

U.S. Department of Transportation - National Highway Traffic Safety Administration

Fiscal Year	2019
NHTSA Grant Application	CONNECTICUT - Highway Safety Plan - FY 2019
State Office	Connecticut Office of Highway Safety
Application Status	Submitted

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	CONNECTICUT - Highway Safety Plan - FY 2019
Application Version:	4.1

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	Yes
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	Yes
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 405(h) Nonmotorized Safety:	Yes
S. 1906 Racial Profiling Data Collection:	Yes

STATUS INFORMATION

Submitted By:	Aaron Swanson
Submission On:	6/29/2018 2:14 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

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

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

managers; or in some program areas, holding meetings with project directors and stakeholders.

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

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

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

Evidence Based Enforcement (Traffic Safety Enforcement Plan):

The HSO understands that accurate and timely traffic/crash of statewide data; the creation of realistic and achievable goals; the implementation of functional countermeasures; the utilization of applicable metrics and the election of projected outcomes are the classic components of effective strategic plan. Connecting and blending each of these steps is essential to the creation and implementation of a systematic and successful statewide plan to reduce crashes, injuries and fatalities on Connecticut's roadways. Graphic data analysis, mapping and distribution of pertinent data and information promote increased effectiveness in the deployment of resources. When available, using real time data to identify on-going or emerging traffic safety issues increases the possibility of achieving a successful resolution. This is accomplished in the following ways:

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

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

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

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

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

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

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

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

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

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

The National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) continue to provide leadership and technical assistance. Various state agencies are active participants, including Office of the Governor and Lieutenant Governor, Department of Emergency Services and Public Protection/State Police, State Police Toxicology Laboratory, Department of Mental Health and Addiction Services, Department of Public Health, Department of Motor Vehicles, Motor Carrier Safety Administration, Division of Criminal Justice (including the Centralized Infractions Bureau), Office of the Chief State's Attorney, and Office of Policy and Management. Local law enforcement agencies, through coordinated efforts with the Connecticut Police Chiefs Association, are also essential partners. Regional and municipal planning agencies and organizations, including the Capitol Region Council of Governments (CROG) assist greatly in the planning of traffic records projects. State colleges and universities including the University of Connecticut and Central Connecticut State University are key partners in traffic records projects. Schools, civic and non-profit groups including Mothers Against Drunk Driving, the Connecticut Coalition to Stop Underage Drinking, SAFE KIDS, Connecticut Motorcycle Riders Association, American Automobile Association (AAA), Connecticut Interscholastic Athletic Conference, Boys and Girls Club, The Governor's Prevention Partnership, Yale New Haven, St. Francis, Lawrence Memorial and Hartford Hospitals and private sector and business organizations all serve as cooperative partners. Connecticut also actively participates as a member in the Governor's Highway Safety Association and the National Association of State Motorcycle Safety Administrators.

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

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

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

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

The State crash data is obtained from the Connecticut Crash Data Repository. A new reporting system was used starting in January 2015 with the adoption of a MMUCC compliant crash data reporting form and thus some values may not be comparable to previous years. This will be noted in the text description where applicable. As the most recent finalized data from 2015 may not be representative of current (rising) crash trends, there are some areas that note 2016 and even 2017 preliminary data to better depict crash statistics used to set performance goals and set countermeasures.

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

process. Goals are generally set for one year beyond the current planning period. This is meant to allow for the impacts of current year programming to have an effect on driver behavior and to be reflected in corresponding crash data.

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

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

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

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

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

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

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

The Traffic Records Coordinating Committee (TRCC) provides project level information with regard to developing accurate and complete traffic records data in a timely manner, ultimately leading to a reduction in traffic fatalities, injuries, and crashes. The TRCC will work to achieve this goal through ten proposed project concepts. Out of the ten projects, six are targeted for Section 405(c) funding.

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

Enter list of information and data sources consulted.

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

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

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

SHSP/HSIP Coordination:

As required under MAP-21 legislation, the goal of this planning document is to complement and coordinate with the State's Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Plan (HSIP). This process will use complementary funding wherever possible to improve safety on highway and transportation systems

through projects that address the “4 E’s” – Education, Engineering Enforcement and Emergency Medical Services. Areas such as pedestrians, bicyclists, teen drivers (impaired driving) and distracted driving will be targeted under this coordinated process and will account for the overlap of countermeasures in their respective areas. At the time of publication of this document, the 2017 SHSP process was approved and accepted by the Federal Highway Administration (FHWA) . Please note the above concerning shared goal setting coordination already taking place across these documents. The Fiscal 2019 HSP reflects targets in the SHSP/HSIP for this planning cycle.

SHSP Emphasis Areas:

1. Infrastructure (Roadway Departure and Intersections)
2. Non-Motorized Users
3. Driver Behavior (Unbelted, Substance-Involved, Speeding, Aggressive Driving and Distracted Driving)
4. Young Drivers
5. Motorcyclists
6. Incident Management

Tier II/Secondary Emphasis Areas:

1. Traffic Records and Information Systems
2. Rail-Highway Grade Crossings
3. Work Zones
4. Commercial Vehicles

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met
Distracted Driving	Not Met
Traffic Records - Accessibility	Met
Racial Profiling Data Collection	In Progress

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The HSO works to address this measure through the sum of all programmatic efforts in individualize program areas. The following program area activity has impacted progress towards achievement of performance targets from the previous fiscal year's HSP:

Impaired Driving Update:

Enforcement of Connecticut's DUI laws has continued a slight decline from past years. Efforts are being made to promote sustained enforcement of 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 to help law enforcement better identify the role of drugs in impaired driving crashes. Similarly, the HSO has supported Standard Field Sobriety Testing (SFST) through Advanced Roadside Impaired Driving Enforcement. The HSO will continue to lead an Impaired Driving Task Force where members identify problems, share information, explore options and provide sustainable solutions.

