2-AR	Distracted Driving Enforcement	Stamford	\$ 23,714.35
405e-2 (M8DDLE)	0745-2-AT	Distracted Driving Enforcement	Stratford	\$ 14,799.99
405e-2 (M8DDLE)	0745-2-AU	Distracted Driving Enforcement	Plainville	\$ 16,147.12
405e-2 (M8DDLE)	0745-2-AV	Distracted Driving Enforcement	Trumbull	\$ 15,404.10
405e-2 (M8DDLE)	0745-2-AW	Distracted Driving Enforcement	Wethersfield	\$ 8,179.27
405e-2 (M8DDLE)	0745-2-AY	Distracted Driving Enforcement	North Haven	\$ 9,783.72
405e-2 (M8DDLE)	0745-2-AZ	Distracted Driving Enforcement	Bloomfield	\$ 7,592.69
405e-2 (M8DDLE)	0745-2-BB	Distracted Driving Enforcement	West Hartford	\$ 31,531.72
405e-2 (M8DDLE)	0745-2-BC	Distracted Driving Enforcement	Southington	\$ 5,678.92
405e-2 (M8DDLE)	0745-2-BE	Distracted Driving Enforcement	Wallingford	\$ 26,672.60
405e-2 (M8DDLE)	0745-2-BF	Distracted Driving Enforcement	East Hartford	\$ 27,815.92
405e-2 (M8DDLE)	0745-2-BH	Distracted Driving Enforcement	Brookfield	\$ 23,975.16
405e-2 (M8DDLE)	0745-2-BI	Distracted Driving Enforcement	Willimantic	\$ 19,613.53
405e-2 (M8DDLE)	0745-2-BK	Distracted Driving Enforcement	Berlin	\$ 39,888.41
405e-2 (M8DDLE)	0745-2-BL	Distracted Driving Enforcement	Meriden	\$ 22,568.60
405e-2 (M8DDLE)	0745-2-BM	Distracted Driving Enforcement	Cheshire	\$ 19,286.18
405e-2 (M8DDLE)	0745-2-BN	Distracted Driving Enforcement	Wilton	\$ 19,442.56
405e-2 (M8DDLE)	0745-2-BO	Distracted Driving Enforcement	Monroe	\$ 4,788.43
405e-2 (M8DDLE)	0745-2-BS	Distracted Driving Enforcement	Canton	\$ 9,422.39
405e-2 (M8DDLE)	0745-2-BT	Distracted Driving Enforcement	Enfield	\$ 21,348.56
405e-2 (M8DDLE)	0745-2-BU	Distracted Driving Enforcement	East Windsor	\$ 18,182.13
405e-2 (M8DDLE)	0745-2-BW	Distracted Driving Enforcement	Greenwich	\$ 29,831.84
405e-2 (M8DDLE)	0745-2-BY	Distracted Driving Enforcement	New Britain	\$ 36,307.40



Prog. Area	Project Number	Project Description	Town/Agency	FFY 19 Expenses
405e-2 (M8DDLE)	0745-2-BZ	Distracted Driving Enforcement	Rocky Hill	\$ 50,000.00
405e-2 (M8DDLE)	0745-2-CA	Distracted Driving Enforcement	Naugatuck	\$ 25,662.47
405e-2 (M8DDLE)	0745-2-CB	Distracted Driving Enforcement	Stonington	\$ 16,758.30
405e-2 (M8DDLE)	0745-2-CD	Distracted Driving Enforcement	Milford	\$ 30,228.60
405e-2 (M8DDLE)	0745-2-CG	Distracted Driving Enforcement	Ridgefield	\$ 16,661.57
405e-2 (M8DDLE)	0745-2-CH	Distracted Driving Enforcement	Plymouth	\$ 17,997.93
405e-2 (M8DDLE)	0745-2-CI	Distracted Driving Enforcement	Bethel	\$ 23,211.25
405e-2 (M8DDLE)	0745-2-CK	Distracted Driving Enforcement	Watertown	\$ 16,756.42
405e-2 (M8DDLE)	0745-2-CN	Distracted Driving Enforcement	Glastonbury	\$ 28,291.62
405e-2 (M8DDLE)	0745-2-CP	Distracted Driving Enforcement	Torrington	\$ 14,117.88
405e-2 (M8DDLE)	0745-2-CT	Distracted Driving Enforcement	Fairfield	\$ 41,733.49
405e-2 (M8DDLE)	0745-2-CU	Distracted Driving Enforcement	South Windsor	\$ 18,297.11
405e-2 (M8DDLE)	0745-2-CV	Distracted Driving Enforcement	Middletown	\$ 27,593.99
405e-2 (M8DDLE)	0745-2-CW	Distracted Driving Enforcement	Simsbury	\$ 13,358.09
405e-2 (M8DDLE)	0745-2-CX	Distracted Driving Enforcement	Windsor	\$ 29,023.19
405e-2 (M8DDLE)	0745-2-DG	Distracted Driving Enforcement	Darien	\$ 15,841.16
405e-2 (M8DDLE)	0745-2-DW	Distracted Driving Enforcement	DESPP	\$ 93,090.57
405e-2 (M8DDLE)	0745-2-EF	Distracted Driving Enforcement	Newtown	\$ 14,758.71
405e-4 (M8*SE)	0745-4-DD	Speed Enforcement	Danbury	\$ 43,061.65
405e-4 (M8*SE)	0745-4-DE	Speed Enforcement	New Britain	\$ 17,866.04
405e-4 (M8*SE)	0745-4-DK	Speed Enforcement	Waterbury	\$ 49,011.33
405e-4 (M8*SE)	0745-4-DP	Speed Enforcement	Bridgeport	\$ 49,514.14
405e-4 (M8*SE)	0745-4-DS	Speed Enforcement	New Haven	\$ 20,005.34
405e-4 (M8*SE)	0745-4-DT	Speed Enforcement	Hartford	\$ 45,859.39
405e-5 (M8*TSP)	0745-5-EA	Save A Life Tour	CT-DOT/HSO	\$ 222,300.00
405e-6 (M8*PM)	0745-6-AB	HVE Speed Campaign Media Buy	CT-DOT/HSO	\$ 200,000.00
405e-6 (M8*PM)	0745-6-DX	Distracted Driving Media buy	CT-DOT/HSO	\$ 634,743.00
405e-8 (M8X)	0745-8-EO	Data Analysis & Surveys	CT-DOT/HSO	\$ 100,000.00
405h-2 (FHPE)	0746-2-AC	Pedestrian Safety Awareness Project	CCMC	\$ 346,403.54
<b>Totals</b>				<b>\$ 13,445,535.57</b>

The Following Projects were listed in the HSP but no Grant was received.

Funding Source	Project Number	Town/Agency	Project Description	HSP Original	HSP Amended	Grant	FFY 19 Expenses
402-OP	0702-AH	CT-DOT/HSO	Nighttime Enforcement Pilot	\$ 150,000.00	\$ 150,000.00	\$ -	\$ -
402-OP	0702-AI	DESPP	Nighttime Enforcement Pilot	\$ 50,000.00	\$ 50,000.00	\$ -	\$ -
402-TR	0705-ZZ	Municipal Police Agencies	E-citation Local Law Enforcement		\$ 416,876.21	\$ -	\$ -
402-PT	0707-AD	CT. Police Chiefs Assoc.	PI&E	\$ 50,000.00	\$ 50,000.00	\$ -	\$ -
402-PT	0707-AG	CT. Police Chiefs Assoc.	Breaking Barriers	\$ 25,000.00	\$ 25,000.00	\$ -	\$ -
402-PT	0707-AI	CT-DOT/HSO	DRE Overtime Call-out Pilot	\$ 300,000.00	\$ 225,000.00	\$ -	\$ -
402-PT	0707-AM	DESPP	DRE Overtime Call-out Pilot	\$ -	\$ 25,000.00	\$ -	\$ -
402-PT	0707-AO	Montville	DRE Overtime Call-out Pilot	\$ -	\$ 25,000.00	\$ -	\$ -
402-PT	0707-AR	South Windsor	DRE Overtime Call-out Pilot	\$ -	\$ 25,000.00	\$ -	\$ -
402-PS	0710-AE	CT-DOT/HSO	PI&E	\$ 30,000.00	\$ 30,000.00	\$ -	\$ -
154-AL	0722-AR	Wethersfield	Comprehensive DUI Enforcement	\$ 40,000.00	\$ 40,000.00	\$ -	\$ -
154-AL	0722-AS	Prospect	Comprehensive DUI Enforcement	\$ 25,000.00	\$ 25,000.00	\$ -	\$ -
154-AL	0722-AZ	Plainville	Comprehensive DUI Enforcement	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -
154-AL	0722-BG	CT-DOT/HSO	Impaired Driving Public Information and Education	\$ 50,000.00	\$ 50,000.00	\$ -	\$ -
154-AL	0722-BJ	North Haven	Comprehensive DUI Enforcement	\$ 25,000.00	\$ 25,000.00	\$ -	\$ -
154-AL	0722-BR	Bloomfield	Comprehensive DUI Enforcement	\$ 65,000.00	\$ 65,000.00	\$ -	\$ -
154-AL	0722-BV	CCSU	Comprehensive DUI Enforcement	\$ 35,000.00	\$ 35,000.00	\$ -	\$ -
154-AL	0722-BW	Darien	Comprehensive DUI Enforcement	\$ 50,000.00	\$ 50,000.00	\$ -	\$ -
154-AL	0722-CR	UCONN	Comprehensive DUI Enforcement	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -
154-AL	0722-CU	Westport	Comprehensive DUI Enforcement	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -
154-AL	0722-CX	Plymouth	Comprehensive DUI Enforcement	\$ 25,000.00	\$ 25,000.00	\$ -	\$ -
154-AL	0722-CY	Suffield	Comprehensive DUI Enforcement	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -
154-AL	0722-DC	Westbrook	Comprehensive DUI Enforcement	\$ 25,000.00	\$ 25,000.00	\$ -	\$ -
154-AL	0722-DH	Cheshire	Comprehensive DUI Enforcement	\$ 65,000.00	\$ 65,000.00	\$ -	\$ -
154-AL	0722-DM	Brooklyn	Comprehensive DUI Enforcement	\$ 25,000.00	\$ 25,000.00	\$ -	\$ -
154-AL	0722-DO	North Branford	Comprehensive DUI Enforcement	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -
154-AL	0722-DP	Hamden	Comprehensive DUI Enforcement	\$ 50,000.00	\$ 50,000.00	\$ -	\$ -
154-AL	0722-DS	Farmington	Comprehensive DUI Enforcement	\$ 70,000.00	\$ 70,000.00	\$ -	\$ -
154-AL	0722-DY	East Hartford	Comprehensive DUI Enforcement	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -
154-AL	0722-DZ	New London	Comprehensive DUI Enforcement	\$ 25,000.00	\$ 25,000.00	\$ -	\$ -
154-AL	0722-EA	Redding	Comprehensive DUI Enforcement	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -
154-AL	0722-EF	Wolcott	Comprehensive DUI Enforcement	\$ 30,000.00	\$ 30,000.00	\$ -	\$ -
154-AL	0722-EG	Municipal Police Agencies	Fatal Vision Kits	\$ 100,000.00	\$ 201,000.00	\$ -	\$ -
154-AL	0722-EO	Cheshire	Underage Alcohol Enforcement Grant	\$ 40,000.00	\$ 40,000.00	\$ -	\$ -
154-AL	0722-EP	North Branford	Underage Alcohol Enforcement Grant	\$ 40,000.00	\$ 40,000.00	\$ -	\$ -
154-AL	0722-ET	Willimantic	Underage Alcohol Enforcement Grant	\$ 55,000.00	\$ 55,000.00	\$ -	\$ -
154-AL	0722-EU	New Milford	Underage Alcohol Enforcement Grant	\$ 35,000.00	\$ 35,000.00	\$ -	\$ -
154-AL	0722-EV	West Hartford	Underage Alcohol Enforcement Grant	\$ 50,000.00	\$ 50,000.00	\$ -	\$ -
154-AL	0722-EX	Glastonbury	Underage Alcohol Enforcement Grant	\$ 40,000.00	\$ 40,000.00	\$ -	\$ -
154-AL	0722-UU	Municipal Police Agencies	Local Law Enforcement Equip	\$ 100,000.00	\$ 400,000.00	\$ -	\$ -
154-AL	0722-ZZ	Municipal Police Agencies	Comprehensive DUI Enforcement	\$ 100,000.00	\$ 55,900.00	\$ -	\$ -
405d-ii-3 (M7*SE)	0740-3-AT	CT-DOT/HSO	Bike and Pedestrian Media Buy	\$ -	\$ 80,000.00	\$ -	\$ -
405d-1 (MSHVE)	0743-1-AN	Eastern CT State University	Underage Alcohol Enforcement Grant	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -
405d-1 (MSHVE)	0743-1-AP	Southern CT State University	Underage Alcohol Enforcement Grant	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -
405d-1 (MSHVE)	0743-1-AQ	University of Connecticut	Underage Alcohol Enforcement Grant	\$ 20,000.00	\$ 20,000.00	\$ -	\$ -
405d-1 (MSHVE)	0743-1-BM	CT-DOT/HSO	Drug Recognition Expert Field Kits	\$ 37,000.00	\$ 137,000.00	\$ -	\$ -
405d-1 (MSHVE)	0743-1-YY	CT State Colleges & Universities	Underage Alcohol Enforcement Grant	\$ -	\$ 250,000.00	\$ -	\$ -
405e-1 (M8PE)	0745-1-DY	CT-DOT/HSO	Distracted Driving Messaging at Outreach venues	\$ 100,000.00	\$ 100,000.00	\$ -	\$ -
405e-2 (M8DDLE)	0745-2-AI	Newington	Distracted Driving Enforcement	\$ 50,000.00	\$ 50,000.00	\$ -	\$ -
405e-2 (M8DDLE)	0745-2-AS	Derby	Distracted Driving Enforcement	\$ 30,000.00	\$ 30,000.00	\$ -	\$ -
405e-2 (M8DDLE)	0745-2-BR	Cromwell	Distracted Driving Enforcement	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -
405e-2 (M8DDLE)	0745-2-CJ	Clinton	Distracted Driving Enforcement	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -
405e-2 (M8DDLE)	0745-2-ZZ	Municipal Police Agencies	Distracted Driving Enforcement	\$ 568,500.00	\$ 568,500.00	\$ -	\$ -
405e-4 (M8*SE)	0745-4-DB	Middletown	Speed Enforcement	\$ 25,000.00	\$ 25,000.00	\$ -	\$ -
405e-4 (M8*SE)	0745-4-VV	Municipal Police Agencies	Speed Enforcement	\$ 75,000.00	\$ 75,000.00	\$ -	\$ -
405e-8 (M8X)	0745-8-YY	CT-DOT/HSO	Emerging Innovative Initiatives	\$ 615,000.00	\$ 615,000.00	\$ -	\$ -
405h-2 (FHPE)	0746-2-AD	CT-DOT/HSO	Law Enforcement Training	\$ 100,000.00	\$ 100,000.00	\$ -	\$ -
	Totals			\$ 3,585,500.00	\$ 4,789,276.21	\$ -	\$ 13,445,535.57

## FFY 2019 Amendment Listing

Highway Safety Plan Amendments - FFY19 AMENDMENTS	Project Number	Program	SENT	APPROVED	AMOUNT	Funding Taken from	Increase in Plan
1 FFY19 HSP Projects	ALL		10/16/2018	10/25/2018	\$23,715,000.00		
2 Yale New Haven Community Traffic Safety	0199-0709-AE		10/9/2018	10/25/2018	\$15,000.00	0199-0709-AA	\$0.00
3 East Haddam Comp DUI Enforcement	0199-0722-CD		10/11/2018	10/25/2018	\$25,000.00	0199-0722-ZZ	\$0.00
4 Impaired Driving	0199-0707-**		11/14/2018	11/15/2018	\$175,000.00	0199-0707-AI	\$0.00
5 Local Law Enforce. Equip & Comp. DUI Enforce.	0199-0722-UU & 0199-0722-ZZ		1/8/2019	1/8/2019	\$0.00	N/A	\$0.00
6 Pedestrian Safety Media Campaign	0199-0740-3-AT		1/8/2019	1/8/2019	\$80,000.00	Carry Forward Funds	\$80,000.00
7 Various (see attached)	Various		1/8/2019	1/8/2019	\$1,291,000.00	Carry Forward Funds	\$1,291,000.00
8 e-Citation Local Law Enforcement	0199-0705-AD		4/1/2019	4/1/2019	\$64,623.79	0199-705-ZZ	\$64,623.79
9 Planning and Administration	0199-0733-AA		4/24/2019	4/25/2019	\$150,000.00	0199-0733-AA	\$150,000.00
10 New Milford PD DUI Enforcement	0199-0722-FA		6/3/2019	6/26/2019	\$10,000.00	0199-0722-ZZ	\$0.00
11 Clinton PD DUI Enforcement	0199-0722-FB		7/3/2019	7/3/2019	\$10,000.00	0199-0722-ZZ	\$0.00
12 Alcohol Program Management	0199-0722-AA		9/4/2019	9/4/2019	\$60,000.00	0199-0722-AB	\$0.00
13 eCitation Local Law Enforcement	0199-0705-AE		9/16/2019	9/20/2019	\$3,500.00	0199-0705-ZZ	\$0.00
14 Child Restraint Administration	0199-0709-AA		11/1/2019	11/1/2019	\$13,000.00	0199-0709-AC	\$0.00
					TOTAL		\$1,585,623.79

*The following projects received grants but no funds were expended.*

-MC	0701-AC	CT-DOT/HSO	PI&E Education	\$ 70,000.00	\$ 70,000.00	\$ 70,000.00	\$ -
402-PT	0707-AN	Manchester	DRE Overtime Call-out Pilot	\$ -	\$ 25,000.00	\$ 6,848.73	\$ -
154-AL	0722-BU	New Canaan	Comprehensive DUI Enforcement	\$ 20,000.00	\$ 20,000.00	\$ 11,500.00	\$ -
154-AL	0722-BX	Danbury	Comprehensive DUI Enforcement	\$ 55,000.00	\$ 55,000.00	\$ 47,600.00	\$ -
405b-2 (M2PE)	0741-2-AD	CT-DOT/HSO	Occupant Protection Media Buy	\$ 75,000.00	\$ 200,000.00	\$ 75,000.00	\$ -
405f-2 (M9MA)	0744-2-AC	CT-DOT/HSO	PI&E Media	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ -
	Totals			\$ 280,000.00	\$ 430,000.00	\$ 270,948.73	\$ -

### Explanation of the reasons for the following planned activities that were not implemented during FY 2019

Prog. Area	Project No.	Town/Agency	Project Description
402-MC	0701-AC	CT-DOT/HSO	PI&E Education

This project was not implemented due to the overabundance of earned media coverage and added value from our partners in other areas. A renewed effort with additional funding from the current fiscal year will be utilized for a robust sustained media effort throughout the 2020 riding season. This media buy will stress "sharing the Road" with ALL motorists.