Occupant Protection Update:

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 90.03%, 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.

Speed Related Fatality Update:

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 this practice for the 2019 HSP.

Motorcycle Safety Update:

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 the last 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.

Young Driver Safety Update:

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 2019 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.

Non-motorized Safety Update:

Pedestrian fatalities increased greatly during 2016 (54) and decreased to 47 in 2017. Bicycles fatalities and injuries have remained relatively flat during this time. The HSO created specialized media campaigns targeted at drivers to raise awareness about pedestrian deaths and how to avoid pedestrian 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 contains more pedestrian related projects than previous planning documents.

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The HSO works to address this measure through the sum of all programmatic efforts in individualize program areas. The following program area activity has impacted progress towards achievement of performance targets from the previous fiscal year's HSP:

Impaired Driving Update:

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Sobriety Testing (SFST) through Advanced Roadside Impaired Driving Enforcement. The HSO will continue to lead an Impaired Driving Task Force where members identify problems, share information, explore options and provide sustainable solutions.

Occupant Protection Update:

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 90.03%, 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.

Speed Related Fatality Update:

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 this practice for the 2019 HSP.

Motorcycle Safety Update:

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Young Driver Safety Update:

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 2019 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.

Non-motorized Safety Update:

Pedestrian fatalities increased greatly during 2016 (54) and decreased to 47 in 2017. Bicycles fatalities and injuries have remained relatively flat during this time. The HSO created specialized media campaigns targeted at drivers to raise awareness about pedestrian deaths and how to avoid pedestrian 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 contains more pedestrian related projects than previous planning documents.

C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The HSO works to address this measure through the sum of all programmatic efforts in individualize program areas. The following program area activity has impacted progress towards achievement of performance targets from the previous fiscal year's HSP:

Impaired Driving Update:

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Occupant Protection Update:

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 90.03%, 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.

Speed Related Fatality Update:

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Motorcycle Safety Update:

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Young Driver Safety Update:

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 2019 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.

Non-motorized Safety Update:

Pedestrian fatalities increased greatly during 2016 (54) and decreased to 47 in 2017. Bicycles fatalities and injuries have remained relatively flat during this time. The HSO created specialized media campaigns targeted at drivers to raise awareness about pedestrian deaths and how to avoid pedestrian 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 contains more pedestrian related projects than previous planning documents.

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Occupant Protection Update:

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 90.03%, 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.

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Impaired Driving Update:

Enforcement of Connecticut's DUI laws has continued a slight decline from past years. Efforts are being made to promote sustained enforcement of 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 to help law enforcement better identify the role of drugs in impaired driving crashes. Similarly, the HSO has supported Standard Field Sobriety Testing (SFST) through Advanced Roadside Impaired Driving Enforcement. The HSO will continue to lead an Impaired Driving Task Force where members identify problems, share information, explore options and provide sustainable solutions.

C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Speed Related Fatality Update:

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 this practice for the 2019 HSP.

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Motorcycle Safety Update:

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 the last 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.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.Motorcycle Safety Update:

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 the last 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.

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.Young Driver Safety Update:

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 2019 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.

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.Non-motorized Safety Update:

Pedestrian fatalities increased greatly during 2016 (54) and decreased to 47 in 2017. The HSO created specialized media campaigns targeted at drivers to raise awareness about pedestrian deaths and how to avoid pedestrian 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 contains more pedestrian related projects than previous planning documents.

C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.Non-motorized Safety Update:

Pedestrian fatalities increased greatly during 2016 (54) and decreased to 47 in 2017. Bicycles fatalities and injuries have remained relatively flat during this time. The HSO created specialized media campaigns targeted at drivers to raise awareness about pedestrian deaths and how to avoid pedestrian 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 contains more pedestrian related projects than previous planning documents.

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

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.Occupant Protection Update:

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 90.03%, 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.

Distracted Driving

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

50 law enforcement agencies participated in DDHVE during the April mobilization. A similar number are anticipated to participate in the August mobilization.

Traffic Records - Accessibility

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

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 – 93.5 percent of accessibility of the CDR by Principal Users during July 2016-June 2017, This report details the actual 12-month baseline and performance period comparison of the crash accessibility measure used for this year's grant application.

Racial Profiling Data Collection

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The 2019 HSP represents the first time that the 1906 Racial Profiling Data Collection project is a stand alone program area. For this reason, there has no been a performance target set for this area to date. Future HSP's will record progress toward the goal set for the 2019 fiscal year.