Prog. Area	Project No.	Town/Agency	Project Description
405h-2 (FHPE)	0746-2-AD	CT-DOT/HSO	Law Enforcement Training

Law enforcement and The University of Connecticut offered their expertise and time at no cost to the HSO for this project, therefore no federal funds were spent to accomplish this task.

Prog. Area	Project No.	Town/Agency	Project Description
154-AL	0722-BG	CT-DOT/HSO	Impaired Driving Public Information and Education

This project was not implemented due to the overabundance of earned media coverage and added value from our partners in other areas. Additional funding to carry out this task was not needed.

Prog. Area	Project No.	Town/Agency	Project Description
405e-8(M8X)	0745-8-yy	CT-DOT/HSO	Emerging Innovative Initiatives

This project was established to address or fund any projects or activities that were proposed to the HSO during the 2019 period that were not already programmed or written into the HSP. There were no submissions that met this criteria during the 2019 period.

Prog. Area	Project No.	Town/Agency	Project Description
402-PS	0710-AE	CT-DOT/HSO	PI&E

Due to the success of CT's "Watch for me CT" program and abundance of earned media coverage and added value from our partners the funding was not accessed to accomplish this task.

## **PROGRAM AREAS**

## ***Impaired Driving***

### **Performance Goals:**

To maintain the five year moving average of 105.0 (2015-2019) alcohol impaired driving fatalities (BAC = .08+) during 2019.

*The following activities took place as part of the Impaired Driving program to meet the program's goals/targets:*

The Impaired Driving program emphasized High Visibility Enforcement efforts to reduce driving under the influence (DUI) of drugs and/or alcohol. Local municipalities are encouraged to work cooperatively with neighboring towns in the form of Regional Traffic Units which provides for opportunities for smaller towns with limited financial resources to benefit from high visibility enforcement activities. The Impaired Driving program helped to substantially increase the number of officers throughout the State engaged in High Visibility Enforcement. Activities included a combination of extra DUI patrols and sobriety checkpoints. These activities were aimed at deterring motorists from driving impaired.

During the reporting period, there were a total of 75 law enforcement agencies (the State Police, 21 Resident State Trooper offices and 53 municipal police agencies) that participated in the Comprehensive DUI Enforcement program. A total of 1,063 DUI arrests were made statewide through this program. In addition, there were 462 safety belt citations and 6,169 speeding citations. Federal fund totals expended by mobilization crackdown period were: Thanksgiving/Christmas/New Year's - \$744,891; Memorial Day - \$106,768; July 4<sup>th</sup> - \$113,961; and Labor Day - \$413,860. The High Visibility Enforcement crackdown periods were supplemented with the Expanded DUI enforcement periods that fell outside the crackdowns. Throughout the entire reporting period, there were 94 checkpoints conducted using 5,418 man hours.

The Connecticut Statewide Impaired Driving Task Force was established in March 2013. The purpose of this forum is to bring together area highway safety stakeholders and develop comprehensive strategies to prevent and reduce impaired driving behavior. The mission of the task force is "To save lives and reduce injuries due to impaired driving on Connecticut roadways through program leadership, innovation, and facilitation of effective partnerships with public and private organizations." The task force is comprised of a variety of disciplines including the Federal Motor Carrier Safety Administration, the Connecticut Highway Safety Office (HSO), the Department of Mental Health and Addiction Services, the Department of Motor Vehicles, the Office of the Chief State's Attorney, the Police Officer Standards and Training Council, the Connecticut State Police, various local police agencies, the University of Connecticut, the University of New Haven, the Connecticut Children's Medical Center, Mothers Against Drunk Driving, AAA and the Preusser Research Group.

The task force held four meetings in FFY 2019 (November 7<sup>th</sup>, February 6<sup>th</sup>, May 1<sup>st</sup> and August 7<sup>th</sup>). Objectives addressed by the task force throughout the year included High Visibility Enforcement initiatives, police training initiatives, Administrative Per Se hearing evaluations, Ignition Interlock Device (IID) updates, legislative efforts pertaining to DUI, drug impaired driving issues and research.

*List any follow up action that will be taken to achieve targets in the future:*

During FFY 2020, the Impaired Driving program will continue to partner with State and local law enforcement agencies in an effort to expand the Comprehensive DUI Enforcement program by increasing enforcement activity beyond the amount of police patrols that were conducted in FFY 2019. There will be continued training activities to increase the number of certified Standardized Field Sobriety Test (SFST) instructors and practitioners by providing ongoing SFST training to law enforcement personnel. The number of law enforcement officers trained in various other types of impaired driving beyond alcohol impairment will be continued by providing Advanced Roadside Impaired Driving Enforcement (ARIDE) training and Drug Evaluation and Classification Program (DECP) training. The goal of DECP is to train and certify law enforcement officers in drug recognition and provide the training opportunity to become a Drug Recognition Expert (DRE). The Traffic Safety Resource Prosecutor (TSRP) will perform prosecutorial activities, such as researching DUI law and assisting in the preparation of DUI cases. The TSRP will also act in an advisory capacity to State and local law enforcement agencies and the Highway Safety Office on all DUI and/or impaired driving legislation. The TSRP will also develop and update training manuals aiding successful identification and prosecution of DUI offenders for both law enforcement and judicial officials. In addition, the TSRP will conduct other DUI enforcement related training for prosecutors and judges. The Administrative Hearing Attorneys will continue to review Administrative Per Se cases. They will continue to provide procedural oversight during hearings and provide assistance to law enforcement personnel. They will also represent the DMV at Ignition Interlock Device (IID) violation hearings and provide administrative oversight of components of the IID program. HSO staff will work cooperatively with the TSRP and the Administrative Hearing Attorneys to increase successful prosecution and conviction of DUI offenders.

## **Activities:**

### **Project Title: Impaired Driving Administration**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Eugene Interlandi

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

expenses. The majority of this project was used to fund salary while a small portion was used for operating expenses.

<u>Funding Source</u>	<u>Project number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
402-AL	0199-0704-AA	CT-DOT/HSO	Alcohol Program Management	\$59.52
154AL	0199-0722-AA	CT-DOT/HSO	Alcohol Program Management (154)	\$153,433.81

**Project Title: DUI Overtime Enforcement**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Eugene Interlandi

High Visibility Enforcement objectives were accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Law enforcement agencies were offered DUI overtime enforcement grants to conduct High Visibility Enforcement activities. In order to fulfill the Impaired Driving program countermeasures, the HSO made an extra effort to add additional saturation patrols and checkpoints during the national crackdowns of the Thanksgiving, Christmas and New Year's holidays, as well as Super Bowl Sunday, Saint Patrick's Day, Cinco de Mayo, Memorial Day, July 4th and Labor Day. These grants were available to police departments for the holiday/high travel periods and for non-holiday travel periods creating year-round sustained High Visibility Enforcement. The enforcement efforts were targeted at high DUI activity periods identified in the statewide DUI problem identification, and by local police departments based on specific community core hours of related alcohol activity. Through this task, HSO staff made every effort to encourage DUI checkpoint activity throughout the year. The HSO awarded 75 Comprehensive DUI Enforcement projects in FFY 2019 to the State Police, Resident State Trooper offices and municipal police agencies. Enforcement targeted high risk regions and communities where DUI activity was known to be significant, based on a multi-year data analysis of passenger vehicle injury crashes.

<u>Funding Source</u>	<u>Project number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
154AL	0199-0722-AE	BETHANY-*	DUI Enforcement	\$9,300.51
154AL	0199-0722-AF	KILLINGLY-*	DUI Enforcement	\$43,676.72
154AL	0199-0722-AG	GLASTONBURY	DUI Enforcement	\$28,527.78
154AL	0199-0722-AH	DURHAM-*	DUI Enforcement	\$23,592.70
154AL	0199-0722-AI	MIDDLEFIELD-*	DUI Enforcement	\$19,953.92
154AL	0199-0722-AJ	BRISTOL	DUI Enforcement	\$99,903.59
154AL	0199-0722-AK	LEDYARD	DUI Enforcement	\$14,928.08
154AL	0199-0722-AL	GREENWICH	DUI Enforcement	\$66,081.76
154AL	0199-0722-AM	WATERTOWN	DUI Enforcement	\$20,269.51
154AL	0199-0722-AN	NEW BRITAIN	DUI Enforcement	\$53,549.01
154AL	0199-0722-AO	ELLINGTON-*	DUI Enforcement	\$41,504.08



154AL	0199-0722-AP	SOMERS-*	DUI Enforcement	\$36,620.93
154AL	0199-0722-AQ	NAUGATUCK	DUI Enforcement	\$38,609.24
154AL	0199-0722-AT	FAIRFIELD	DUI Enforcement	\$112,312.26
154AL	0199-0722-AU	MERIDEN	DUI Enforcement	\$9,978.21
154AL	0199-0722-AV	CITY OF GROTON	DUI Enforcement	\$2,128.21
154AL	0199-0722-AW	DEEP RIVER-*	DUI Enforcement	\$31,242.97
154AL	0199-0722-BB	STAFFORD-*	DUI Enforcement	\$53,356.61
154AL	0199-0722-BC	CROMWELL	DUI Enforcement	\$18,436.84
154AL	0199-0722-BD	NORWALK	DUI Enforcement	\$53,012.41
154AL	0199-0722-BE	BETHEL	DUI Enforcement	\$21,005.69
154AL	0199-0722-BF	KILLINGWORTH-*	DUI Enforcement	\$13,817.79
154AL	0199-0722-BH	MANCHESTER	DUI Enforcement	\$149,099.99
154AL	0199-0722-BI	BRANFORD	DUI Enforcement	\$54,877.36
154AL	0199-0722-BK	TOWN OF GROTON	DUI Enforcement	\$22,706.43
154AL	0199-0722-BL	COVENTRY	DUI Enforcement	\$3,791.26
154AL	0199-0722-BM	NORWICH	DUI Enforcement	\$30,935.99
154AL	0199-0722-BN	WINDSOR	DUI Enforcement	\$35,559.37
154AL	0199-0722-BO	EAST HAVEN	DUI Enforcement	\$7,906.43
154AL	0199-0722-BQ	OLD LYME-*	DUI Enforcement	\$1,834.37
154AL	0199-0722-BT	JEWETT CITY-*	DUI Enforcement	\$39,483.52
154AL	0199-0722-BU	NEW CANAAN	DUI Enforcement	\$0.00
154AL	0199-0722-BX	DANBURY	DUI Enforcement	\$0.00
154AL	0199-0722-BY	BERLIN	DUI Enforcement	\$12,703.27
154AL	0199-0722-BZ	WILTON	DUI Enforcement	\$31,297.82
154AL	0199-0722-CA	EAST LYME	DUI Enforcement	\$77,125.91
154AL	0199-0722-CB	HARTFORD	DUI Enforcement	\$228,504.23
154AL	0199-0722-CC	WALLINGFORD	DUI Enforcement	\$38,550.87
154AL	0199-0722-CD	EAST HADDAM-*	DUI Enforcement	\$24,126.01
154AL	0199-0722-CE	NORTH STONINGTON-*	DUI Enforcement	\$30,229.83
154AL	0199-0722-CF	TOLLAND-*	DUI Enforcement	\$32,604.08
154AL	0199-0722-CG	CHESTER-*	DUI Enforcement	\$23,300.58
154AL	0199-0722-CH	VERNON	DUI Enforcement	\$27,085.56
154AL	0199-0722-CI	MONROE	DUI Enforcement	\$34,381.12
154AL	0199-0722-CJ	WILLIMANTIC	DUI Enforcement	\$32,264.59
154AL	0199-0722-CK	HADDAM-*	DUI Enforcement	\$8,740.65
154AL	0199-0722-CL	TRUMBULL	DUI Enforcement	\$47,326.04
154AL	0199-0722-CM	STRATFORD	DUI Enforcement	\$19,050.18
154AL	0199-0722-CN	ENFIELD	DUI Enforcement	\$134,119.96
154AL	0199-0722-CP	COLCHESTER-*	DUI Enforcement	\$29,027.06
154AL	0199-0722-CQ	LISBON-*	DUI Enforcement	\$22,878.11
154AL	0199-0722-CS	MONTVILLE	DUI Enforcement	\$33,491.52
154AL	0199-0722-CT	MADISON	DUI Enforcement	\$9,863.17
154AL	0199-0722-CV	WATERFORD	DUI Enforcement	\$4,750.62
154AL	0199-0722-CW	WESTON	DUI Enforcement	\$4,800.77

154AL	0199-0722-CZ	WOODBIDGE	DUI Enforcement	\$16,747.54
154AL	0199-0722-DA	NEWTOWN	DUI Enforcement	\$34,896.56
154AL	0199-0722-DE	TORRINGTON	DUI Enforcement	\$38,990.45
154AL	0199-0722-DI	NEW HAVEN	DUI Enforcement	\$202,360.01
154AL	0199-0722-DJ	SOUTH WINDSOR	DUI Enforcement	\$26,901.86
154AL	0199-0722-DK	PLAINFIELD	DUI Enforcement	\$40,093.99
154AL	0199-0722-DL	OLD SAYBROOK	DUI Enforcement	\$35,252.64
154AL	0199-0722-DN	ORANGE	DUI Enforcement	\$12,291.50
154AL	0199-0722-DQ	WINDSOR LOCKS	DUI Enforcement	\$27,520.34
154AL	0199-0722-DR	WEST HARTFORD	DUI Enforcement	\$84,301.53
154AL	0199-0722 DU	MANSFIELD-*	DUI Enforcement	\$58,027.03
154AL	0199-0722-DV	ROCKY HILL	DUI Enforcement	\$26,242.65
154AL	0199-0722-DW	EAST WINDSOR	DUI Enforcement	\$22,411.90
154AL	0199-0722-EB	SPRAGUE-*	DUI Enforcement	\$23,108.63
154AL	0199-0722-EC	PRESTON-*	DUI Enforcement	\$24,338.27
154AL	0199-0722-ED	WATERBURY	DUI Enforcement	\$44,198.19
154AL	0199-0722-EZ	STAMFORD	DUI Enforcement	\$93,838.70
154AL	0199-0722-FA	NEW MILFORD	DUI Enforcement	\$3,560.41
154AL	0199-0722-FB	CLINTON	DUI Enforcement	\$6,089.85
405d-1	0199-0743-1-DM	DESPP	DUI Enforcement	\$392,216.39

\*Resident State Trooper Towns



**Project Title: SFST Training**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Robert V. Klin

Funding was provided for judicial and law enforcement agencies to train personnel in the latest methods of DUI enforcement. 6 SFST and 4 ARIDE training sessions were conducted at various locations and 248 officers were trained through this project. This task ensured that NHTSA approved SFST procedures were implemented uniformly by practitioners throughout the state. Funding was provided for overtime expenses, travel and lodging for instructors, as well as materials to support this task, including SFST stimulus pens and SFST reference notebooks. Funds were expended for the purchase of office supplies used in the production of training manuals.

<b>TRAINING CLASS</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>SFST</b> - High Visibility Enforcement Trained Officers	61	88	146
<b>ARIDE</b> - Advanced Roadside Impaired Driving Enforcement	62	103	102
<b>TOTAL</b> Law Enforcement Trained	<b>123</b>	<b>191</b>	<b>248</b>

<u>Funding Source</u>	<u>Project number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
<b>154AL</b>	<b>0199-0722-AB</b>	<b>CT-DOT/HSO</b>	<b>Alcohol Related Program Training</b>	<b>\$4,522.28</b>

**Project Title: Traffic Safety Resource Prosecutor (TSRP)**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Eugene Interlandi/Robert V. Klin

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

<u>Funding Source</u>	<u>Project number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
<b>154AL</b>	<b>0199-0722-AC</b>	<b>CT-DOT/HSO</b>	<b>Criminal Justice</b>	<b>\$150,226.55</b>
<b>402-PT</b>	<b>0199-0707-AF</b>	<b>CT-DOT/HSO</b>	<b>Criminal Justice</b>	<b>\$49,940.23</b>

**Project Title: Mothers Against Drunk Driving (MADD) Initiatives***Administrative Oversight:* Department of Transportation, Highway Safety Office*Staff Person:* Eugene Interlandi*Power of Parents It's Your Influence*

The Mothers Against Drunk Driving (MADD) educational outreach program, Power of Parents, It's Your Influence, received federal funding under this task. The program was a 30-minute workshop given to parents. It was based on a parent handbook, which motivated parents to talk with their teens about alcohol. Handbooks were presented to every parent in attendance at each workshop. The workshops were presented by trained facilitators who attended a facilitator training led by the MADD Connecticut Youth Department. A Program Specialist had administrative oversight regarding the implementation of this program. A total of six workshops reaching fifty-three (53) participants were conducted over the course of the grant. Fewer workshops were held this year because the Program Specialist position was vacant for several months. In addition to the workshops, MADD held an additional forty-six (46) distribution events and distributed over 2,200 handbooks of impaired driving educational materials. Program events included workshops, community events, school events and health fairs and were conducted in various towns.

<b>Funding Source</b>	<b>Project number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
<b>154AL</b>	<b>0199-0722-EE</b>	<b>MOTHERS AGAINST DRUNK DRIVING</b>	<b>Power of Parents</b>	<b>\$27,375.58</b>

**Project Title: DUI Enforcement/Testing Equipment***Administrative Oversight:* Department of Transportation, Highway Safety Office*Staff Person:* Eugene Interlandi

The HSO continued to encourage regional cooperation and coordination of checkpoints by awarding funds for the purchase of DUI related equipment that will be jointly utilized by regional traffic units (RTUs) (e.g., DUI mobile command vehicles for RTUs, breath testing equipment, passive alcohol sensing flashlights, stimulus pens for horizontal gaze nystagmus (HGN) tests, checkpoint signage/portable lighting equipment and other eligible DUI related enforcement equipment). Reflective cones are used for DUI checkpoints (officer safety, motorist safety and channelization of traffic). Additionally, many law enforcement agencies do not own safety specific cones and must borrow them from public works departments. Approval for capital equipment acquisition(s) (as defined in 23 CFR 1200.21) were addressed when the specific needs analysis was complete and program structure was determined. No funds were expended this year for DUI enforcement equipment for law enforcement agencies.

There was also a need to acquire state of the art equipment used for case work analysis in the determination of alcohol concentration in blood and urine and screening for drugs of abuse and

pharmaceuticals that may impair driving. The following equipment purchases assisted in the identification of impairment through forensic science activity:

Headspace Instrument Upgrade

The Department of Emergency Services and Public Protection (DESPP) Division of Scientific Services purchased an Uninterruptable Power Supply (UPS) for the liquid chromatograph/mass spectrometer instruments and upgraded the headspace gas chromatograph/mass spectrometer instrument with dual detector technology. The UPS will allow DSS to maintain power under hazardous weather environments and the headspace upgrade will better allow DSS to identify ethanol and other impairing drugs.

Operational Supplies and Consumables

The Department of Emergency Services and Public Protection (DESPP) Division of Scientific Services purchased general consumables and breathalyzer gases. General consumables purchased through this project will be used to achieve the objective of adequately processing, analyzing and maintaining biological specimens. Breathalyzer gases purchased through this project will be used to achieve the objective of ensuring that every breathalyzer instrument is verified with a certifying reagent gas.

Equipment and Contractual Services

The Department of Emergency Services and Public Protection (DESPP) Division of Scientific Services purchased multi-year service protection plan warranties for the two current chromatograph/mass spectrometer instruments used for the detection and identification of select drugs and/or metabolites. DSS also purchased a new nitrogen generator to replace the old generator previously in use. The warranties will ensure that routine maintenance be done on the chromatograph/mass spectrometer instruments and that the equipment will continue to operate effectively. The nitrogen generator will ensure consistent operability of the nitrogen supply.

<b>Fund</b>	<b>Project Number</b>	<b>Agency</b>	<b>Item (#'s)</b>	<b>\$ Unit Cost</b>
<b>405d-5</b>	<b>0199-0743-5-BJ</b>	<b>DEPARTMENT OF EMERGENCY SERVICES AND PUBLIC PROTECTION</b>	<b>Headspace Instrument Upgrade</b>	<b>\$489,174.26</b>
<b>405d-5</b>	<b>0199-0743-5-DO</b>	<b>DEPARTMENT OF EMERGENCY SERVICES AND PUBLIC PROTECTION</b>	<b>Operational Supplies and Consumables</b>	<b>\$70,738.61</b>

405d-5	0199-0743-5-DQ	DEPARTMENT OF EMERGENCY SERVICES AND PUBLIC PROTECTION	Equipment and Contractual Services	\$96,473.52
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**Project Title: DUI Media Campaign**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Eugene Interlandi/Michael Whaley/Phyllis DiFiore

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

Advertising impaired driving messages (including “Drive Sober or Get Pulled Over”, “Buzzed Driving is Drunk Driving”) in the form of signage, in-event promotions and message specific promotions related to the respective partners was purchased at the following venues, including but not limited to: Hartford’s XL Center and Dunkin’ Donuts Park, Bridgeport’s Harbor Yard Arena and Ballpark, Gampel Pavilion in Storrs, Ives Theater in Danbury, Rentschler Field in East Hartford, Dodd Stadium in Norwich, Live Nation Theatres in Hartford and Wallingford, New Britain Stadium, Lime Rock Park in Salisbury, Stafford Motor Speedway in Stafford Springs, Thompson International Speedway in Thompson and high school state tournament locations throughout the state. Alongside these messages appearing at these venues, public information and education efforts were conducted on-site to engage the public and encourage them to drive sober.

*Digital Media Campaign Costs*

- The total amount spent for the digital campaign was \$56,300. The cost breakdown was: Digital Display - \$37,500 for 7,500,000 impressions; Digital Video - \$9,500 for 38,000 views; and Digital Social - \$9,300 for 900,000 impressions.

*Non-Digital Media Campaign Costs*

- The total amount spent for the Thanksgiving, Christmas, New Year campaign (November 19, 2018 – December 31, 2018) was \$91,112. The cost breakdown was: Outdoor -

\$14,740 for 12 boards; Radio - \$44,370 for 945 spots; and cable TV - \$32,002 for 962 spots.

- The total amount spent for the Super Bowl campaign (January 28, 2019 – February 3, 2019) was \$6,180. The cost breakdown was: Radio - \$6,180 for 191 spots.
- The total amount spent for the St. Patrick’s Day campaign (March 11, 2019 – March 17, 2019) was \$8,300. The cost breakdown was: Outdoor - \$3,300 for 2 boards; Radio - \$5,000 for 150 spots.
- The total amount spent for the Memorial Day campaign (May 23, 2019 – May 27, 2019) was \$12,000. The cost breakdown was: Radio - \$12,000 for 308 spots.
- The total amount spent for the 4<sup>th</sup> of July campaign (July 3, 2019 – July 7, 2019) was \$12,000. The cost breakdown was: Radio - \$12,000 for 333 spots.
- The total amount spent for the Labor Day campaign (August 19, 2019 – September 3, 2019) was \$39,108. The cost breakdown was: Outdoor - \$6,000 for 5 boards; Radio - \$33,108 for 836 spots.
- Additionally, a Spanish campaign ran from November 19, 2018 to January 1, 2019. The Spanish campaign utilized radio and outdoor mediums and produced 12,378,094 impressions and 244 spots.

<u>Funding Source</u>	<u>Project number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
154PM	0199-0720-AA	CT-DOT/HSO	DUI Media Campaign	\$1,207,459.00

**Project Title: Administrative Per Se Hearing Attorney(s)**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Eugene Interlandi

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

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

- From October 2018 to December 2018: Reports Reviewed – 1,796; Cases Presented – 173; Non-processable Reports Reviewed – 300; Non-processable Reports Saved – 14.
- From January 2019 to March 2019: Reports Reviewed – 1,704; Cases Presented – 174; Non-processable Reports Reviewed – 271; Non-processable Reports Saved – 14.
- From April 2019 to June 2019: Reports Reviewed – 1,776; Cases Presented – 197; Non-processable Reports Reviewed – 218; Non-processable Reports Saved – 11.

- From July 2019 to September 2019: Reports Reviewed – 1,910; Cases Presented – 196; Non-processable Reports Reviewed – 324; Non-processable Reports Saved – 17.

The total number of Per Se hearings reports reviewed was 7,186. The total number of cases presented was 740. The total number of non-processable reports reviewed was 1,113. The total number of non-processable reports saved was 56.

<u>Funding Source</u>	<u>Project number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
154AL	0199-0722-EH	CT-DOT/HSO	(2) DMV Admin. Per Se Hearings Attorney(s)	\$435,416.91

**Project Title: Ignition Interlock Device (Personnel Support)**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Eugene Interlandi

Funding was provided for an Office Assistant position at the Connecticut Department of Motor Vehicles (DMV) to perform clerical duties in support of the Ignition Interlock Device (IID) program. Current activities include opening and processing incoming mail, pulling driver histories for Motor Vehicle Analyst (MVA) review, preparing incoming documents for MVA review, scanning conviction information, entering fee payments and performing other clerical duties as needed. Additionally, the Office Assistant answers telephone calls from attorneys and customers. Having clerical staff perform these duties allows Program Coordinators and MVAs more time to review incoming cases, respond to inquiries and perform analytical IID program duties. The DMV Driver Services Unit reported a total of 4,127 OUI arrests, 2,787 OUI convictions and 11,261 driver license reinstatements with an IID requirement for the reporting period.

<u>Funding Source</u>	<u>Project number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
154AL	0199-0722-EI	CT-DOT/HSO	Ignition Interlock Device (Personnel Support)	\$5,516.85

**Project Title: DRE Field Materials and Tablets for Evaluations and Recording**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Robert V. Klin

The Highway Safety Office partnered with the University of Connecticut, Transportation Safety Research Center, to collect and analyze DRE evaluation data. The data collected will assist in tracking and problem identification. The use of electronic tablets to collect data allowed for expedited reporting to the national tracking system. This task directly supported the DRE training program and provided expert field material for each of the State's DREs.



<u>Funding Source</u>	<u>Project number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
405d-1	0199-0743-1-DK	UCONN	DRE Tablets and Support	\$ 21,124.79

**Project Title: Underage Alcohol Enforcement Grant Program**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Eugene Interlandi

Funding for underage drinking enforcement was awarded to three municipal and university law enforcement agencies. Consideration was given to communities with higher underage drinking violation rates weighted by population and injury and fatal crash data. Activities included Xfinity Theater summer concert parking lot patrols, compliance checks, party patrols and surveillance patrols. Many activities involved officers working at school events enforcing the underage drinking laws.

<u>Funding Source</u>	<u>Project number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
154AL	0199-0722-EQ	HARTFORD	Underage Alcohol Enforcement Grant	\$44,926.04
154AL	0199-0722-EW	MANSFIELD	Underage Alcohol Enforcement Grant	\$51,939.20
405d-1	0199-0743-1-AM	CCSU	Underage Alcohol Enforcement Grant	\$39,364.25

**Project Title: Personnel (Chemist – Toxicology/Breathalyzer)**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Eugene Interlandi

This task provided for a full-time Forensic Science Examiner position and a full-time Office Assistant position at the Department of Emergency Services and Public Protection (DESPP) Division of Scientific Services. The two positions were divided equally between support of the Breath Alcohol Testing (BAT) program and analysis of toxicology samples in DUI cases. Activities in BAT included instrument evaluation and certification, training of instructors, coordinating statistical data, presenting expert testimony regarding alcohol testing in general and breath alcohol testing in specific. Activities in casework analysis included determination of alcohol concentration in blood and urine samples using Headspace-GC analysis, EMIT screening for drugs of abuse and pharmaceuticals that may impair driving, and LC- and GC-mass spectrometry analysis of samples for detection and confirmation of such drugs, as well as drugs not detected by EMIT screen procedures. A total of 2,116 alcohol and drug analyses were performed during the first three months of the reporting period.

The Forensic Science Examiner position was only funded from October 2018 to December 2018 due to the reassignment of the individual filling the position.

<u>Funding Source</u>	<u>Project number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
405d-5	0199-0743-5-BQ	DESPP	Personnel (Chemist)	\$178,195.02

**Project Title:** Data Analysis and Surveys

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Aaron Swanson

This project provided funding for the provision of data to the Highway Safety Office used for problem identification and the creation of countermeasures to decrease fatalities and injuries related to impaired driving. This project provided funding for annual evaluation and support for the Impaired Driving Program. The project included data evaluation and support for annual planning documents. This project also included NHTSA core performance measure mandated attitude and awareness surveys and analysis as well as knowledge and awareness surveys at DMV offices to track the impact of enforcement activities.

<b>Funding Source</b>	<b>Project number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
154-AL	0199-0722-AD	HSO	Data Analysis & Surveys	\$150,000.00

**Project Title: The Governor's Prevention Partnership – Youth Led Underage Drinking Prevention**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Michael Whaley

E3: Encourage, Empower, Engage is a peer-to-peer underage drinking and substance abuse program developed and launched by The Governor's Prevention Partnership in 2015. It was designed with the input of over 250 youths from across the state. The main purpose of the intervention is to give students the tools and resources to identify problems and make appropriate decisions about staying away from drugs and alcohol. One major decision is to avoid driving while under the influence of alcohol or getting in the car with others who are impaired. E3 promotes healthy decision making through educational activities, skill development and leadership opportunities. The program includes a structured web-based curriculum supported by youth involvement in school or community-wide campaigns. The curriculum is grounded in research and literature that proves the efficacy of peer-to-peer approaches in reducing and preventing substance abuse. Youth who participate in the peer-to-peer program are armed with the knowledge and skills they need to make good decisions in any setting. The E3 program is led by trained high school students, under the guidance of a youth advisor and is designed for high-school age youths in school or community settings. E3 had a total of 8 schools and/or community organizations participate in the program this year. Outreach was provided to over 20 schools statewide for future recruitment purposes. The pre and post surveys combined with process information indicate that the E3 program has had a positive influence on student beliefs, attitudes, and skills pertaining to healthy decision making

around alcohol, drugs and impaired driving.

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
<b>154-AL</b>	<b>0199-0722-EM</b>	<b>Governor's Prevention Partnership</b>	<b>Youth Led Underage Drinking Prevention</b>	<b>\$43,965.71</b>

**Project Title: 'Choices Matter' Impaired Driving Program Featuring Chris Sandy**

*Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Michael Whaley

The HSO brought back Chris Sandy's powerful 'Choices Matter' program to 60 high schools in Connecticut during the 2018-2019 school year. The program continued with this commitment due to the overwhelmingly positive response and additional requests from schools to host the program. When Chris was 22 years old he was charged and convicted on two counts of vehicular homicide by DUI and spent eight and a half years in prison for his crime. In prison he committed himself to preventing anyone else from repeating his mistakes, and his story has since been the inspiration for a book and documentary as well as winning an EMMY Award. Chris Sandy is now serving the remainder of his sentence on parole/probation until 2031. This former inmate continues sharing his dynamic live presentation at schools, colleges, conferences, military bases and business organizations nationwide. He is considered one of the most talented speakers in the youth industry. Chris has spoken to over a million people in the United States. Chris again partnered with Eric Krug at some of the schools, an injury victim in a deadly alcohol related crash, creating an incredible presentation featuring an offender and victim. An impaired driving simulator was present at each location for students as a hands-on portion of this program to allow them the experience to see the potentially devastating consequences of driving impaired in a safe setting. A survey was also administered to students during this portion of the program which gauged their beliefs and perceptions regarding underage drinking. Students, school administrators and parents continue to request this program for their communities as it continues to travel throughout Connecticut.

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
<b>154-AL</b>	<b>0199-0722-AY</b>	<b>CT DOT/HSO</b>	<b>Choices Matter</b>	<b>\$240,000.00</b>

**Total Amount of funds expended in this program area:**

There was \$59.52 in 402-AL funds spent in this program area during FFY2019.

There was \$49,940.23 in 402-PT funds spent in this program area during FFY2019.

There was \$1,207,459.00 in 154PM funds spent in this program area during FFY2019.

There was \$4,192,720.47 in 154AL funds spent in this program area during FFY2019.

There was \$452,705.43 in 405d-1 funds spent in this program area during FFY2019.

There was \$834,581.41 in 405d-5 funds spent in this program area during FFY2019.

## ***Occupant Protection***

### **Performance Goals:**

To maintain the five year moving average of 60 (2011-2015) unbelted occupant fatalities during 2019.

To increase the statewide observed seat belt use rate from 89.4 percent in 2016 to 90 percent or above in 2019.

### **Number of Agencies that participated in Occupant Protection Program in FFY 2019: 80**

During the May enforcement period 36 police agencies participated. HSO provided funding to 36 agencies and the Connecticut State Police.

*The following activities took place as part of the Occupant Protection program to meet the above goals/targets. The target(s) were met for the following reasons:*

***The target to increase the statewide observed seat belt use rate to 90 percent or above was reached with a 2019 seat belt rate of 93.7%.***

Connecticut's seat belt use rate increased to an all-time high of 93.7% in 2019. Below describes the efforts that Connecticut undertook to increase the use of seat belts. A Seatbelt Working Group was created in 2014 to discuss methods to increase belt use in Connecticut. The Working Group is represented by state and local law enforcement, Preusser Research Group, AAA, Cashman+Katz Media Consultant, Transportation Safety Research Center, Department of Public Health, area hospital ER Doctor, hospitals injury prevention departments and the HSO. As a result of the Working Group, changes were made which included revisions to the media campaign which focused on educating drivers on the fines associated with not wearing a seatbelt and increased sustained enforcement along with other education strategies. A combination of adding the fines to the media campaign, having year round seat belt messaging and encouraging law enforcement agencies to increase sustained enforcement helped raise our belt use rate.

Connecticut joined law enforcement agencies across the eastern half of the United States in mobilizing the CIOT "Border to Border" operation to reinforce the message across state lines that driving or riding unbuckled will result in a ticket. The HSO also continued year round social norming campaign during non-CIOT periods. Law enforcement partners were encouraged to continue extra enforcement beyond the two-week campaign (sustained enforcement), and social norming messaging was used to keep seat belt use awareness in the news.



During this reporting period, there were two “Click it or Ticket” Enforcement Mobilization efforts commencing on November 19, 2018 and May 20, 2019. State and local law enforcement departments conducted seat belt checkpoints that included local media news coverage.

The November’s mobilization activity resulted in a total of 1,758 seat belt citations, 22 child safety seat citations, 6 speeding citations, and 273 cellphone/distracted driving citations and 38 DUI arrests. The May’s mobilization enforcement activity included a total of 3,425 seat belt citations, 49 child safety seat citations, 74 speeding citations, 329 cellphone/distracted driving citations and 28 DUI arrests.

*List any follow up action that will be taken to maintain the targets in the future:*

Greater effort was placed on areas with low seat belt usage and unbelted crashes through increased enforcement and education. This practice was initiated during the 2014 planning cycle and continued during 2019 fiscal year. This was accomplished by analyzing crash and observation data to identify towns and areas with low belt use. This analysis focused on the combination of low belt use towns identified through observation surveys and paired it with ranked analysis of unbelted crashes and fatalities, population and VMT data over a five year period. This process served to prioritize funding opportunities for participating law enforcement agencies. The HSO then assigned a greater funding priority to towns and agencies that showed the greatest need in this area. This increased focus on low belt use and unbelted crashes will not preclude the HSO from continuing historical practice of attempting to achieve statewide law enforcement participation during national mobilizations. The HSO continued to encourage law enforcement agencies statewide to apply for and participate in the CIOT mobilizations in May and November regardless of funding availability. The HSO continued Seat Belt Working Group meetings, sustained enforcement, educational outreach and media buys during enforcement and non-enforcement periods.



#### **DOT: Seat-belt use tops 90 percent in Connecticut**

For the first time, more than 90 percent of Connecticut drivers and passengers are wearing seat belts. The 90.3 percent compliance rate puts Connecticut at the highest compliance rate in New England. It also exceeds the national compliance rate of...

CTPOST.COM

**Activities:****Project Title Occupant Protection Program Administration**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Juliet Little

The goal of this project was to increase the seat belt use in Connecticut. This project included coordination of activities and projects outlined in the occupant protection/child passenger safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Funding was provided for personnel, employee-related expenses and overtime, professional and outside services, travel expenses for training and to attend outreach events, to purchase educational materials and supplies for outreach and press events, and other related operating expenses.

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

<b>Fund</b>	<b>Project number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
<b>402- OP</b>	<b>0199-0702-AA</b>	<b>CT-DOT/HSO</b>	<b>OP Program Administration</b>	<b>\$11,718.61</b>

**Project Title: Data Analysis & Surveys**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Aaron Swanson

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

<b>Fund</b>	<b>Project number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
<b>402 - OP</b>	<b>0199-0702-AB</b>	<b>CT-DOT/HSO</b>	<b>Data Analysis &amp; Surveys</b>	<b>\$150,000.00</b>

**Project Title: Click it or Ticket Enforcement**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Juliet Little

The goal of this project was to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during focused patrols. This project provides funding for enforcement of occupant protection laws through the Selective Traffic Enforcement Program or WAVE in conjunction with the national “Click it or Ticket” mobilization (May and November) including focused patrol and roving/saturation patrols. The WAVE is an enforcement activity that takes place during the National Occupant Protection efforts. Law enforcement agencies reported a pre, post and enforcement survey to the HSO office.

During the FFY19 mobilizations, 36 agencies participated as sub-grantees. We increased our focus on low seat belt use towns and areas with unrestrained crashes based on data from Connecticut’s *2018 Seat Belt Use Report*. This was accomplished by analyzing crash and observation data to identify towns and areas with low belt use. This analysis focused on the combination of low belt use towns identified through observation surveys and paired it with ranked analysis of unbelted crashes and fatalities, population and VMT data over a five year period. Increased effort was focused on low seat belt use towns through increased enforcement and education.