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	274.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	1,574.0
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	0.873
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	62.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	105.0
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	73.0
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	53.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	31.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	29.0
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	45.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	4.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	2019	91.0

Number of Agencies participating in Distracted Driving High Visibility Enforcement	Annual	2019	2019	50.0
Traffic Records	Annual	2019	2019	96.0
Traffic Stop Data Collection	Annual	2019	2019	100.0

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019

Target Metric Type: Numeric

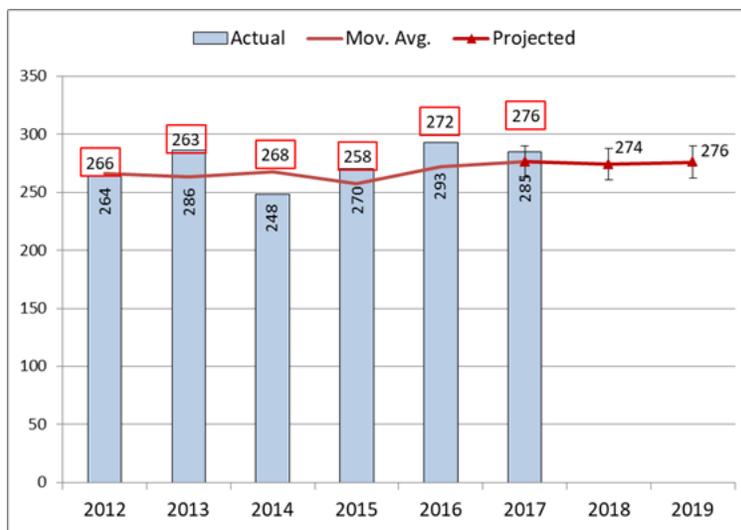
Target Value: 274.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Fatalities 2012-2017



- While fatality figures have fluctuated during the five year reporting period, the five year moving average and trend have increased during the 2012-2016 baseline period.
- Projected trend and preliminary data show that the five year moving average is expected to stay flat during the target period.
- The 221 fatalities recorded in 2011 (not shown in this chart) were dropped for the current five year moving average calculation. For this reason the five year moving average has increased from the previous year (2015-2016).
- The total number of fatalities has increased in consecutive years (2014 -2015/2015-2016).
- For this reason, the fatality trend is expected to remain flat or increase during the planning period. Collaboration with SHSP targets has led to the choice to maintain the current five year moving average.

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

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019

Target Metric Type: Numeric

Target Value: 1,574.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

- While Serious (A) Injuries have fluctuated during the five year reporting period, the five year moving average and trend has continued to decrease for the 2012-2016 baseline period.
- After decreasing for consecutive years in 2013 and 2014, Serious Injury totals increased for consecutive years in 2015 and 2016. Although preliminary 2017 data show a slight decrease in the number of Serious (A) Injuries, collaboration with SHSP targets has led to the choice to maintain the current five year moving average.

C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019

Target Metric Type: Percentage

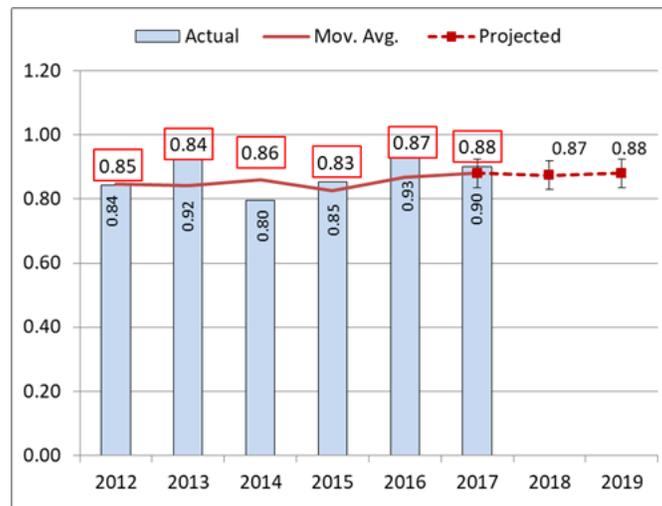
Target Value: 0.873

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Fatality Rate per 100 M VMT 2012-2017



- While fatality figures have fluctuated during the five year reporting period, the five year moving average and trend have increased during the 2012-2016 baseline period.
- Projected trend and preliminary data show that the five year moving average is expected to stay flat during the target period.
- The 221 fatalities recorded in 2011 (not shown in this chart) were dropped for the current five year moving average calculation. For this reason the five year moving average has increased from the previous year (2015-2016).
- The total number of fatalities has increased in consecutive years (2014 -2015/2015-2016).
- Total vehicle miles travelled have remained virtually flat for the last two years.
- For this reason, the fatality trend is expected to remain flat or increase during the planning period. Collaboration with SHSP targets has led to the choice to maintain the current five year moving average.

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

Is this a traffic records system performance measure?

No

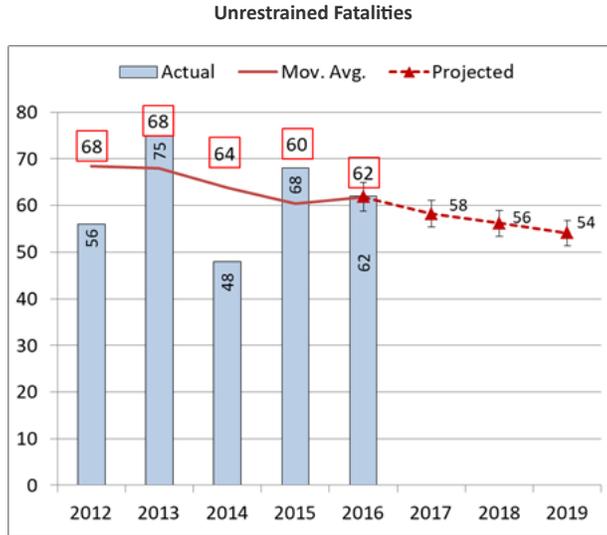
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019

Target Metric Type: Numeric

Target Value: 62.0

Target Period: 5 Year
 Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.



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

- While unbelted occupant fatality figures have fluctuated during the five year reporting period, the five year moving average trend projects a decrease in this measure.
- For this reason, the fatality trend, along with unbelted occupant fatalities are expected to increase during the planning period.

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

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019

Target Metric Type: Numeric

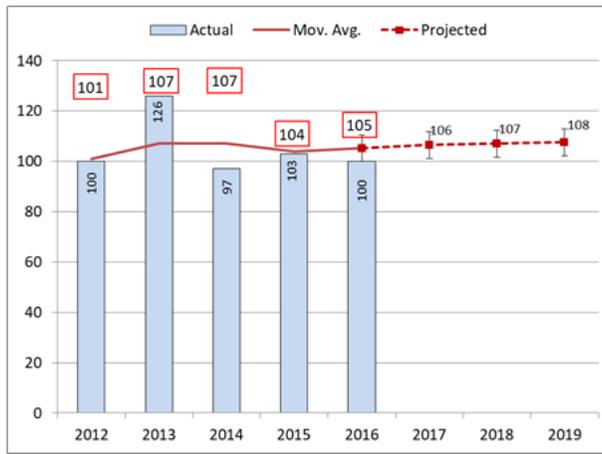
Target Value: 105.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Alcohol-Impaired (BAC ≥0.08) Driving Fatalities



- While alcohol impaired driving fatality figures have fluctuated during the five year reporting period, the five year moving average trend projects an increase in this measure.
- For this reason, the fatality trend, along with alcohol impaired driving fatalities are expected to increase during the planning period.

C-6) Number of speeding-related fatalities (FARS)

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019

Target Metric Type: Numeric

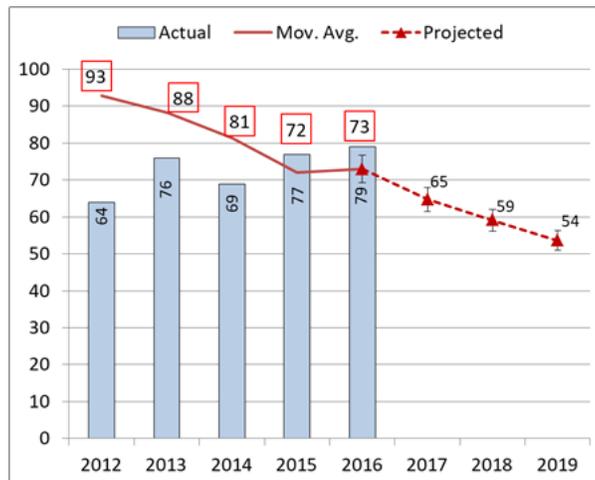
Target Value: 73.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Speeding-Related Fatalities



- While speeding related fatalities have increased during the five year reporting period while the five year moving average trend projects a decrease in this measure.
- Although the five year moving average trend projects a decrease in this measure, preliminary data indicate this measure will increase or remain consistent with previously reported data during the planning period.
- The fatality trend, along with speeding related fatalities, are expected to increase during the planning period.

C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

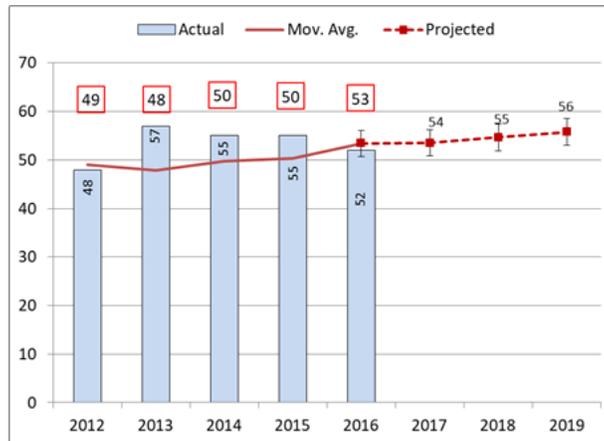
Target Value: 53.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Motorcyclist Fatalities, 2012-2016



- 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.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

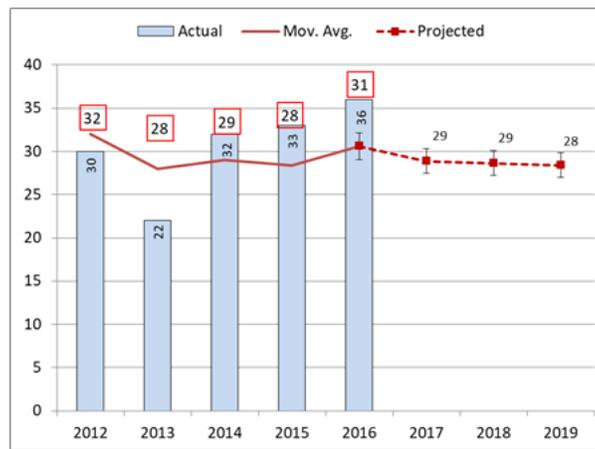
Target Value: 31.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Unhelmeted Motorcyclist Fatalities, 2012-2016



- 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 targeted “Share the Road” media campaign began in May of 2017 and has continued during the 2018 fiscal year. This campaign also stressed the importance of personal protective equipment through visual messaging. It is anticipated that this campaign will continue in 2019.
- A component was added to mandatory motorcycle license training that stresses the importance of personal protective equipment.