**Participated Funded Agencies**

Berlin	7,333.02
Bloomfield	5,239.53
Bridgeport	17,000.00
Danbury	15,055.34
Darien	5,891.93
East Hartford	11,479.06
Enfield	5,789.73
Fairfield	12,184.15
Glastonbury	7,744.87
Farmington	4,374.93
Guilford	2,792.49
Hamden	14,785.77
Hartford	14,858.23
Ledyard	3,160.26
Manchester	17,300.00
Meriden	6,230.74
Monroe	4,525.30
Naugatuck	7,446.47
New Britain	12,877.28
New Haven	16,243.08

New London	16,171.62
Orange	6,007.05
Plainville	7,827.18
Seymour	6,369.46
South Windsor	7,984.99
Southington	5,726.76
Stonington	5,221.89
Stratford	12,001.05
Vernon	7,466.13
Wallingford	10,238.29
Waterbury	10,236.45
Watertown	7,267.02
West Hartford	4,318.52
Westport	6,660.49
Wilton	3,209.76
Woodbridge	5,325.37



During this reporting period, there were two “Click it or Ticket” Enforcement Mobilization efforts commencing on November 19, 2018 and May 20, 2019. State and local law enforcement departments conducted seat belt checkpoints that included local media news coverage. November’s mobilization activity resulted in a total of 1758 seat belt citations, 22 child safety seat citations, 6 speeding citations, and 273 cellphone/distracted driving citations and 38 DUI arrests. The May’s mobilization enforcement activity included a total of 3,425 seat belt citations, 49 child safety seat citations, 74 speeding citations, 329 cellphone/distracted driving citations and 28 DUI arrests.



During the two-week national “Click It or Ticket” (CIOT) mobilization, the extra earned media helped to educate the public. During the May enforcement period, 36 police agencies participated. The 36 were selected based on a data and performance-driven process). Connecticut joined law enforcement agencies across the eastern half of the United States in mobilizing the CIOT “Border to Border” operation to reinforce the message across state lines that driving or

riding unbuckled will result in a ticket.

Fund	Project number	Agency	Title	\$ Amount
402- OP	0199-0702-AC	CT-DOT/HSO	Click It or Ticket Enforcement (November & May Mobilization)	\$314,344.17

**Project Title: Occupant Protection Enforcement/ Connecticut State Police**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Juliet Little

The goal of this project was to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during checkpoint and patrols by the Connecticut State Police. This project provided funding for enforcement of occupant protection laws through the Selective Traffic Enforcement Program or WAVE in conjunction with the national “Click it or Ticket” mobilization (May and November) including checkpoints and roving/saturation patrols. The WAVE was an enforcement activity that took place during the National Occupant Protection efforts. Law enforcement agencies reported a pre, post and enforcement survey to the HSO office. Increased effort was focused on low seat belt use areas through increased enforcement and education.

Connecticut State Police mobilization for both enforcement periods included a total of 1,540 safety belt citations, 44 child safety seat citations, 5 speeding citations, 7 cellphone/distracted driving citations and 215 other motor vehicle citations.

Fund	Project number	Agency	Title	\$ Amount
405b-1 (M2HVE)	0199-0741-1-AC	DESPP	Occupant Protection Enforcement/CSP	\$103,429.78

**Project Title: Safety Belt Convincer/Rollover Simulator**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Juliet Little

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



The State Police conducted Safety Belt Convincer demonstrations at 57 events and Rollover Simulator demonstrations at 31 events. Demonstrations were held at county fairs, colleges, school events, safety fairs and other community events. Total observers for both the Convincer and the Rollover were approximately 11,599 people.

Fund	Project number	Agency	Title	\$ Amount
405b-2 (M2PE)	0199-0741-2-AE	DESPP	Safety Belt Convincer/Rollover Simulator Education and Equipment	\$100,764.89

**Project Title: Occupant Protection Media Buy, Earned Media & Media Evaluation**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Phyllis DiFiore



The goal of this task was to reduce the number of unbelted fatalities by increasing awareness of Connecticut drivers and passengers as to the dangers of not wearing safety belts or not using proper child safety restraints. The project provided funding for a multi-media campaign to support the national “Click it or Ticket” enforcement mobilizations and year round safety belt messaging. This project also included a bi-lingual component for Spanish speaking audiences. This campaign utilized broadcast media to deliver a culturally-relevant message to educate those in the Latino community about the importance of using seat belts and upcoming traffic safety enforcement activities. Both the English and Spanish multi-media campaign included components featuring both paid media and bonus spots. The prominence of the “Click it or Ticket” message and its ability to reach the target audience is particularly important and timely as the HSO focuses on increasing the seat belt usage rate. Media effectiveness was tracked and measured through required evaluation reports from media agencies, and attitude and awareness surveys conducted at local DMV’s.

During this federal year paid media included TV ads, radio spots, billboards, bus panels, web banners, gas station media and online advertising was purchased through the HSO media consultant. The began using a social norming messaging during non-CIOT periods. A media consultant also developed a Connecticut specific media messages on the importance of using seat belts and created a music/dance video #BuckleUpCT. We partnered with a local popular station sponsorship to keep seat belt use awareness in the news and This media consultant gave us added-value with elevator wraps at malls for the month of December. This partnership allows us to great majority of our target audience.

Value added media and public outreach at sporting and concert health and safety fairs and civic organizations was received under task. Advertising safety belt messages (including “Click it or Ticket”, Up Connecticut” and “Seat Belts Save Lives”) in the form of signage, promotions and message specific promotions was also received at following venues: New Britain Stadium, Hartford XL Center, Bridgeport’s Harbor Yard, Rentschler Field, Dodd Stadium, Live theatres, Lime Rock Park, Stafford Motor Speedway and Thompson International Speedway. The HSO also utilized state wide variable message boards with “Click it or Ticket. Seat Belts Save Lives” message during HVE.



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boards with “Click  
it or Ticket. Seat  
Belts Save Lives”  
message during  
HVE.

Fund	Project number	Agency	Title	\$ Amount
402 - OP	0199-0702-AE	CT-DOT/HSO	Occupant Protection Media Buy	\$377,322.00



**Total Amount of funds expended in this program area:**

There was \$204,194.67 in 405b funds spent in this Occupant Protection program area during FFY19.

There was \$853,384.78 in 402 funds spent in this Occupant Protection program area during FFY19.

## ***Child Passenger Safety***

### **Performance Goals:**

Improve the availability, use, and proper installation of child restraint systems.

Increase public awareness of child safety seat/booster seat laws and awareness of reliable sources of information on proper child seat/booster use.

Implement changes to current data collection methods to provide more accurate data to identify children not properly restrained in motor vehicles.

*The following activities took place as part of the Child Passenger Safety program to meet the above goals/targets. The target(s) was/were met/not met for the following reasons:*

There were 174 technicians who were eligible to recertify for Connecticut from October 2018 thru September 2019. A total of 139 technicians did recertify bringing CT to a 59.9% recertification rate compared to a 51.5% national average. For many, that did not recertify, it was due to their position change at their job or retirement.

In 2019, the number of fitting stations decreased from 87 to 81. Printed literature, car seat recommendations and educational supplies were provided to assist in supporting the fitting stations. There are 433 CPS Certified Technicians of which 27 are Child Passenger Safety Certified Instructors. These CPS Instructors are available to teach certification classes for those interested in becoming a car seat technician.

*List any follow up action that will be taken to achieve targets in the future:*

Implement changes to current data collection methods to provide more accurate data to identify children not properly restrained in motor vehicles.



### Activities:

#### **Project Title: Waterbury Area Traffic Safety Program**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Juliet Little

The Waterbury Area Traffic Safety Program (WATSP), administered through the City's Police Department, serves the Waterbury and Litchfield County region of the State. This program reached over 2,000 parents, children and caregivers through educational presentations on occupant protection which also included car seat safety. Buckle Bear programs were also conducted throughout the Waterbury area and for the Naugatuck Head Start program where 180 children attended the weeklong presentations. Seventeen presentations were conducted reaching 1,342 children and 339 adults regarding Halloween and Pedestrian Safety.

These presentations were held for groups as small as 8 to as large as 300 and some of these presentations were a minimum of two-hours in duration. Educational materials were handed out at every presentation to the parents, caregivers and children.

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

There were 53 police officers who received POST credits on child passenger safety while attending regional trainings conducted at the Waterbury Police Department. The WATSP coordinator and a Waterbury Police Officer developed the curriculum and received approval by POST to provide the credits. The credits cover the CPS Law, violator's classes and crashes involving children.

The WATSP program updates the statewide car seat fitting station listing and submits to CT DOT on a monthly basis. This involves tracking the contact at each location and making sure their location continues to have a certified child passenger safety technician on hand. Adding new information with new contacts, verifying their days and times of operation and removing stations that are no longer active. In addition, all departments of newly trained technicians were contacted to see if they are actively checking car seats and want to be on the State listing. There are presently 81 fitting stations in the State of Connecticut.

Eleven Child Passenger Safety Certification classes were held during the grant year, adding 105 new technicians to the State.

<b>Fund</b>	<b>Project number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
<b>402 OP</b>	<b>0199-0702-AD</b>	<b>Waterbury PD</b>	<b>Waterbury Area Traffic Safety Program</b>	<b>\$100,828.04</b>

**Project Title: Child Restraint Administration**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Juliet Little

There were 174 technicians who were eligible to recertify for Connecticut from October 2017 through September 2018 . A total of 139 technicians did recertify bringing CT to a 59.9% recertification rate compared to a 55.1% national average. For many, that did not recertify, it was due to their position change at their job or retirement.

In 2019, the number of fitting stations decreased from 87 to 81. Printed literature, car seat recommendations and educational supplies were provided to assist in supporting the fitting stations. Staff attendance at various car seat checkup, head-start and after school events was provided in support of the fitting stations. There are 433 CPS Certified Technicians of which 27 are Child Passenger Safety Certified Instructors. These CPS Instructors are available to teach certification classes for those interested in becoming a car seat technician.

**Project Title: Child Passenger Safety Support - Training**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Juliet Little

The HSO along with Yale New Haven Health, Yale New Haven Children's Hospital hosted five Child Passenger Safety Update Classes where six (6) CEU's were provided to assist the 95 technicians that attended in maintaining their certification. These classes provided technicians hands on learning with some of the latest car seats and technology on the market. The classes were held at various locations across the State. The Stork Committee Advisory board continues to discuss ways to assist children with special healthcare needs.

<b>Fund</b>	<b>Project number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
<b>402 CR</b>	<b>0199-0709-AB</b>	<b>CT-DOT/HSO</b>	<b>CPS Training</b>	<b>\$10,982.93</b>

Connecticut Children’s Medical Center (CCMC) purchased CPS supplies for 10 grant applicants. Where 400 seats were checked and 100 free seats were distributed. They reached approximately 650 children and 2900 parents/caregivers. Grant recipients held 10 events during Child Passenger Safety Week.

Fund	Project number	Agency	Title	\$ Amount
402 CR	0199-0709-AC	Connecticut Children’s Medical Center	CPS Fitting Stations	\$47,933.24

Yale-New Haven Children’s Hospital had a total of 48 applications received. These applicants included police departments, state troop locations, fire/ems departments, hospitals and 1 AAA office, 1 community-based family services organization and 1 not for profit livery service. There were total of 2,100 sheets of educational materials given out. There was a total of 2,050 KIDS Alert! Kits distributed during this grant cycle. “Right Fit” and proper seat belt usage during pregnancy forms were offered in English and Spanish. Every recipient received 50 KIDS Alert kits as well as 50 extra child information cards. A total of 2150 were distributed to police, fire and other organizations throughout Connecticut.

Fund	Project number	Agency	Title	\$ Amount
402 CR	0199-0709-AD	Yale New Haven Children’s Hospital	CPS Fitting Stations	\$94,550.44

The coordinator of this program taught at five certification classes as well as five child passenger safety update classes and one renewal class. This coordinator also serves as a resource to other technicians, parents and caregivers to help with the proper way to transport children with special health care needs. Worked with law enforcement, fire rescue agencies statewide to attend their clinics and fitting stations. Provided over 62 car seat sign-offs and assisted over 42 officers and healthcare personnel on maintaining active status as a car seat technician. Coordinator consulted on development of a fitting station at Fairfield Police Department, Goshen Fire Company, and Hamden Police Department. During this grant period we performed 162 scheduled seat checks/installations. Approximately 14 seats were given/replaced during this cycle in order to ensure safe transportation of children. Yale New Haven Children’s Hospital (YNHCH) alga-rhythm continues to be an invaluable service in order to properly identify car seat use, lack of use, misuse or the need for a new seat due to damage for any child who presents to YNHCH Pediatric Emergency Department after a motor vehicle collision. An alga-rhythm PEDI Flow Chart was developed to triage any child who presents to YHCH’s Pediatric emergency after a motor vehicle crash. A specific criterion was developed and an alga-rhythm established to assist staff in determining the need for a child restraint

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**Current Temperature**

OUTSIDE CURRENTLY	INSIDE YOUR CAR AFTER 26 MINUTES
84°	113°

Made possible by

SAFE KIDS CONNECTICUT | Connecticut Children's Hospital | CT DOT | YALE-NEW HAVEN CHILDREN'S HOSPITAL



system to be issued. The entire Pediatric medical staff and nursing staff have all received in-service education of the car seat law, specific type of car seat and booster seat selection, and education material to be given to families.

<b>Fund</b>	<b>Project number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
<b>402 CR</b>	<b>0199-0709-AE</b>	<b>Yale New Haven Children's Hospital</b>	<b>Yale-New Haven Children's Hospital Community Traffic Safety Program</b>	<b>\$97,943.20</b>

The "Look Before You Lock, Where's Baby" Education Campaign emphasized child passenger safety by delivering safety messages to increase awareness of the issue of hot cars and to provided tips for parents and caregivers. This year we translated the educational materials in Spanish to maximize our outreach. A summer safety press event was held in July to kick-off this event. Safety tips included how not to forget children or leave them in a motor vehicle unattended. The campaign utilized radio, billboards, newspapers, online media, social media, community education, and outreach to businesses to deliver the safety messages. Pre-recorded radio interview aired on 4 radio stations, plus associated iStream stations, 2 digital billboards ran over 17 weeks.

<b>Fund</b>	<b>Project number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
<b>402 (OP)</b>	<b>0199-0741-2-AG</b>	<b>Connecticut Children's Medical Center</b>	<b>Look Before You Lock Education Campaign</b>	<b>\$138,790.27</b>

**Total Amount of funds expended in this program area:**

There was \$251,409.81 in 402 CR funds spent in this area during FFY 2019

There was \$239,618.31 in 402 OP funds spent in this area during FFY 2019

## ***Police Traffic Services***

### ***Performance Goals:***

To reduce the number of speed related fatalities from the five year (2012-2016) moving average of 81 in 2016 by 10 percent to a five year (2015-2019) moving average of 71 in 2019.

*The following activities took place as part of the Police Traffic Services program to meet the above goals/targets:*

The Police Traffic Services section served to support the maintenance and function of the Law Enforcement Liaison (LEL) position within the HSO. The function of the LEL was to support and address other traffic safety initiatives outlined in Highway Safety Plan. Speeding related crashes, injuries and fatalities were addressed through funding High Visibility Enforcement (HVE) projects. Speed Problem ID data was used to select agencies to participate in speed-related enforcement through various methods including dedicated high visibility speed enforcement grants to achieve the goals listed above. Coordinated with the SHSP, in this program area, was achieved through overlapping speed related countermeasures based on Department of Transportation data for areas with highest incidents of crashes and injuries and fatalities.

### **Project Title: Police Traffic Services Program Administration**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Robert V. Klin

This task included coordination of activities and projects outlined in the police traffic services program area, statewide coordination of program activities, support to other program areas in the HSO including oversight of enforcement components of both local and/or national mobilizations and crackdown periods, law enforcement training, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 office. Funding was provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies, and other related operating expenses. The majority of this project was used to fund salary while a small portion was used for travel and operating expenses.

<b>Fund</b>	<b>Project number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
<b>402</b>	<b>0199-0707-AA</b>	<b>CT-DOT/HSO</b>	<b>PT Administration</b>	<b>\$12,764.36</b>

### **Project Title: Drug Evaluation and Classification Program**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Robert V. Klin

Funding was provided to train personnel in the latest methods of drug evaluation and classification and certify 13 State and local law enforcement officials as Drug Recognition Experts (DREs). Also included in this task was the recertification of practitioners and instructors. This task ensured that the NHTSA/IACP

credentialed DRE evaluations are implemented uniformly by 7 DRE instructors and 46 DRE practitioners (53 total DREs) throughout the State. Funding also included travel and lodging expenses for instructors, as well as materials to support this task. Additional funding was obtained in the form of instructor support grants which allowed DRE instructors to participate in the coordination of DRE training activities, ensuring compliance with DRE recertification requirements, overseeing the collection and transmission of electronic data collected through DRE evaluations, and providing support to all current Connecticut DREs throughout the state.

<b>Funding Source</b>	<b>Project number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
<b>402-PT</b>	<b>0199-0707-AL</b>	<b>CT-DOT/HSO</b>	<b>DRE Training</b>	<b>\$16,065.62</b>
<b>402-PT</b>	<b>0199-0707-AP</b>	<b>Newtown PD</b>	<b>DRE Support</b>	<b>\$9,193.93</b>
<b>402-PT</b>	<b>0199-0707-AQ</b>	<b>Norwich PD</b>	<b>DRE Support</b>	<b>\$7,383.54</b>
<b>402-PT</b>	<b>0199-0707-AS</b>	<b>Watertown PD</b>	<b>DRE Support</b>	<b>\$9,614.19</b>

**Project Title: Speed and Aggressive Driving Enforcement Grants**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Phyllis DiFiore

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

The local and State Police who participated in this initiative issued 5,133 infractions for speeding and reckless driving, 24 infractions for cell phone violations, 127 suspended licenses and uninsured, 6 seat belt violations, 1 DUI and 274 other violations. High Visibility Enforcement ran July 2 through September 3, 2019.

<b>Fund</b>	<b>Project number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
<b>405(e)-4</b>	<b>0199-0745-4-DD</b>	<b>Danbury PD</b>	<b>Speed Enforcement</b>	<b>\$43,061.65</b>
<b>405(e)-4</b>	<b>0199-0745-4-DE</b>	<b>New Britain PD</b>	<b>Speed Enforcement</b>	<b>\$17,866.04</b>

405(e)-4	0199-0745-4-DK	Waterbury PD	Speed Enforcement	\$49,011.33
405(e)-4	0199-0745-4-DP	Bridgeport PD	Speed Enforcement	\$49,514.14
405(e)-4	0199-0745-4-DS	New Haven PD	Speed Enforcement	\$20,005.34
405(e)-4	0199-0745-4-DT	Hartford PD	Speed Enforcement	\$45,859.39

405(dii)-3	0199-0740-3-AK	DESPP	Speed Enforcement	\$89,906.64
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*\*Please note: "405(dii) references "Alcohol – ignition interlock" funding as referenced in the Federal Register Vol. 78, No. 15, Page 4997*

### **Speed HVE Media Buy**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Phyllis DiFiore

The goal of this project was a Speed Enforcement Program media campaign for the Highway Safety Office (HSO). This campaign increased awareness of the dangers of speeding on Connecticut roads. Running this media campaign in concurrence with the high visibility enforcement activity of our law enforcement partners is the most effective way of obtaining results.