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

Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019

Target Metric Type: Numeric

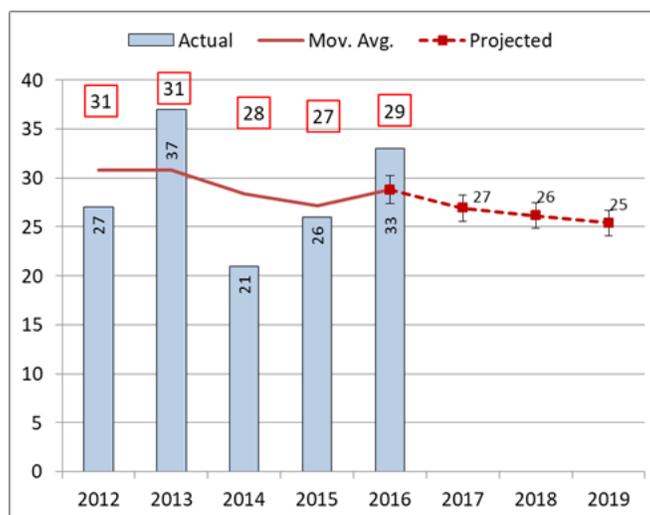
Target Value: 29.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Fatalities Involving Drivers Age 20 and Under



- Fatalities involving a driver aged 20 or younger have increased in consecutive years while the five year moving average trend projects a decrease in this measure.

C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019

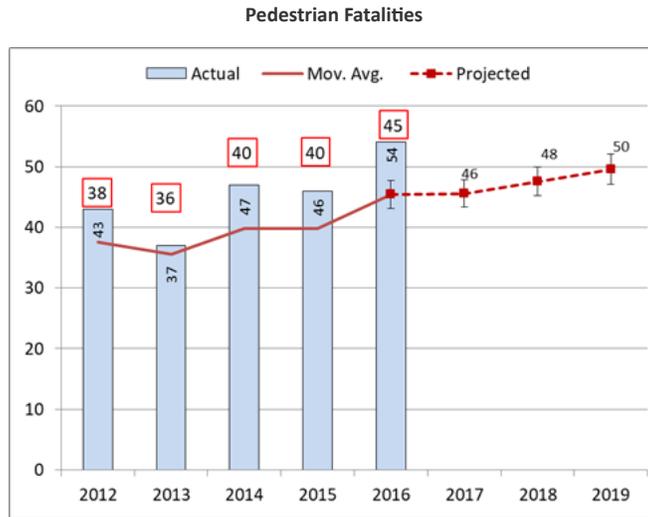
Target Metric Type: Numeric

Target Value: 45.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.



- Pedestrian fatalities have generally increased during the five year reporting period along with the five year moving average trend.
- For this reason, pedestrian fatalities are expected to increase during the planning period.

C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019

Target Metric Type: Numeric

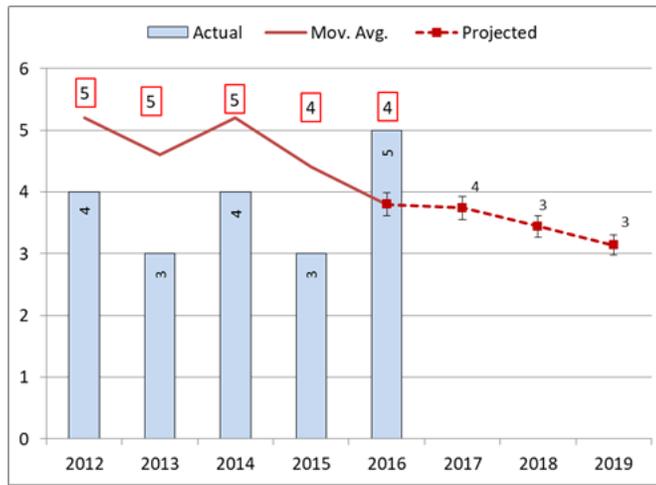
Target Value: 4.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Bicyclist Fatalities



- Bicyclist fatalities have remained steady during the five year reporting period. The five year moving average trend projects an decrease in this measure.
- For this reason, the bicyclist fatality trend is expected to increase during the planning period.