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

The media campaign included new creative, cable television, radio, outdoor billboards, social media and digital banners. Media ran July 1 through September 5, 2019 and included both English and Spanish language media buy.

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
405(e)-6	0199-0745-6-AB	CT-DOT/HSO	HVE Speed Campaign Media Buy	\$200,000.00



**Project Title Statewide Traffic Safety Prosecutor**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Robert V. Klin

Funding was provided for the TSRP to conduct drugged related activities that cannot be covered by section 154 AL monies. These expenditures included training initiatives and travel to various conferences.

Fund	Project number	Agency	Title	\$ Amount
402	0199-0707-AF	Division of Criminal Justice	Traffic Safety Resource Prosecutor	\$49,940.23

**Project Title CPCA Safety Media Buys**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Phyllis DiFiore

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

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

Fund	Project number	Agency	Title	\$ Amount
402 (PM)	0199-0711-AC	CT Police Chiefs Association	Holiday Safety Media Buy	\$50,000.00

<b>402 (PM)</b>	<b>0199-0711-AD</b>	<b>CT Police Chiefs Association</b>	<b>Halloween Safety Media Buy</b>	<b>\$50,000.00</b>
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**Project Title: Workzone Safety Media Buy**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Phyllis DiFiore

The Highway Safety office worked with state and local law enforcement and the office of Workzone Safety on this media campaign. This campaign included creating, developing, and producing public information and awareness campaigns. National Work Zone Awareness Week is an annual spring campaign held at the start of construction season. This media campaign was used to educate and encourage safe driving through highway work zones. The key message is for drivers to use extra caution in work zones. This was an excellent opportunity to reach members of our target audience and educate them to be safer drivers.

The media campaign ran the beginning of April 2019 and ended in August 2019. The media buy utilized a combination of several mediums including TV, radio, outdoor billboards, social media and digital banners to raise awareness.

<b>Fund</b>	<b>Project number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
<b>402 (PM)</b>	<b>0199-0711-AE</b>	<b>CT-DOT/HSO</b>	<b>Workzone Safety Media</b>	<b>\$300,000.00</b>

**Project Title 1906 Racial Profiling**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Aaron Swanson

**Performance Measure: Traffic Stop Data Collection**

**Progress: In Progress**

Program-Area-Level Report Connecticut Statute requires that nearly all law enforcement agencies with the power to make a traffic stop report race and ethnicity data to the Office of Policy and Management. The Racial Profiling Prohibition Project funded through Connecticut's Federal 1906 funds has established a system for all statutorily required police agencies to report their data electronically through the Criminal Justice Information System. The goal is that one hundred percent of agencies required to report this data do so electronically.

Reporting Year	# of agencies required to report traffic stop records to the state	% of agencies reporting data	% of agencies reporting data electronically at time of stop
10/1/13 to 9/30/14	105	96%	76%
10/1/14 to 9/30/15	105	100%	81%
10/1/15 to 9/30/16	106	97%	93%
10/1/16 to 9/30/17	106	99%	93%
10/1/17 to 9/30/18	107	100%	94%
10/1/18 to 9/30/19	107	100%	97%

The current available data indicates that the Performance Target has not been met. Currently, there are 107 police agencies that are required to collect and submit traffic stop records. 104 (97%) of the 107 police departments required to collect and submit traffic stop records do so electronically through the department's records management system (RMS). At the time of the stop, the officer will complete the required data collection fields by entering the information into the computer available in the police car. Most of the RMS systems are designed to automatically complete basic information for the officer such as date, time, location, etc. The RMS vendor then sends the data to the Criminal Justice Information System (CJIS). Some RMS systems are designed to send the records to CJIS at the end of each day, while others are designed to send the records to CJIS once a month.

In our continued efforts to meet the performance target for FY2021, we have developed multiple alternatives for the three departments (Hartford, Middletown and New London) that don't enter the data through their RMS system. They can have the dispatcher enter the data through an online portal or the state's COLLECT system at the time of the stop. The other option is for officers to collect the records on paper forms and have a records clerk enter the data into the online portal or COLLECT system. In all cases, the records must be submitted to CJIS on a monthly basis.

We are currently working with Hartford as they transition to a new RMS vendor to bring them on board with electronic data collection at the time of the stop. The remaining two departments, Middletown and New London are still collecting on paper forms and having records clerks enter the data into an electronic system. We are in discussions with Middletown about transitioning to the RMS model. However, New London prefers the system they currently use and don't want to change. We will continue discussions with New London to persuade them to transition to the RMS model.

### **Connecticut Racial Profiling Project Completed Activities**

Since May of 2012, the Institute for Municipal and Regional Policy at Central Connecticut State University has been developing and implementing the Connecticut Racial Profiling Prohibition Project. In the more than five years of this project, IMRP project team – with guidance from several national experts on racial profiling – developed a new standardized method to more efficiently and effectively collect racial profiling data from traffic stops. We have also worked to develop a system that will inform government officials, the public at large and police agencies of the information that is available through the data collection process. Lastly, we published numerous advanced analytical reports on traffic stops in the country.

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

The work to date on this project has been significant. In FY19 the project team completed the following objectives outlined in the HS-1 application:

1. Refined the analytical protocol that was used in our analysis of the fourth year of data collection. The project staff continued to work with technical experts to finalize the analysis protocol and validate methods used in the report.
2. Continued to meet with the advisory board compiled of end users, agencies, community members and interested groups to discuss our findings.
3. Worked with technical consultants Matthew Ross and Jesse Kalinowski to analyze Connecticut's traffic stop data at the municipal department, and State Police troop level. In particular, the Evaluation Team has utilized three distinct methodologies for examining the traffic stop data (Synthetic Control, Veil of Darkness, and Hit-Rate Analysis). The partnership between IMRP and the Evaluation Team produced a statistically rigorous and data-driven approach for the evaluation of traffic stop data. In the third year of data collection, the Evaluation Team and the IMRP expanded our methodology to address improvements discussed by the CT Racial Profiling Prohibition Advisory Board. A refined methodology included a time series examination of the data. The scope of work consisted of four distinct components:
  - a. Synthetic Control for Departments
  - b. Veil of Darkness Methodology data and robustness checks for departments identified using this method
  - c. Post-Stop Hit Rate Analysis
  - d. Support with general descriptive statistics
4. The analysis conducted by the technical consultants was published in a report that the Project Staff released to the public. The report was released through a presentation to the CT Racial Profiling Prohibition Advisory Board. Prior to releasing the report to the public, the project staff made a presentation to members of the Connecticut Police Chief's Association. The report analyzed approximately 560,000 traffic stops conducted by 106 law enforcement agencies in Connecticut.
5. The project staff continued to maintain a website to inform the public as to the advisory board's activities. The website includes advisory board minutes, agendas, research, reports, and other information related to the Connecticut racial profiling project.
6. The project staff worked with the Connecticut Data Collaborative to update and maintain the online public database for public consumption of traffic stop data. The raw traffic stop data is available for download for each town in Connecticut. In addition to raw traffic stop information, the website also



includes summary tables and data stories that outline the analytical protocol developed in our annual report.

<b>Fund</b>	<b>Project number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
<b>1906</b>	<b>0199-0725-AA</b>	<b>Central Connecticut State University</b>	<b>Racial Profiling Prohibition Project</b>	<b>\$417,358.79</b>

### **Total Amount of funds expended in this program area:**

There was \$104,961.87 in 402 (PTS) funds spent in this program area during FFY2019

There was \$400,000.00 in 402 (PM) funds spent in this program area during FFY2019

There was \$89,906.64 in 405 (dii) funds spent in this program area during FFY2019

\*These funds are represented in the 405 (d) section of the financial summary

There was \$417,358.79 in 1906 funds spent in this program area during FFY2019

## ***Distracted Driving***

### **Performance Goals:**

To maintain or increase the number of police agencies participating in HVE distracted driving enforcement from 47 in 2018 to 50 in 2019.

### **Number of Agencies that participated in HVE distracted driving enforcement in FFY 2019: 54**

*The following activities took place as part of the Distracted Driving program to meet the above goals/targets. The target was met with the increase from 47 to 54 police agencies participating in this program.*



The HSO continued Distracted Driving High Visibility Enforcement (DDHVE) program utilizing 405(e) funds. This project spanned six weeks including four weeks in April and two weeks in August, with 53 municipal police agencies and the Connecticut State Police were invited to participate based on analysis of crash data. Agencies that declined participation cited a lack of manpower and inability to get grants through their respective common councils as reasons for non-participation. In all, the 54 participating agencies increased the level of activity logged during the 2019 mobilization. In addition, paid

and earned media supported the HVE mobilization.

*List any follow up action that will be taken to achieve targets in the future:*

During FFY 2020, the DDHVE mobilization will be made available to a similar number of agencies. Early projections indicate as many as 50 agencies may take part in the next planned mobilization during April, 2020, NHTSA Distracted Driving month and again for two weeks in August. It is anticipated further paid and earned media will support this effort.

*The summary of Distracted Driving program activity for the 2019 Federal Fiscal Year is listed below:*

## Activities:

### Project Title: HVE Distracted Driving - Enforcement

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Phyllis DiFiore



This task provided funding for HVE distracted driving enforcement by municipal law enforcement agencies. This evidence based enforcement program used data sourced from table DD-1 (see FFY 2019 HSP) to prioritize funding levels based on various types of crash data from crash type, severity, population and roadway data. The primary goal of this task was to support the state's "U Drive. U Text. U Pay" mobilization that ran from April 2-30 and August 1-15, 2019. Participating agencies were able to choose dates throughout the six week period to carry out HVE enforcement targeting drivers who use mobile phones behind the wheel.

The six week mobilization saw a combined 15,822 citations written by municipal law enforcement agencies for cell phone, texting and distracted driving violations. Municipal agencies expended a total of \$1,428,642.27 in federal funds on overtime enforcement during the HVE period.

Participating Law Enforcement also contributed to a very highly publicized earned media campaign. Nearly every major news media outlet in the state as well as many local and hyper-local outlets in participating communities covered the increased law enforcement presence targeting drivers who chose to talk or text while driving. Additionally, the HSO conducted both observation surveys and DMV awareness surveys before and after the enforcement period to measure its effect. A discussion of those findings can be found below as well as in the Attitude and Awareness survey section of this document.)

Fund	Project Number	PD Agency	Title	\$ Amount Expended
405(e)	0199-0745-2-AC	New Haven	Distracted Driving Enforcement	\$50,379.78
405(e)	0199-0745-2-AD	Danbury	Distracted Driving Enforcement	\$52,266.37
405(e)	0199-0745-2-AE	Waterbury	Distracted Driving Enforcement	\$30,870.89
405(e)	0199-0745-2-AF	Hartford	Distracted Driving Enforcement	\$56,495.64
405(e)	0199-0745-2-AG	Manchester	Distracted Driving Enforcement	\$59,189.46

405(e)	0199-0745-2-AH	Norwalk	Distracted Driving Enforcement	\$46,647.72
405(e)	0199-0745-2-AJ	Westport	Distracted Driving Enforcement	\$17,329.66
405(e)	0199-0745-2-AK	Hamden	Distracted Driving Enforcement	\$58,434.35
405(e)	0199-0745-2-AL	Farmington	Distracted Driving Enforcement	\$3,320.28
405(e)	0199-0745-2-AM	Orange	Distracted Driving Enforcement	\$27,711.24
405(e)	0199-0745-2-AN	Bristol	Distracted Driving Enforcement	\$6,701.16
405(e)	0199-0745-2-AO	Norwich	Distracted Driving Enforcement	\$20,692.84
405(e)	0199-0745-2-AQ	Bridgeport	Distracted Driving Enforcement	\$53,244.96
405(e)	0199-0745-2-AR	Stamford	Distracted Driving Enforcement	\$23,714.35
405(e)	0199-0745-2-AT	Stratford	Distracted Driving Enforcement	\$14,799.99
405(e)	0199-0745-2-AU	Plainville	Distracted Driving Enforcement	\$16,147.12
405(e)	0199-0745-2-AV	Trumbull	Distracted Driving Enforcement	\$15,404.10
405(e)	0199-0745-2-AW	Wethersfield	Distracted Driving Enforcement	\$8,179.27
405(e)	0199-0745-2-AY	North Haven	Distracted Driving Enforcement	\$9,783.72
405(e)	0199-0745-2-AZ	Bloomfield	Distracted Driving Enforcement	\$7,592.69
405(e)	0199-0745-2-BB	West Hartford	Distracted Driving Enforcement	\$31,531.72
405(e)	0199-0745-2-BC	Southington	Distracted Driving Enforcement	\$5,678.92
405(e)	0199-0745-2-BE	Wallingford	Distracted Driving Enforcement	\$26,672.60
405(e)	0199-0745-2-BF	East Hartford	Distracted Driving Enforcement	\$27,815.92
405(e)	0199-0745-2-BH	Brookfield	Distracted Driving Enforcement	\$23,975.16
405(e)	0199-0745-2-BI	Willimantic/Windham	Distracted Driving Enforcement	\$19,613.53
405(e)	0199-0745-2-BK	Berlin	Distracted Driving Enforcement	\$39,888.41

405(e)	0199-0745-2-BL	Meriden	Distracted Driving Enforcement	\$22,568.60
405(e)	0199-0745-2-BM	Cheshire	Distracted Driving Enforcement	\$19,286.18
405(e)	0199-0745-2-BN	Wilton	Distracted Driving Enforcement	\$19,442.56
405(e)	0199-0745-2-BO	Monroe	Distracted Driving Enforcement	\$4,788.43
405(e)	0199-0745-2-BS	Canton	Distracted Driving Enforcement	\$9,422.39
405(e)	0199-0745-2-BT	Enfield	Distracted Driving Enforcement	\$21,348.56
405(e)	0199-0745-2-BU	East Windsor	Distracted Driving Enforcement	\$18,182.13
405(e)	0199-0745-2-BW	Greenwich	Distracted Driving Enforcement	\$29,831.84
405(e)	0199-0745-2-BY	New Britain	Distracted Driving Enforcement	\$36,307.40
405(e)	0199-0745-2-BZ	Rocky Hill	Distracted Driving Enforcement	\$50,000.00
405(e)	0199-0745-2-CA	Naugatuck	Distracted Driving Enforcement	\$25,662.47
405(e)	0199-0745-2-CB	Stonington	Distracted Driving Enforcement	\$16,758.30
405(e)	0199-0745-2-CD	Milford	Distracted Driving Enforcement	\$30,228.60
405(e)	0199-0745-2-CG	Bethel	Distracted Driving Enforcement	\$16,661.57
405(e)	0199-0745-2-CH	Plymouth	Distracted Driving Enforcement	\$17,997.93
405(e)	0199-0745-2-CI	Bethel	Distracted Driving Enforcement	\$23,211.25
405(e)	0199-0745-2-CK	Watertown	Distracted Driving Enforcement	\$16,756.42
405(e)	0199-0745-2-CN	Glastonbury	Distracted Driving Enforcement	\$28,291.62
405(e)	0199-0745-2-CP	Torrington	Distracted Driving Enforcement	\$14,117.88
405(e)	0199-0745-2-CT	Fairfield	Distracted Driving Enforcement	\$41,733.49
405(e)	0199-0745-2-CU	South Windsor	Distracted Driving Enforcement	\$18,297.11

405(e)	0199-0745-2-CV	Middletown	Distracted Driving Enforcement	\$27,593.99
405(e)	0199-0745-2-CW	Simsbury	Distracted Driving Enforcement	\$13,358.09
405(e)	0199-0745-2-CX	Windsor	Distracted Driving Enforcement	\$29,023.19
405(e)	0199-0745-2-DG	Darien	Distracted Driving Enforcement	\$15,841.16
405(e)	0199-0745-2-EF	Newtown	Distracted Driving Enforcement	\$14,758.71
			<b>Total</b>	<b>\$1,335,551.72</b>

**Project Title: HVE Distracted Driving – Enforcement – CSP/DESPP**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Phyllis DiFiore

This task provided funding for HVE distracted driving enforcement by Connecticut State Police. This evidence based enforcement program used data sourced from table DD-1 (See FFY 2019 HSP) to prioritize funding levels based on various types of crash data from crash type, severity, population and roadway data. The primary goal of this task was to support the state’s “U Drive. U Text. U Pay” mobilization that ran from April 2-30 and August 1-15, 2019. CSP was able to choose dates throughout the six week period to carry out HVE enforcement targeting drivers who use mobile phones behind the wheel. The six week mobilization saw a combined 1,104 citations written by CSP for cell phone, texting and distracted driving violations. CSP expended a total of \$93,090.57 in federal funds on overtime enforcement during the HVE period. CSP also contributed to a very highly publicized earned media campaign. Nearly every major news media outlet in the state as well as many local and hyper-local outlets in participating communities covered the increased law enforcement presence targeting drivers who chose to talk or text while driving. Additionally, the HSO conducted both observation surveys and DMV awareness surveys before and after the enforcement period to measure its effect. A discussion of those findings can be found below as well as in the Attitude and Awareness survey section of this document.

Fund Source	Project number	Agency	Title	\$ Amount
405e-2 (M8DDLE)	0199-0745-2-DW	DESPP	Distracted Driving Enforcement	\$93,090.57

**Project Title: HVE Distracted Driving Media**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Phyllis DiFiore

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

This effort was comprised of two major components:

The first component of this task directly supported NHTSA’s national “U Drive. U Text. U Pay.” Mobilization during the month of April 2019. Paid media was purchased in support of/to supplement the national media buy using the same demographic information contained in NHTSA’s 2019 media plan. Media buys included TV, radio, internet, social, and outdoor advertising. Media effectiveness was tracked and measured through required evaluation reports from media agencies and attitude and awareness surveys conducted at local DMV’s. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for the entire campaign as well as the target audience.



The second component of this task funded year round placement of a social norming media campaign warning drivers about the dangers of distracted driving – especially related to mobile phone use – year round. Media buys included TV, radio, internet, social, and outdoor advertising. Media effectiveness was tracked and measured through required evaluation reports from media agencies and attitude and awareness surveys conducted at local DMV’s. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for the entire campaign as well as the target audience. Further information regarding this media campaign can be found in the “Paid Media” section of this report.

Funding Source	Project number	Agency	Title	\$ Amount
405(e)-6	0199-0745-6-DX	CT-DOT/HSO	Distracted Driving Media Buy	\$634,743.00

**Project Title: Public Outreach and Education Campaigns**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Phyllis DiFiore

The goal of this task will be to educate Connecticut motorists about the dangers of distracted driving – especially related to mobile phone use. This task funded the purchase of citation holders in support of HVE mobilizations. These public education brochures were given to motorists who receive a citation during HVE enforcement periods. The citation holders contain information about Connecticut’s distracted driving and mobile phone laws.

Funding Source	Project Number	Agency	Title	\$ Amount
405e-1	0199-0745-1-DZ	CT-DOT/HSO	Distracted Driving Citation Holders	\$2,460.33

**Project Title: Distracted Driving Education Programming and Younger Driver Education**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Michael Whaley

The HSO again brought the 'Save a Life Tour' to Connecticut to build on the success of the high school distracted driving program developed over the past several years. The program has continued to be one of if not the most popular educational high school program in the state. The 'Save a Life Tour' visited 78 high schools during the 2018-2019 school year and administrators continue to request it for their future students at each location. A new film has become a part of the program told from the perspective of a young woman who lost her brother in a distracted driving crash. This new material combined with the distracted driving simulators continues to yield positive feedback from students that are more and more technologically focused each year, and therefore at an increasingly heightened risk to drive while distracted. Tablets were used so students could take a behavioral survey related to distracted driving during the simulator portion of the program. These results are compiled and delivered back in a condensed PDF file to monitor the impact of the program and the opinions and beliefs of the students regarding distracted driving.

Funding Source	Project Number	Agency	Title	\$ Amount
405e-5 (M8*TSP)	0199-0745-5-EA	CT-DOT/HSO	Save a Life Tour	\$222,300.00

**Total Amount of funds expended in this program area:**

There were \$2,288,145.62 in 405(e) funds spent in this program area during FFY2019



## **Motorcycle Safety**

### **Performance Goals:**

To maintain the number of un-helmeted fatalities from the five year (2012-2016) moving average of 31 in 2016 to a five year moving average of 31 (2015-2019).

- This goal was selected based upon analysis of single year data and five year moving average projections. The five-year average and the projected trend continue to show a decline in this measure.

A component was added to mandatory motorcycle license training that stresses the importance of personal protective equipment.

To maintain the five year moving average of 53 (2012-2016) motorcyclist fatalities to a five year moving average of 53 (2015-2019) in 2019.

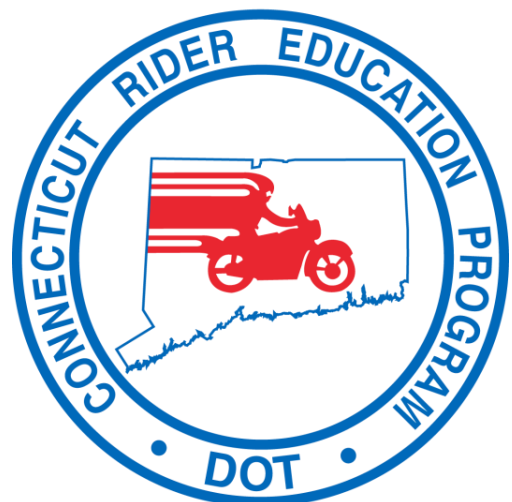
- Motorcyclist fatalities have fluctuated during the five year reporting period and the five year moving average trend projects an increase in this measure.  
For this reason, motorcyclist fatalities are expected to remain stable or slightly increase during the planning period

*The following activities took place as part of the Motorcycle Safety program to meet the above goals/targets. The target(s) was/were met/not met for the following reasons:*

The general goal of Connecticut's Motorcycle Safety Program is to reduce the number of injuries and deaths among motorcycle operators and passengers. The latest available data from 2018 indicates that the five year (2014-2018) moving average of un-helmeted fatalities is 32. During the same time period, the five year moving average for fatalities was 54. Un-helmeted fatalities over the last five years has shown an increase of nearly 50 percent and overall motorcycle fatalities has decreased slightly in relation to total fatalities at 17 percent (49 out of 294). The Connecticut Rider Education Program (CONREP) is the state's primary countermeasure to combat death and serious injury.

*List any follow up action that will be taken to achieve targets in the future:*

These goals will be achieved by continuing existing, and working toward expanding, motorcycle rider education programs, specifically the CONREP (Connecticut Rider Education Program). Addressing attitudes and operational skills through a targeted media campaign, including promoting use of personal protective gear use by all riders, and including motorcyclists in the planned emphasis on reducing impaired driving.



*The summary of Motorcycle Safety program activity for the 2019 Federal Fiscal Year is listed below:*

## Activities:

### **Project Title: Motorcycle Safety Program Administration**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Nicholas Just

The task included coordination of activities and projects outlined in the motorcycle safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. The Program Coordinator served as a direct line of communication between the HSO and Community College system that administers the CONREP, including assisting in annual activity proposals and voucher reimbursement. This task and associated project are specifically meant for in-house management of the motorcycle safety program.



Funding was 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 was used to fund overtime salary, while a small portion was used for travel and operating expenses.

<b>Funding Source</b>	<b>Project number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
<b>402-MC</b>	<b>0199-0701-AA</b>	<b>CT-DOT/HSO</b>	<b>Motorcycle Safety Program Administration</b>	<b>\$6,486.42</b>

### **Project Title: Connecticut Rider Education Program (Training) Administration**

*Administrative Oversight:* Department of Transportation,

Highway Safety Office *Staff Person:* Nicholas Just

Rider training is the primary countermeasure applied to reaching the performance goal of decreasing the total number of motorcycle fatalities and decreasing the number of un-helmeted fatalities. This task provided for the oversight of the CONREP in the following ways; the training and monitoring of 100 certified motorcycle safety instructors, providing support services to the Connecticut Rider Education Program training sites by providing funding for quality assurance monitoring, technical assistance and support services, Motorcycle Safety Foundation(MSF) curriculum materials, updating and maintaining the program's [www.ride4ever.org](http://www.ride4ever.org) website, which is the programs direct point of contact for course students and license waiver information. A Motorcycle Training Coordinator as well as a data consultant

was utilized to accomplish this task. Preparing and maintaining project documentation, and evaluating task accomplishments. Funding was provided for professional and outside services, travel, materials, supplies, and other related operating expenses.

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
<b>402-MC</b>	<b>0199-0701-AB</b>	<b>CT-DOT /HSO</b>	<b>CONREP Technical Assist.</b>	<b>\$79,817.39</b>

**Total Amount of funds expended in this program area:**

There was \$0.00 in 405(f) funds spent in this program area during FFY2019.

There was \$86,303.81 in 402 funds spent in this program area during FFY2019.

## ***Traffic Records***

### **Performance Goals**

Continue to expand the use of linked traffic records data to support a data driven approach to traffic safety by 2020.

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

The data indicates that accessibility of the CDR by Principal Users (Primary Users) during July 2017-June 2018, was at 95% and we did not meet the performance target of 96%. The crash accessibility has continually improved from the baseline of 86% in 2014 to 93.5% for the performance period of July 2016 - June 2017, to 95% for the performance period of July 2017 -June 2018. The number of Principal Users (Primary Users) have also increased from N=48 during the performance period of July 2016 - June 2017, to N=79 for the performance period of July 2017 - June 2018.

## Interim Progress Report for FY2019

System to be Impacted	<input checked="" type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input type="checkbox"/> CITATION/ADJUDICATION <input type="checkbox"/> EMS/INJURY OTHER specify:
Performance Area(s) to be Impacted	<input type="checkbox"/> ACCURACY <input type="checkbox"/> TIMELINESS <input type="checkbox"/> COMPLETENESS <input checked="" type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION OTHER specifies:
Performance Measure used to track Improvement(s)	Narrative Description of the Measure  % of Principal Users of crash data with access to the Crash Data Repository for Analysis and Reporting
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s)  Accessibility to crash data for analysis and reporting by Law Enforcement Agencies and Highway Safety Data Users and Stakeholders.  Improved from 93.5% baseline in 2016 to 96%
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method  Total Number of Agency and Stakeholders with access to Crash Data for analysis and reporting
Date and Baseline Value for the Measure	07/2016 93.5% -Baseline  07/19 -96%
Date and Current Value for the Measure	FY 2019 -96% Accessibility
Project(s) linked to the reported / anticipated improvement	<u>Brief</u> Description of each Project (specify location in Strategic Plan)  Connecticut Highway Safety Office in collaboration with the University of Connecticut Transportation Safety Research Center developed a web-based Crash Data Analysis and Reporting Tool. The tool provides near real time access to crash data for analysis and reporting to all local law enforcement agency, state highway safety data analyst and researchers. Query Tools and Canned Output Reports are provided on the site for ease of use and GIS tools are available for DDACTS and other applications.
Regional Reviewer's Conclusion	Check one <input type="checkbox"/> Measurable performance improvement <i>has</i> been documented <input type="checkbox"/> Measurable performance improvement has <i>not</i> been documented <input type="checkbox"/> Not sure
If "has not" or "not sure": What remedial guidance have you given the State?	
Comments	

## **Crash Data Base Model Performance Measures**

### **Measure: Accessibility**

#### **Baseline Period - 2014**

A customer satisfaction survey was conducted for Connecticut Crash Data Repository in 2014. The response percentage is the percent of people who have responded to that particular question.

Total Responses - N=46

##### **For all users:**

1. Successfully accessing the data –82.86%
2. Customer satisfaction –88.23%

Primary users are identified as primary person responsible for performing crash data queries for his/her organization.

##### **For Primary users: N= 21**

1. Successfully accessing the data – 85.72%
2. Customer satisfaction – 85%

#### **Performance Period - 2017**

A customer satisfaction and accessibility survey was conducted for Connecticut Crash Data Repository in May 2017. The response percentage is the percent of people who have responded to that particular question.

Total Responses – 118

##### **For all users:**

1. Successfully accessing the data – 90.2%
2. Customer satisfaction – 92.04%

Primary users are identified as people who visit crash data repository website at least once a week or 1-2 times a month.

##### **For primary users: N=48**

1. Successfully accessing the data – 93.48%
2. Customer satisfaction – 95.84%

## **Performance Period - 2018**

A customer satisfaction and accessibility survey was conducted for Connecticut Crash Data Repository in June 2018. The response percentage is the percent of people who have responded to that particular question.

Total Responses – 156

### **For all users:**

3. Successfully accessing the data – 91.2%
4. Customer satisfaction – 96.0%

Primary users are identified as people who visit crash data repository website at least once a week or 1-2 times a month.

### **For primary users: N=79**

3. Successfully accessing the data – 94.48%
4. Customer satisfaction – 97.84%

## **Following Upgrades were made to CTCDR since 2014**

- Crash Dashboard
- Map Tool
- Heat Map
- Ability to Download Data
- Crashes by Routes, Towns and Counties

User satisfaction and accessibility was asked only for dashboard feature and usefulness was asked for other features.

### **Dashboard Use: N =27**

1. Successfully accessing the data – 84.61%
2. Customer Satisfaction – 96.3%

### **Usefulness of the website features:**

The response percentage is the percent of people who have responded to the question and found that particular feature useful.

1. Crash Dashboard – 72.73%
2. Map Tool – 72.73%
3. Heat Map – 63.64%
4. Ability to Download the Data- 81.82%
5. Crashes by Routes, Towns and Counties – 85.23%

*The following activities took place as part of the Traffic Records program to meet the above goal. Meeting the target continues as a work-in-progress:*

Promoted University of Connecticut (UConn) Data Security Standard for data linkage at the Connecticut Transportation Safety Research Center (CTSRC), Promoted the Importance of Protection of Privacy for Research Data and Participants, Reviewed Data Cleaning and Linkage Process, Promoted the need for data to provide a framework for improved coordination and progress to help improve data-driven decision making and highlighted benefits to other agencies.

The CTSRC is currently working to establish a central repository for each of the Traffic Records Six-Pack components, including Crash and Driver Data. Partnerships and communication involving persons responsible for each of these datasets are critical for a truly effective safety analysis and improvement network.

*List any follow up action that will be taken to achieve targets in the future:*

To meet our performance target, we will continue to expand the use of linked traffic records data to support a data driven approach to traffic safety. We will also continue to better train and address user issues for the Principal Users including the Police Departments and other agencies. The CDR User Guide was revised in April 2019 as part of our continued efforts to improve the accessibility and use of the CDR.



The summary of the traffic records program activity for the 2019 Federal Fiscal Year is listed below:

## Activities:

### Task 1

#### Project Title: Traffic Records Administration

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Aaron Swanson

*Countermeasure:* Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments

The task provided for the coordination of activities and projects outlined in the traffic records program area, statewide coordination of program activities, and the development and facilitation of public information and education projects. It also included providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2. Funding was used for personnel, employee-related expenses, overtime, professional and outside services including consulting services that provide TRCC coordination, travel, materials, supplies, assessments and other related operating expenses. This project funded salary as well as a small portion was used for travel and operating expenses.

Funding Source	Project Number	Agency	Title	\$ Amount
405c (M3DA)	0199-0742-AA	CT-DOT/HSO	Traffic Records Administration	\$53,844.72
402-TR	0199-0705-AA	CT-DOT/HSO	Traffic Records Administration	\$86,265.53

## Task 2

### Project Title: Traffic Records Strategic Plan Implementation

*Administrative Oversight:* Department of Transportation, Highway

*Safety Office Staff Person:* Aaron Swanson

*Countermeasure:* Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments

This task provided funding to assess and **develop the Connecticut Traffic Records Program** by implementing the following projects outlined in the Section 405(c). This is the 14<sup>th</sup> year application spanning back to 2006 under Section 408:

1. Electronic Citation - Technology/Software Support for Local Law Enforcement

#### Project Description:

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

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

The need for planning and coordination among law enforcement agencies is critical to the success of this effort. This E-Citation support initiative aids in improving police officer efficiency by reducing the amount of time that officers spend collecting citation data and decrease the time it takes this data to be received by the appropriate State agency. This project funded 2 agencies Wolcott PD and Wallingford PD.

Funding Source	Project Number	Agency	Title	\$ Amount
402-TR	0199-0705-ZZ	Local Law Enforcement	Citation Reporting/Local Law Enforcement	\$67,743.29

2. On-line Disposition System

#### Project Description:

This project supported the continued development of an on-line disposition system whereby the recipient of an infraction could elect to have their case reviewed and adjudicated on-line. This allows prosecutors to review most, if not all, not guilty pleas entered by defendants and reach resolution without the necessity of the recipient

coming to court. The project is dedicated to the continued development of an application that enables the receipt/availability of citation, warning, and traffic stop data to help streamline the backend.

- **Timeliness** - Each step in the current process contributes to a delay in the adjudication of the infraction and therefore a delay in the attachment of relevant disposition information to a driver history and its subsequent availability to law enforcement. An on-line disposition system will significantly reduce the number of days from issuance to adjudication, and placement when appropriate, on the driver history.
- **Uniformity** - Currently, infractions are reviewed by prosecutors in 15 different locations. The ability to for a smaller group of prosecutors to review all infractions from a central source would contribute to increased consistency in dispositions across all locations.
- **Convenience and Efficiency** – Individuals will be able to be heard on matters related to infractions without them having to take time off from work or school, eliminating the time and expense incurred while traveling to court, unless an individual elects for a trial.

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
<b>405c (M3DA)</b>	<b>0199-0742-AD</b>	<b>Centralized Infractions Bureau</b>	<b>On-line Disposition System</b>	<b>\$261,804.22</b>

### 3. Electronic Citation Department Analysis

#### **Project Description:**

Although Connecticut receives over 78% of citations electronically, more than 20 towns do not utilize the system and several others do not use the system for all of citations issued. The benefits of electronic citations are well documented. Accuracy, timeliness and completeness are improved from a global perspective, while the elimination of duplicative entries benefit agencies and departments specifically. All participation thus far has been voluntary. Non-participating departments face several barriers including funding, deficits in information technology (hardware and software), staff availability and lack of knowledge in managing the grant process. In order to reach the goal of 100% participation an analysis of each department's challenges along with the development and implementation of a plan to meet and overcome those challenges was conducted.

The following was accomplished and documented in a report provided to the HSO:

1. An analysis of the barriers to participation for the law enforcement agencies not currently participating in the ecitation program.
2. An analysis of the barriers to full participation for the law enforcement agencies partially participating.

3. The development of an implementation plan for each of the agencies including but not limited to applying for grant funding, facilitating discussions between Judicial Information Technology and law enforcement vendors, developing and delivering training.
4. Developing recommendations for mandatory participation.

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
<b>405c (M3DA)</b>	<b>0199-0742-AH</b>	<b>Centralized Infractions Bureau</b>	<b>E-Citation Department Analysis</b>	<b>\$37,500.00</b>

4. E-Charging – Citation / Summons Arrest / Warning

**Project Description:**

The E-Charging project extended efforts on electronic document and data collection. This focused on transitioning all police departments to E-Citation V2 with the added advantage of electronic warnings and collection of racial profiling information. Strategies included weaving paperless data transfer from point of data collection to final repository without intermediate human intervention. The goal is to round out the suite of enforcement data collection for the field police officer and relieve those officers of the burden of redundant data entry and the need for manual and multiple sets of forms. The approach extends beyond the paper-centric notion of a single charging document and instead provides a single charging approach that correctly routes enforcement data to the correct storage and processing facility.

The software applications developed reduce data input errors and improve completeness of collected data. It also improves police officer efficiency by reducing the amount of time that officers spend collecting citation, summons and warning data and decrease the time it takes this data to be received by the appropriate State agency.

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
<b>405c (M3DA)</b>	<b>0199-0742-AE</b>	<b>Centralized Infractions Bureau</b>	<b>E-Charging/ Processing</b>	<b>\$149,537.60</b>

*Total amount of Funds expended in this program area:*

There was \$502,686.54 in 405(c) funds spend in this program area during FFY 2019

There was \$154,008.82 in 402 funds spent in this program area during FFY 2019

## ***Community Traffic Safety***

### **Performance Goals**

To maintain the number of pedestrians killed in traffic crashes from the five year moving average (2012-2016) of 45 in 2016 to a five year moving average (2015-2019) of 45 in 2019.

To maintain the number of bicyclists killed in traffic crashes from the five year moving average (2012-2016) of 4 in 2016 to a five year moving average of (2015-2019) of 4 in 2019.

### **Project Title: ‘Watch for Me CT’ – Pedestrian Safety Media and Community Awareness Project**

*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Michael Whaley

The HSO continued its partnership with the Connecticut Children’s Medical Center (CCMC) on the ‘Watch for Me CT’ pedestrian and bicycle community awareness project in year three of the program. The program’s reach continued to further penetrate the state as the message is now widely recognized due to the continued education and media efforts combined with the work of the Pedestrian/Bicyclist Safety Outreach Coordinator and HSO. The ‘Watch for Me CT’ message had a presence at community events throughout the state as well as at community meetings and conferences. Demonstration projects were again held to engage the public, media and partners in pedestrian and bicycle awareness activities, and expertise was offered via educational presentations as speakers/panelists at conferences. Activities included developing local community partnerships, providing technical assistance to communities, involvement in direct education and local events, media promotion, disseminating campaign materials, maintaining social media presences, managing website updates and monitoring and evaluating program activities. A Facebook page posted relevant information and the ‘Watch for Me CT’ website was overhauled with new creative and videos for the campaign. Digital and transit billboards were again part of the campaign as these safety messages were present throughout the state, including major highways, train stations and on buses. TV, radio and mobile advertisements also disseminated these messages to additional audiences as well. A pedestrian safety awareness event in partnership with the Hartford Yard Goats and Hartford Police Department was held prior to a baseball game which encouraged the thousands walking into the game to adhere to proper pedestrian rules and regulations. This interactive event included education about safe crossing and positive reinforcement for good crosswalk behaviors, including coupons and other giveaways which were donated by local business owners. Signage and other visuals were present and alerted and educated drivers.