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

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019

Target Metric Type: Percentage

Target Value: 91.0

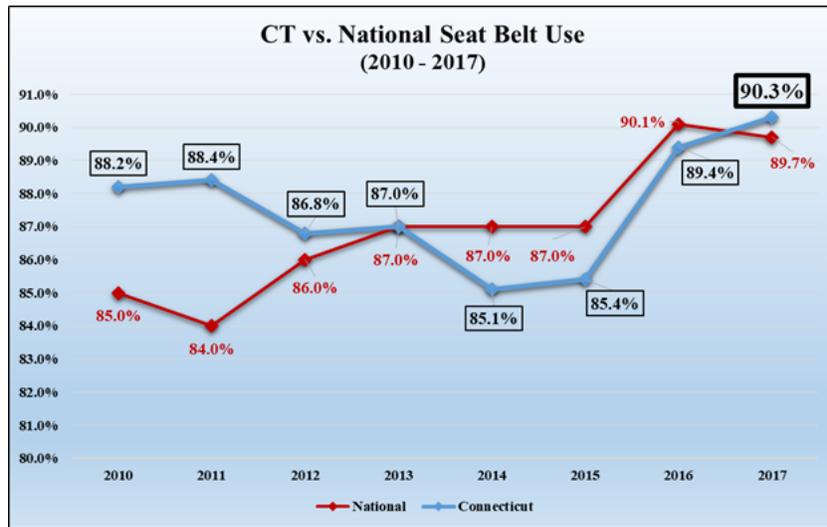
Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Connecticut vs. National Statewide Daytime Percent Seat Belt Use by Year

YEAR	NATIONAL DAYTIME SEAT BELT USE	CONNECTICUT DAYTIME SEAT BELT USE
2010	85.0%	88.2%
2011	84.0%	88.4%
2012	86.0%	86.8%
2013	87.0%	87.0%
2014	87.0%	85.1%
2015	87.0%	85.4%
2016	90.1%	89.4%
2017	89.7%	90.3%



Observed seat belt use peaked in Connecticut in 2017. The goal was chosen to attain a seat belt use rate higher than 90 percent.

Number of Agencies participating in Distracted Driving High Visibility Enforcement

Is this a traffic records system performance measure?

No

Number of Agencies participating in Distracted Driving High Visibility Enforcement-2019

Target Metric Type: Numeric

Target Value: 50.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Traffic Records

Is this a traffic records system performance measure?

Yes

Primary performance attribute: Accessibility

Core traffic records data system to be impacted: Crash

Traffic Records-2019

Target Metric Type: Percentage

Target Value: 96.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

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

Planned performance measures for 2018-2019 include **crash timeliness** (days from the occurrence of a crash to database entry into the CDR), **crash uniformity** (number of MMUCC compliant data elements entered into the crash database), **crash completeness** (percentage of crash records with no missing data), **crash accessibility** (principal users of the CDR), **citation timeliness** (days from the issuance of a citation to database entry into the repository at Judicial); and **EMS patient care linkage** (tracking patients from the point of injury to hospital discharge), assessing patient outcome in terms of mortality, injury severity, and health care cost.

Traffic Stop Data Collection

Is this a traffic records system performance measure?

No

Traffic Stop Data Collection-2019

Target Metric Type: Percentage

Target Value: 100.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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.

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

Check the box if the statement is correct. Yes

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

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

Fiscal year	2017
Seat belt citations	10,389

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

Fiscal year	2017
Impaired driving arrests	1,273

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

Fiscal year	2017
Speeding citations	16,148

5 Program areas

Program Area Hierarchy

- 1. Impaired Driving (Drug and Alcohol)
 - Youth Program - Other Issues
 - Underage Alcohol Enforcement Grant Program

- 154 Transfer Funds-AL
 - FAST Act 405d Impaired Driving Mid
 - Fatal Vision Kits – School Resource Office (SRO) Program
 - 154 Transfer Funds-AL
 - The Governor’s Prevention Partnership – Youth Led Underage Drinking Prevention
 - 154 Transfer Funds-AL
 - ‘Choices Matter’ Impaired Driving Program Featuring Chris Sandy
 - 154 Transfer Funds-AL
- SFST training for Law Enforcement Officers
 - Alcohol Related Program Training
 - 154 Transfer Funds-AL
- Prevention Intervention Communications and Outreach
 - Mothers Against Drunk Driving (MADD) Initiatives
 - 154 Transfer Funds-AL
- Ignition Interlocks
- Highway Safety Office Program Management
 - Alcohol Program Management
 - FAST Act NHTSA 402
 - 154 Transfer Funds-AL
- High Visibility Enforcement
 - DUI Overtime Enforcement
 - 154 Transfer Funds-AL
 - FAST Act 405d Impaired Driving Mid
 - Data Analysis & Surveys
 - 154 Transfer Funds-AL
 - DUI Enforcement Equipment/Testing Equipment
 - FAST Act 405d Impaired Driving Mid
 - 154 Transfer Funds-AL
 - Toxicology Laboratory Personnel/Equipment/Supplies
 - FAST Act 405d Impaired Driving Mid
- Enforcement of Drug-Impaired Driving
 - DRE Overtime Call Out
 - FAST Act NHTSA 402
 - Drug Evaluation and Classification Program (DECP)
 - FAST Act NHTSA 402
 - Drug Recognition Expert Field Materials
 - FAST Act 405d Impaired Driving Mid
- DWI Courts
 - Traffic Safety Resource Prosecutor (TSRP)
 - 154 Transfer Funds-AL
 - FAST Act NHTSA 402
 - Administrative Per Se Hearing Attorney(s)
 - 154 Transfer Funds-AL
 - Ignition Interlock Program Analysts
 - 154 Transfer Funds-AL
- Drug Recognition Expert (DRE) Training
- Communication Campaign
 - DUI Media Campaign
 - 154 Transfer Funds-PM
 - Impaired Driving Public Information and Education
 - 154 Transfer Funds-AL
- Alcohol Vendor Compliance Checks
- Administrative License Revocation or Suspension
- 2. Occupant Protection (Adult and Child Passenger Safety)
 - Short-term, High Visibility Seat Belt Law Enforcement
 - Data Analysis & Surveys
 - FAST Act NHTSA 402
 - Click It or Ticket Enforcement
 - FAST Act NHTSA 402
 - Occupant Protection Enforcement/ Connecticut State Police
 - FAST Act 405b OP Low
 - Highway Safety Office Program Management
 - Occupant Protection Program Administration
 - FAST Act NHTSA 402
 - Communications and Outreach Supporting Enforcement
 - Safety Belt Convincer/Rollover Simulator
 - FAST Act 405b OP Low
 - Occupant Protection Public Information and Education
 - FAST Act NHTSA 402
 - “Look Before You Lock, Where’s Baby”
 - FAST Act 405b OP Low
 - Communications and Outreach Strategies for Older Children Communications and Outreach Strategies for Booster Seat Use School Programs, Inspection Stations