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount</b>
<b>405h-2</b>	<b>0199-0746-2-AC</b>	<b>Connecticut Children’s Medical Center</b>	<b>Pedestrian Safety – Watch for Me CT</b>	<b>\$346,403.54</b>



**Total Amount of funds expended in this program area:**

There was \$346,403.54 in 405h-2 funds spent in this program area during FFY2019.

## PAID MEDIA REPORT



## **CAMPAIGN POST BUY**

**CPCA**

**Holiday Safety Campaign**

**January 31, 2019**



## BREAKDOWN BY MEDIUM

### Medium 1: Cable TV

Station	Date Ran	Planned Spots	Spots Ran	Total \$
Altice	12/10-12/23	-	100	\$4,910.00
Comcast Interconnect	12/10-1/6	-	402	\$8,090.00
<b>Total</b>		<b>450</b>	<b>502</b>	<b>\$13,000.00</b>

**Channels:** Some Cable channels include News 12, MTV, Food Network, Bravo, Freeform, E!, TNT, The Weather Channel, ESPN, CNN, Comedy Central, VH1, Discovery, TLC, MNBC, HGTV

### Medium 2: Broadcast TV

Station	Date Ran	Planned Spots	Spots Ran	Total \$
WCCT	12/17-1/6	-	61	\$2,460.00
WCTX	12/24-1/6	-	33	\$1,315.00
WTIC	12/17-1/6	-	62	\$5,325.00
WFSB	12/17-1/6	-	39	\$6,900.00
WTNH	12/17-1/6	-	32	\$4,550.00
WVIT	12/17-1/6	-	35	\$4,450.00
<b>Total</b>		<b>195</b>	<b>262</b>	<b>\$25,000.00</b>

**Scheduling Notes:** Programs the spots aired in include Modern Family, WCTX 10pm News, WVIT News (5pm), Two and a Half Men, Dr. Phil, WTIC News (6am, 7am, 8am, 10pm, 11pm), Good Morning America, WTNH News (5pm), Jimmy Kimmel

### Medium 3: Digital Ads & Video

Website	Date Ran	Planned	Actual	Total \$
Facebook Ads.	12/10-1/6	200,000 impressions	248,885	\$7,000
True-View Pre-Roll	12/10-1/6	25,000 views	35,013	\$5,000
<b>Total</b>				<b>\$12,000</b>

#### Campaign Notes:

Facebook Ads returned a 2.19% CTR which is 1.29% higher than the platform average. TrueView Video returned an additional 123,388 Impressions during this window.

## BUDGET BREAKDOWN

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Medium	Planned Budget	Actual Spend	Actual Percentage of Budget
Cable TV	\$13,000.00	\$13,000.00	26%
Broadcast TV	\$25,000.00	\$25,000.00	50%
Digital	\$12,000.00	\$12,000.00	24%
Total	\$50,000.00	\$50,000.00	100%

## CREATIVE

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# **work zone safety**

Post Buy Report

11.13.19



# campaign overview

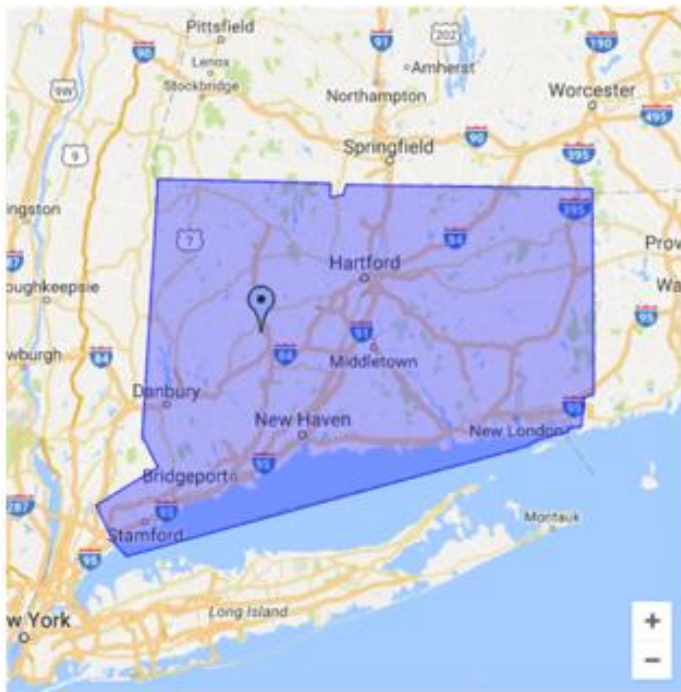
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## SUMMARY

CashmanKatz was pleased to execute marketing efforts for the DOT Work Zone Safety initiative beginning in April of 2019 and ending in August, 2019. We utilized a combination of several mediums (TV, radio, digital, outdoor) to efficiently raise awareness in the state of Connecticut.

## TARGETED LOCATION

Statewide



# TV summary

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## Cable TV (4/8/19 - 6/30/19)

Station	Spots	Cost
Altice	1,542	\$36,000
Comcast	1,380	\$30,000
<b>TOTAL</b>	<b>2,922</b>	<b>\$66,000</b>

## Broadcast TV (4/8/19 - 6/30/19)

Station	Spots	Cost
WCCT	70	\$3,450
WCTX	52	\$3,260
WFSB	107	\$25,750
WTIC	119	\$13,045
WTNH	109	\$21,070
WVIT	122	\$17,425
<b>TOTAL</b>	<b>579</b>	<b>\$84,000</b>

# Radio Summary

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## Radio (7/8/19-8/18/19)

Station	7/8/19 - 8/18/19	Cost
Pandora	680,000 imps	\$10,000
WBMW	56	\$1,590
WCTY	56	\$1,850
WDAQ	56	\$2,710
WDRC	56	\$1,675
WEBE	56	\$3,550
WEZN	56	\$3,050
WKCI	52	\$2,675
WMRQ	84	\$2,580
WPLR	52	\$2,850
WQGN	56	\$1,410
WRCH	54	\$3,900
WRKI	56	\$1,795
WUCS	66	\$1,875
WWRX	56	\$1,010
WWYZ	78	\$4,060
WZMX	56	\$3,420
<b>TOTAL</b>	<b>946</b>	<b>\$40,000</b>

# Outdoor Summary

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## Outdoor (5/1/19 - 7/30/19)

Location(s)	Cost
Hartford	
NewHaven	
Bridgeport	
Waterbury	
New Britain	
<b>TOTAL (18)</b>	<b>\$36,000</b>



# digital summary

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## DISPLAY

WorkZone Campaign	Impressions	Clicks	CTR	Total
TOTAL	5,252,360	25,667	0.49%	\$32,000

## PRE-ROLL VIDEO

WorkZone Campaign	Impressions	Clicks	CTR	Views	Total
TOTAL	272,750	182	0.07%	55,302	\$24,000

## SOCIAL

WorkZone Campaign	Impressions	Clicks	CTR	Total
TOTAL	446,389	563	0.13%	\$8,000

### Top Performing Websites

CNN.com

FoxNews.com

WFSB.com

WTNH.com

CBSSports.com

NBCConnecticut.com

Weather.com





# Halloween Safety

## POST BUY REPORT

October 2018



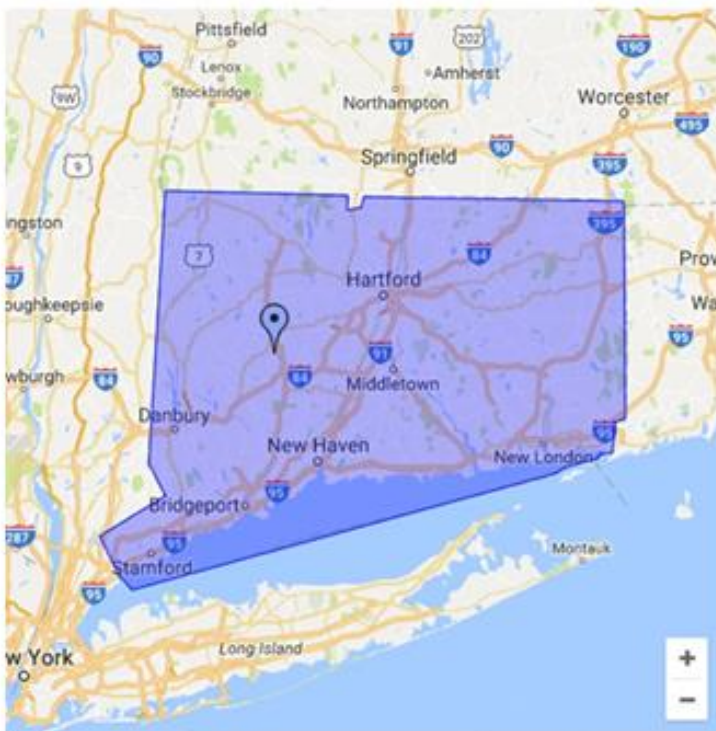
# CAMPAIGN OVERVIEW

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## EXECUTIVE SUMMARY

Cashmankatz was pleased to execute the Marketing buy for the DOT/CPCA Halloween Safety Campaign during the month of October.

## TARGETED LOCATION



## TACTICS

- Statewide Cable
- Billboards
- Bus Posters
- Digital Display Banners
- Pre-Roll Video
- Facebook

**BUDGET: \$50,000**

## DIGITAL SUMMARY BY CHANNEL



<b>Campaign Total</b>	<b>Impressions</b>	<b>Clicks</b>	<b>CTR</b>	<b>Views</b>
	1,438,357	9,388	0.65%	11,457
<b>Google Total</b>	<b>Impressions</b>	<b>Clicks</b>	<b>CTR</b>	<b>Views</b>
	1,207,944	9,066	0.75%	11,457

### DISPLAY

<b>Impressions</b>	<b>Clicks</b>	<b>CTR</b>
1,172,730	9,024	0.77%

### VIDEO

<b>Impressions</b>	<b>Clicks</b>	<b>CTR</b>	<b>Views</b>
35,214	42	0.12%	11,457

<b>Facebook Total</b>	<b>Impressions</b>	<b>Clicks</b>	<b>CTR</b>
	230,413	322	0.14%

### TRAFFIC ADS

<b>Impressions</b>	<b>Clicks</b>	<b>CTR</b>
230,413	322	0.14%

# DIGITAL TOP PLACEMENTS



Site	Impressions	Clicks	CTR
<a href="#">anonymous.google</a>	134,336	659	0.49%
Mobile App: Pandora	46,054	149	0.32%
<a href="#">TuneIn: NFL, Radio &amp; Podcasts (iTunes App Store)</a>	12,143	33	0.27%
Hartford Courant (iTunes App Store)	4,276	21	0.49%
Free Music - Online Music (Google Play)	2,832	53	1.87%
Super Retino Adventure 2018 (Google Play)	2,794	15	0.54%
Zodiac Signs 101 - Zodiac Daily Horoscope (Google Play)	2,488	23	0.92%
Temple Castle Run (Google Play)	2,342	38	1.62%
<a href="#">Audiomack   Download New Music (iTunes App Store)</a>	2,259	22	0.97%
QLIXAR News (Google Play)	2,157	67	3.11%
Messenger for SMS (Google Play)	2,148	57	2.65%
Archer Fighter Shadow (Google Play)	1,970	19	0.96%
Messenger (Google Play)	1,760	56	3.18%
Gin Rummy Best Card Game (iTunes App Store)	1,562	6	0.38%
<a href="#">Newser (iTunes App Store)</a>	1,252	11	0.88%
<b>Total</b>	<b>220,373</b>	<b>1,229</b>	<b>0.56%</b>

## STATEWIDE CABLE

Station	10/15/18	10/22/18	10/29/18	Total	Dollars
Altice	82	82	-	164 Spots	\$7,350
Comcast	132	132	128	260 Spots	\$7,144
Total	214	214	128	424 Spots	\$14,494

<b>Spots Promised</b>	<b>350-400</b>
Spots Delivered	424

Networks the spots aired on include: TNT, ESPN, Food Network, Discovery, CNN, FX, Freeform, TLC, MTV, E!, Comedy Central, and VH1

## BUS POSTERS

Market	# of Buses	Dates Ran	Cost
Waterbury	9	10/15/18-10/28/18	\$1,422
Bridgeport	11	10/15/18-10/28/18	\$1,853
Hartford	23	10/15/18-10/28/18	\$3,195
New Haven	14	10/15/18-10/28/18	\$3,195
Poster Production Costs			\$2,389
Total	57		\$12,074

<b>Buses/Posters Promised</b>	<b>40-45</b>
Buses/Posters Delivered	57

# OUTDOOR

Location	Week of:	Unit #	Cost
Bridgeport	10/15/18	7030	\$1,530
Hartford	10/15/18	1432	\$765
New Haven	10/15/18	1379	\$765
West Haven	10/15/18	128	\$942
Hartford	10/15/18	328	\$765
Hartford	10/22/18	8149	\$1,765
Waterbury	10/22/18	1269	\$765
New Britain	10/22/18	1431	\$765
Bridgeport	10/22/18	1418	\$765
New Haven	10/22/18	1310	\$765
Waterbury	10/29/18	1269	\$765
New Britain	10/29/18	1432	\$765
Bridgeport	10/29/18	1418	\$765
Hartford	10/29/18	328	\$765
New Haven	10/29/18	1208	\$765
Total		15 Boards	\$13,417

<b>Billboards Promised</b>	<b>9-12</b>
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Billboards Delivered

15

# Highway Safety Office

Anti-Speeding Final Post

September 17, 2019

## Anti-Speeding Campaign Metrics

Media Type	Media Outlet	Impressions Ordered	Impressions Delivered	Spots/Boards Ordered	Spots/Boards Delivered	Post %
OOH (Billboards)	Wilkins	13,298,163	14,347,096	5	5	108%
Radio - English	WKCI-FM	103,000	104,000	86	106	123%
Radio - English	WMRQ-FM	175,800	181,200	67	82	122%
Radio - Spanish	WCUM-AM	N/A	N/A	38	48	126%
Radio - Spanish	WMRQ-2	67,200	80,400	43	53	123%
Radio - Spanish	WNEZ-AM	N/A	N/A	42	52	124%
TV - English	Cablevision	N/A	N/A	522	507	97%
TV - English	Comcast	1,305,326	1,584,966	253	269	106%
TV - Spanish	WUVN (Univision)	N/A	N/A	37	39	105%
TV - Spanish	WUTH (Unimas)	N/A	N/A	4	9	225%
TV - Spanish	WRDM (Telemundo)	78,000	74,100	58	55	95%
<b>Total</b>		<b>15,027,489</b>	<b>16,371,762</b>	<b>1,155</b>	<b>1,225</b>	<b>106%</b>



# Outdoor Screenshots

Sampling of Boards in Market (07/29/19 – 09/01/19)



Unit #8129  
New Britain/Farmington  
I-84 near Exit 37



Unit #8196  
Bridgeport  
I-95 Webster Bank Arena





Unit #889  
New Haven  
I-95 Stiles Street



Unit #1268  
Waterbury  
I-84 Scott Road



# Highway Safety Office

Distracted Driving Final Post

September 16, 2019

## Distracted Driving Campaign Metrics

Media Type	Media Outlet	Impressions Ordered	Impressions Delivered	Spots/Boards Ordered	Spots/Boards Delivered	Post %
Digital Audio	Pandora	680,021	558,231	N/A	N/A	82%
OOH (Billboards)	Wilkins	18,021,714	19,799,110	10	10	110%
Radio - Spanish	WCUM-AM	N/A	N/A	75	86	115%
Radio - Spanish	WMRQ-2	367,800	427,800	92	104	113%
Radio - Spanish	WNEZ-AM	N/A	N/A	105	123	117%
<b>Total</b>		<b>18,389,514</b>	<b>20,226,910</b>	<b>282</b>	<b>323</b>	<b>115%</b>

# Outdoor Screenshots

Sampling of Boards in Market (07/29/19 – 08/18/19)



Unit #8010  
Hartford  
I-84 w/o Exit 59



Unit #8135  
Hartford  
I-84 Exit 48





Unit #327  
Hartford  
I-91 s/o Jennings Road



Unit #1208  
West Haven  
I-95 n/o Kimberly Avenue







Unit #1269  
Waterbury  
I-84 w/o Scott Road



Unit #1379  
New Haven  
I-91 n/o I-95



# Pandora Screenshots

## Audio XP



## Mobile XP



## Banners

# Highway Safety Office

Impaired Driving Post Recap

January 11, 2019

**Campaign: Hispanic Impaired Driving**  
**Flight Dates: 11/19/18 – 1/1/19**

Media Type	Media Outlet	Planned Impressions	Actual Impressions	Spots Planned	Spots Ran	Post %
Radio	Pandora	246,798	254,890	N/A	N/A	103%
Radio	WMRQ-2	28,000	28,000	98	98	100%
Radio	WNEZ-AM*	N/A	N/A	62	62	100%
Radio	WCUM-AM*	N/A	N/A	74	74	100%
Outdoor	Wilkins Media/OOHA	9,728,794	12,095,204	10	10	124%
<b>Total</b>		<b>10,003,592</b>	<b>12,378,094</b>	<b>244</b>	<b>244</b>	<b>124%</b>

\*WNEZ-AM & WCUM-AM are no longer measured by Nielsen so impressions can't be reported