- Waterbury Area Traffic Safety Program
 - FAST Act NHTSA 402
 - Child Restraint System Inspection Station(s)
 - Child Passenger Safety Support – Fitting Stations
 - FAST Act NHTSA 402
 - Child Passenger Safety Support - Training
 - FAST Act NHTSA 402
 - Yale-New Haven Children's Hospital Community Traffic Safety Program
 - FAST Act NHTSA 402
 - Child Restraint Administration
 - Child Restraint Administration
 - FAST Act NHTSA 402
- 3. Distracted Driving
 - High Visibility Cellphone/Text Messaging Enforcement
 - HVE Distracted Driving - Enforcement
 - FAST Act 405e Comprehensive Distracted Driving
 - HVE Distracted Driving – Enforcement - CSP/DESPP
 - FAST Act 405e Comprehensive Distracted Driving
 - Data Analysis & Surveys
 - FAST Act 405e Comprehensive Distracted Driving
 - Emerging Innovative Initiatives
 - FAST Act 405e Comprehensive Distracted Driving
 - Communication Campaign
 - Distracted Driving – Media Buy
 - FAST Act 405e Comprehensive Distracted Driving
 - Public Outreach and Education Campaigns
 - FAST Act 405e Comprehensive Distracted Driving
 - Distracted Driving Education Programming and Younger Driver Education
 - FAST Act 405e Comprehensive Distracted Driving
- 4. Police Traffic Services
 - Short-term, High Visibility Law Enforcement
 - Speed and Aggressive Driving Enforcement and Equipment Grants
 - FAST Act 405d Impaired Driving Int
 - FAST Act 405e Comprehensive Distracted Driving
 - Speed HVE Media Buy
 - FAST Act 405e Comprehensive Distracted Driving
 - Prevention, Intervention, Communications and Outreach
 - Connecticut Police Chiefs Associations – Public Information and Education
 - FAST Act NHTSA 402
 - Work Zone Safety Media Buy
 - FAST Act NHTSA 402
 - Police Traffic Services Program Administration
 - Police Traffic Services Program Administration
 - FAST Act NHTSA 402
- 5. Racial Profiling Data Collection
 - Expenditure of Federal 1906 Funds in accordance with requirements listed in the Federal Register under the FAST ACT
 - 1906 Racial Profiling
 - FAST Act 1906 Prohibit Racial Profiling
- 6. Motorcycle Safety
 - Motorcycle Safety Program Administration
 - Motorcycle Safety Program Administration
 - FAST Act NHTSA 402
 - Motorcycle Rider Training
 - Connecticut Rider Education Program (Training) Administration
 - FAST Act NHTSA 402
 - Communication Campaign
 - Public Information and Education/Community Outreach to Motorcycle Riders
 - FAST Act 405f Motorcycle Programs
 - FAST Act NHTSA 402
- 7. Traffic Records
 - Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments
 - Electronic Citation - Technology/Software Support for Local Law Enforcement
 - FAST Act NHTSA 402
 - On-line Disposition System
 - FAST Act 405c Data Program
 - Electronic Citation Department Analysis
 - FAST Act 405c Data Program
 - E-Charging – Citation / Summons Arrest / Warning
 - FAST Act 405c Data Program
 - Traffic Records Administration
 - FAST Act 405c Data Program
 - FAST Act NHTSA 402
- 8. Community Traffic Safety Program

- Pedestrians, Bicycles (Pedestrians 3.1, Bicycles 1.3, 2.2 Countermeasures That Work)
 - Pedestrian and Bicycle Safety Media and Community Awareness Project
 - FAST Act 405h Nonmotorized Safety
 - Public Information and Education/Community Outreach to Pedestrians and Bicyclists
 - FAST Act NHTSA 402
 - Pedestrian Training for Law Enforcement
 - FAST Act 405h Nonmotorized Safety
- 9. Planning & Administration
 - (none)
 - Planning and Administration
 - FAST Act NHTSA 402