# Outdoor Screenshots

Wilkins

Hartford, New Britain, Waterbury, New Haven, Fairfield

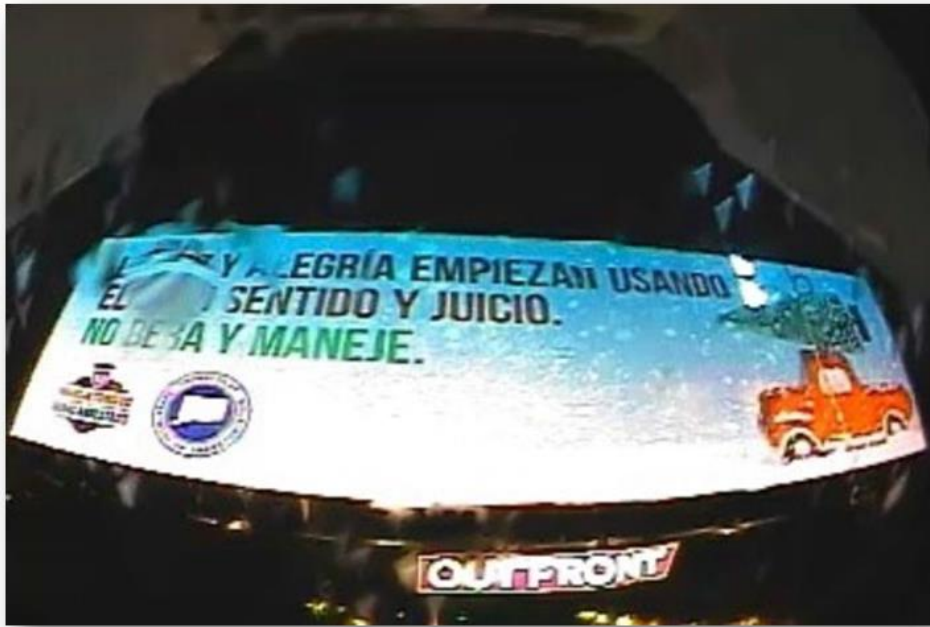


**Hartford  
Unit #: 346B**



**New Haven Unit #: 1415B**





New Britain Unit #: 1257



Fairfield Unit #: 7000



**New Haven Unit #: 8151**





# Pandora Screenshot

Audio Everywhere

Connecticut State Wide

**HSO Impaired Radio Lost Everything-30 , 11/19 – 1/1**





# occupant protection

Post Buy Report - November 2018



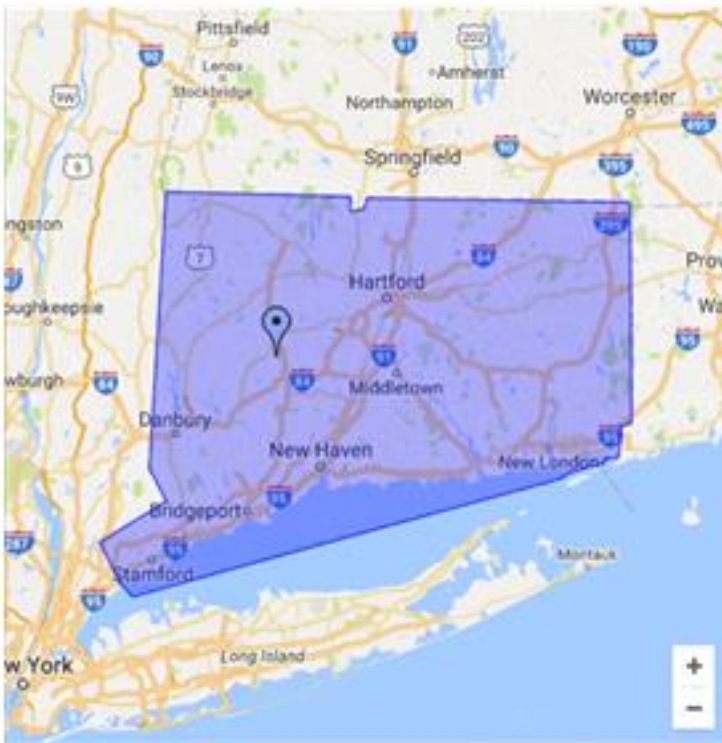
# CAMPAIGN OVERVIEW

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## EXECUTIVE SUMMARY

CashmanKatz was pleased to execute the Marketing buy for the DOT Occupant Protection campaign during November. During this campaign, we ran our Social Norming campaign (“Toe Tag”) from 11/10-11/17 and our Enforcement campaign (“Fine”) from 11/18-11/26.

## TARGETED LOCATION



## TACTICS

- Billboards
- Digital Display Banners
- Pre-Roll Video
- Radio
- Pandora
- Gas Station Radio
- Traffic Sponsorships

**BUDGET: \$33,000**

## DIGITAL SUMMARY BY CHANNEL



Campaign Total	Impressions	Clicks	CTR	Views
	388,073	1,673	0.43%	7,770

### DISPLAY

Campaign	Impressions	Clicks	CTR
Fine	198,986	816	0.41%
Toe Tag	166,460	831	0.50%

### VIDEO

Campaign	Impressions	Clicks	CTR	Views
Fine	12,804	16	0.12%	4,101
Toe Tag	9,823	10	0.10%	3,669

### TOP PLACEMENT

Placement	Impressions	Clicks	CTR
Woody Puzzle (iTunes App Store)	16,595	111	0.67%
Wooden Block Puzzle Game (iTunes App Store)	9,091	54	0.59%
Wordscapes (iTunes App Store)	8,218	23	0.28%
Ball Blast (iTunes App Store)	8,139	9	0.11%
Happy Color™ – Color by Number (iTunes App Store)	5,476	3	0.05%
Private Browsing	5,416	3	0.10%
Helix Jump (iTunes App Store)	4,892	12	0.25%
Word Crossy - A crossword game (iTunes App Store)	3,425	8	0.23%
Tomb of the Mask (iTunes App Store)	2,338	18	0.77%
Bricks n Balls (iTunes App Store)	2,328	1	0.04%
Word Cookies!™ (iTunes App Store)	2,299	10	0.43%

## OUTDOOR

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Location	Weekof:	Unit #	Cost
Hartford	11/19/18	380	\$760
Bridgeport	11/19/18	8197	\$1940
Waterbury	11/19/18	1269	\$760
Hartford	11/12/18	8149	\$1500
Stratford	11/19/18	71	\$1000
New Haven	11/12/18	1378	\$760
Bridgeport	11/12/18	1418	\$760
Waterbury	11/12/18	912	\$760
West Haven	11/12/18	128	\$1000
New Haven	11/19/18	1208	\$760
Total	10 Boards		\$10,000

## RADIO

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Station	Week of:	# of Spots	Cost
AMP Radio	11/19/18	100 locations	\$1,000
TTWN	11/19/18	147	\$5,000
WCTY	11/19/18	22	\$562
WDAQ	11/19/18	25	\$980
WEZN	11/19/18	34	\$1,555
WKCI	11/19/18	22	\$1,140
WKSS	11/19/18	12	\$400
WMRQ	11/19/18	23	\$665
WPLR	11/19/18	24	\$1,310
WQGN	11/19/18	22	\$445
WTIC-FM	11/19/18	27	\$1,380
WUCS	11/19/18	27	\$520
WWRX	11/19/18	22	\$325
WWYZ	11/19/18	11	\$350
WZMX	11/19/18	29	\$1,110
Total		# of spots: 447	\$16,392

## PANDORA

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Week of:	# of Impressions	Cost
11/19/18	365,000	\$3,000

## **NOTEWORTHY PRACTICES**

## NOTEWORTHY PRACTICE 1

### PROJECT TITLE

Pilot Study: Distracted Driving Enforcement to Deter School Bus Passing – Phyllis DiFiore

### TARGET

All drivers

### PROGRAM AREA

Distracted Driving

### PROBLEM STATEMENT

There is a state and national increase in passing ***stopped*** school buses while lights and stop sign flashing. There is a theoretical relationship between distracted driving and such passing. In November 2018 there was several school bus stop crashes resulting in fatalities (nationally) several of which were determined to be distracted involved crashes. Passing of stopped flashing school buses has been an issue in the state and may be increasing.

### OBJECTIVE

The objective of this pilot was to concentrate enforcement efforts to curb distracted driving during school bus pick up and drop off time; thus, reducing the passing of stopped school buses. By reducing distracted driving during times and locations of school bus pick up and drop-offs may reduce both distracted driving and passing of stopped school buses. Additionally it attracted earned media that is hard to get with a typical distracted project. The public will also recognized children as potential; victims of distracted driving and better adhere to the laws.

### STRATEGIES

The April 2019 pilot program was a collaboration between school superintendents and police departments, the HSO, PRG (research consultant) and CashmanKatz (media consultant). Enforcement of distracted driving laws during mornings and afternoons on busy roads that also have school bus stops. This pilot study was focused in 3 municipalities in CT. “Corridor Enforcement” of distracted driving during school bus drop off and pick up times was conducted surrounding April 2019 (national Distracted Driving Month).

The Highway Safety Office, their media firm Cashman & Katz, and PRG developed press releases and graphics to share with local press and via social media. This information was shared with the participating PDs and superintendents so they could distribute on their individual social media pages. A formal press release was issued from the DOT Commissioner in addition to the local and in-house media dissemination.

### RESULTS

Enforcement resulted in statistically significant reduction by 23.1% in observed distracted driving and informed us about better practices to be used for an expansion of the program. Future program will include measurements of school bus passing to see if the reduction in distracted driving also coincides with a decrease in passing of stopped flashing school buses.



COST

No additional cost

Funding for enforcement was part of the Distracted Driving Enforcement Project

**Funding Source(s):**

405(e)

# Don't get **BUSted**



## **ATTITUDE AND AWARENESS OUTCOME MEASURES**

**CONNECTICUT DMV SURVEY RESULTS: 2017 - 2019**  
*Assessing Public Awareness of Highway Safety Programs*

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**ANNUAL HSO OFFICE AWARENESS PROGRAMS:**

- 1. Holiday Safe Driving (Thanksgiving – New Year’s)**
- 2. Distracted Driving *Spring* (April)**
- 3. Seat Belt Safety/“*Click It or Ticket*” (May/June)**
- 4. Distracted Driving *Summer* (August)**
- 5. Labor Day Impaired Driving (September)**

*Prepared for:*

Connecticut Highway Safety Office  
Connecticut Department of Transportation  
2800 Berlin Turnpike Newington CT 06131

*Prepared by:*

Preusser Research Group, Inc.  
7100 Main Street  
Trumbull, CT 06611

## Data Collection Procedure (DMV Surveys)

As the data analysis and evaluation contractor for the Connecticut Highway Safety Office (HSO) for many years, Preusser Research Group, Inc. (PRG) regularly collects data to measure public knowledge and awareness around various HSO-funded programs each year. Our staff includes several trained and experienced surveyors who repeatedly collect data from select Connecticut Department of Motor Vehicle (DMV) office locations. All survey instruments were designed to assess respondents' perception, knowledge, and awareness of heightened enforcement and paid media campaigns that were funded by the Connecticut Department of Transportation Highway Safety Office throughout the year.

Surveys are distributed in person in paper format and are one page in length (double-sided; English/Spanish). PRG surveyors approach DMV customers while they are waiting in line for license and/or vehicle registration services. Participation in the survey is completely voluntary and anonymous. Our surveyors do not interfere with DMV operations in any way. PRG obtains permission from the DMV Manager of Branch Operations prior to any survey distribution and data collection. Surveyor schedules are provided to DMV office staff prior to each round of data collection.

Key Highway Safety Office (HSO) campaigns include:

<b>HSO Program</b>	<b>Enforcement/Media</b>	<b>Data Collection Waves</b>
Holiday Safe Driving	Thanksgiving through New Year's	November/December/January
Distracted Driving ( <i>Spring</i> )	Entire month of April (national DD month)	March/early May
Seat Belts	Surrounding Memorial Day holiday	Mid-May/June
Distracted Driving ( <i>Summer</i> )	First two weeks of August	July/August
Labor Day Impaired Driving	Surrounding Labor Day holiday	August/September

We collect surveys surrounding all program-related enforcement/media activity. Specifically, we distribute and collect approximately 150 surveys during each of the eleven annual waves (across all program areas). PRG collects close to 15,000 awareness surveys from members of the driving public in Connecticut each calendar year.

We consistently visit the same nine (9) Connecticut DMV offices each data collection period. These offices are spread out across the state based on both population and total DMV transactions by office. The following office locations are visited during each wave of data collection: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield, and Winsted.

## **Core Awareness Questions**

The National Highway Traffic Safety Administration (NHTSA) and the Governors' Highway Safety Association (GHSA) have recommended that all states ask the following sixteen (16) core awareness questions at a minimum.

### **ALCOHOL**

- *[A-1] In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?*
- *[A-2] In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?*
- *[A-3] What do you think the chances are of someone getting arrested if they drive after drinking?*

### **SEAT BELTS**

- *[B-1] How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pick up?*
- *[B-2] In the past 30 days, have you read, seen or heard anything about seat belt law enforcement by police?*
- *[B-3] What do you think the chances are of getting a ticket if you don't wear your safety belt?*

### **SPEED**

- *[S-1a] On a local road with a speed limit of 20 mph, how often do you drive faster than 35 mph- most of the time, half the time, rarely, never?*
- *[S-1b] On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph- most of the time, half the time, rarely, never?*
- *[S-2] In the past 30 days, have you read, seen or heard anything about speed enforcement by police?*
- *[S-3] What do you think the chances are of getting a ticket if you drive over the speed limit?*

### **DISTRACTED DRIVING**

- *[D-1] How often do you talk on a hand-held cellular phone when you drive?*
- *[D-2] How often do you send text messages or email on a hand-held cellular phone when you drive?*
- *[D-3] In the past 30-60 days, have you read, seen or heard anything about the police being focused on handheld cell phone use?*
- *[D-4] What do you think the chances are of getting a ticket if you talk on a hand-held cell phone while driving?*
- *[D-5] What do you think the chances are of getting a ticket if you text or send emails on a cell phone while driving?*
- *[D-6] In the past 30-60 days, have you read, seen or heard anything about police enforcement focused on distracted driving?*

## Results

The tables that follow summarize respondent answers to survey questions across all waves over the past three years. Please note, the information provided in these tables is based on available data at the time of this report.

<b>IMPAIRED DRIVING</b>		<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>A-1: In the past 30-60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? _____ (number of times)</b>	None	87.7%	87.0%	n/a
	1 to 2	8.4%	8.4%	n/a
	3 or more	4.0%	4.6%	n/a
	(N)	1,233	1,257	
<b>A-2: In the past 30-60 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police</b>	Yes	56.4%	54.8%	n/a
	No	43.6%	45.2%	n/a
	(N)	1,289	1,293	n/a
<b>A-3: What do you think the chances are of someone getting arrested if they drive after drinking?</b>	Always	37.2%	40.0%	n/a
	Nearly Always	22.8%	21.6%	n/a
	Sometimes	26.5%	25.9%	n/a
	Seldom	5.4%	4.8%	n/a
	Never	8.0%	7.8%	n/a
	(N)	1,296	1,299	
<b>SEAT BELTS</b>		<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>B-1: How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pick up?</b>	Always	89.3%	85.85	86.9%
	Nearly Always	6.3%	8.9%	7.8%
	Sometimes	2.7%	2.8%	2.2%
	Seldom	0.8%	1.1%	1.6%
	Never	1.0%	1.4%	1.4%
	(N)	1,314	1,276	1,253
<b>B-2: In the past 30-60 days, have you read, seen or heard anything about seat belt enforcement by the police</b>	Yes	52.9%	47.9%	47.4%
	No	47.1%	52.1%	52.6%
	(N)	1,296	907	1,229
<b>B-3: What do you think the chances are of getting a ticket if you don't wear your safety belt?</b>	Always	26.1%	24.4%	27.8%
	Nearly Always	18.5%	17.4%	17.5%
	Sometimes	37.3%	38.5%	36.2%
	Seldom	13.0%	14.8%	13.8%
	Never	5.1%	4.9%	4.7%
	(N)	1,306	1,264	1,240

<b>SPEED</b>		<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>S-1a: On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?</b>	<b>Always</b>	10.6%	6.8%	9.1%
	<b>Nearly Always</b>	14.8%	15.0%	13.8%
	<b>Sometimes</b>	42.8%	43.9%	41.1%
	<b>Seldom</b>	18.0%	22.2%	22.7%
	<b>Never</b>	13.8%	12.1%	13.4%
	<b>(N)</b>	<i>1,294</i>	<i>1,263</i>	<i>1,220</i>
<b>S-1b: On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph?</b>	<b>Most of the time</b>	21.0%	21.3%	n/a
	<b>Half the time</b>	29.4%	27.2%	n/a
	<b>Rarely</b>	29.1%	31.5%	n/a
	<b>Never</b>	20.5%	20.0%	n/a
	<b>(N)</b>	<i>1,274</i>	<i>1,278</i>	
<b>S-2: In the past 30-60 days, have you read, seen or heard anything about speed enforcement by police?</b>	<b>Yes</b>	46.5%	40.8%	42.2%
	<b>No</b>	53.5%	59.2%	57.8%
	<b>(N)</b>	<i>1,289</i>	<i>1,255</i>	<i>1,205</i>
<b>S-3: What do you think the chances are of getting a ticket if you drive over the speed limit?</b>	<b>Always</b>	18.1%	17.0%	21.4%
	<b>Nearly Always</b>	22.1%	22.6%	21.4%
	<b>Sometimes</b>	47.6%	47.3%	44.1%
	<b>Seldom</b>	8.4%	9.4%	8.8%
	<b>Never</b>	3.8%	3.6%	4.3%
	<b>(N)</b>	<i>1,303</i>	<i>1,264</i>	<i>1,222</i>

*continued on next page*

<b>DISTRACTED DRIVING</b>		<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>D-1: How often do you talk on a hand-held cellular phone when you drive?</b>	<b>Always</b>	3.05	1.6%	2.3%
	<b>Nearly Always</b>	1.8%	1.9%	1.3%
	<b>Sometimes</b>	16.7%	13.6%	12.4%
	<b>Seldom</b>	25.8%	27.8%	22.0%
	<b>Never</b>	52.7%	55.1%	62.0%
	<b>(N)</b>	<i>1,312</i>	<i>1,293</i>	<i>1,304</i>
<b>D-2: How often do you send text messages or email on a hand-held cellular phone when you drive?</b>	<b>Always</b>	1.8%	0.8%	1.2%
	<b>Nearly Always</b>	1.5%	0.9%	1.4%
	<b>Sometimes</b>	10.8%	9.5%	7.3%
	<b>Seldom</b>	19.1%	21.2%	17.2%
	<b>Never</b>	66.7%	67.5%	73.0%
	<b>(N)</b>	<i>1,312</i>	<i>1,301</i>	<i>1,302</i>
<b>D-3: In the past 30-60 days, have you read, seen or heard anything about the police being focused on handheld cell phone use?</b>	<b>Yes</b>	35.6%	35.5%	36.9%
	<b>No</b>	64.4%	64.5%	63.1%
	<b>(N)</b>	<i>1,288</i>	<i>1,276</i>	<i>1,271</i>
<b>D-4: What do you think the chances are of getting a ticket if you talk on a hand-held cell phone while driving?</b>	<b>Always</b>	20.3%	21.3%	22.3%
	<b>Nearly Always</b>	12.4%	14.2%	15.3%
	<b>Sometimes</b>	34.5%	32.2%	32.4%
	<b>Seldom</b>	22.1%	21.0%	18.5%
	<b>Never</b>	10.7%	11.4%	11.5%
	<b>(N)</b>	<i>1,301</i>	<i>1,286</i>	<i>1,294</i>
<b>D-5: What do you think the chances are of getting a ticket if you text or send emails on a cell phone while driving?</b>	<b>Always</b>	24.1%	23.9%	25.2%
	<b>Nearly Always</b>	13.4%	14.4%	15.0%
	<b>Sometimes</b>	32.5%	30.6%	30.0%
	<b>Seldom</b>	20.4%	19.7%	18.4%
	<b>Never</b>	9.6%	11.5%	11.4%
	<b>(N)</b>	<i>1,302</i>	<i>1,286</i>	<i>1,290</i>
<b>D-6: In the past 30-60 days, have you read, seen or heard anything about police enforcement focused on distracted driving?</b>	<b>Yes</b>	57.5%	58.2%	49.2%
	<b>No</b>	42.5%	41.8%	50.8%
	<b>(N)</b>	<i>1,267</i>	<i>1,272</i>	<i>1,240</i>