5.1 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

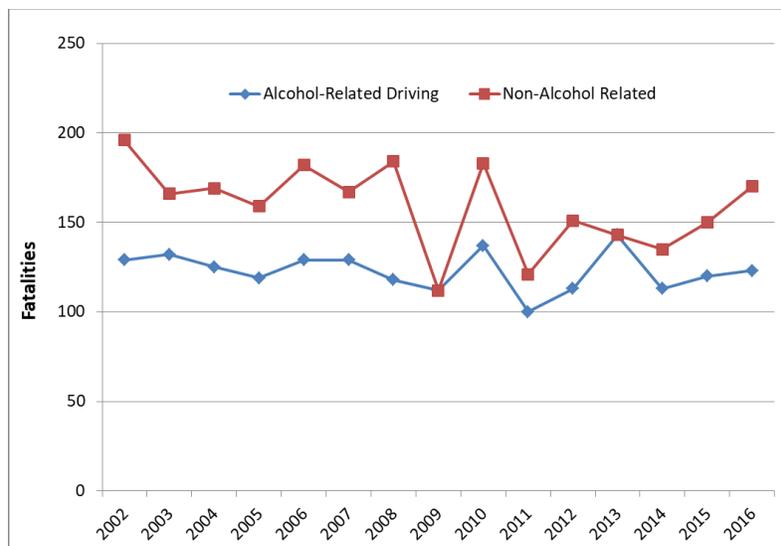
No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Alcohol-related driving fatalities are fatalities involving drivers or motorcycle operators with a Blood Alcohol Content (BAC) of 0.01 or higher whereas *alcohol-impaired driving fatalities* are those fatalities involving drivers or motorcycle operators with a BAC of 0.08 or higher. The 15-year trends in Connecticut's alcohol-related driving and non-alcohol-related driving fatalities are shown in Figure AL-1. Alcohol-related driving fatalities showed a generally decreasing trend until 2009. The year 2011 had the lowest number of alcohol-related driving fatalities (100), and then increased through 2013. There were 123 alcohol-related driving fatalities in 2016, the second highest number in the last five years.

Figure AL-1. Fatalities by Alcohol Involvement, 2002-2016



Source: FARS Alcohol Imputed Data Final Files 2002-2015, Annual Report File 2016

In 2016, Connecticut recorded BAC test results for 76 percent of fatally injured drivers and 14 percent of surviving drivers involved in fatal crashes. The state rate was above the national figures of 61 percent for fatally injured drivers but below the national figure of 23 percent for surviving drivers (when it was known if the test was given).

Table AL-1 shows that the percentage of alcohol-related driving (BAC ≥ 0.01) fatalities in Connecticut during 2016 (42%) was higher than the national average of 33 percent. Thirty-four percent (34%) of Connecticut’s fatal crashes were estimated to have been alcohol-impaired driving crashes (BAC≥ 0.08), a higher rate than that seen nationwide (28%).

**Table AL-1. Alcohol-Related (BAC ≥ 0.01+) Driving Fatalities/
Alcohol-Impaired (BAC ≥ 0.08+) Driving Crashes, 2016**

	Connecticut	U.S.
Percentage of Alcohol-Related Driving Fatalities	41.8%	33.4%
Percentage of Alcohol-Impaired Driving Crashes	33.6%	27.5%

Source: FARS Imputed Alcohol Data Annual Report File 2016

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

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

State Of Connecticut	2012	2013	2014	2015	2016
Number of Alcohol-Impaired Driving Fatal Crashes	92	116	92	96	95
Percent Alcohol-Impaired Driving Fatal Crashes	37%	44%	39%	37%	34%
Number of Alcohol-Impaired Driving Fatalities	100	126	97	103	100
Percent Alcohol-Impaired Driving Fatalities	38%	44%	39%	38%	34%

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

Between 2012 and 2013, there was an increase in the number of alcohol-impaired driving fatal crashes, followed by a decrease in 2014. In 2016, the number of alcohol-impaired driving fatal crashes was the third highest in five years. The number of alcohol-impaired driving fatalities showed a similar pattern, increasing from 2012 to 2013, and then decreasing in 2014. The number of 2016 alcohol-impaired driving fatalities was the second lowest level in five years (with 2012). The percentage of all crashes related to alcohol-impaired driving was the lowest in the five-year period reviewed. The percentage of all fatalities related to alcohol-impaired driving was also lowest in five years. These figures, defined as a percentage of the total number of crashes and fatalities, remain unacceptably high and fluctuate from year to year. Table AL-3 shows Connecticut BAC test results for the years 2012 to 2016.

Table AL-3. BACs of Fatally Injured Drivers

BAC	2012	2013	2014	2015	2016
0.00	71	51	54	92	74
0.01-0.07	7	5	7	7	17

0.08 –Up	49	53	47	61	53
No/Unknown Result	42	82	54	22	49

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

Table AL-4 shows the number of alcohol-related driving fatalities both by county and statewide for the years 2012 to 2016, the percentage of these that were known or estimated to have been alcohol-related, and the rate of alcohol-related driving fatalities per 100,000 population. New London and Middlesex had the highest percentage of alcohol-related driving fatalities for the year 2016 (52% and 47%, respectively), followed by Hartford and New Haven counties (both at 44%). The statewide data at the bottom of the table indicate that, for the 5-year period shown, the percentage of alcohol-related fatalities ranged from 41.8 to 50.0 percent.

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

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

County	2012	2013	2014	2015	2016
Fairfield Total	53	50	47	35	72
% Alcohol	40.9%	45.4%	38.7%	55.4%	37.6%
Alcohol Rate/100,000	2.32	2.41	1.93	2.05	2.87
Hartford Total	72	79	56	63	57
% Alcohol	44.9%	54.7%	50.7%	35.1%	44.2%
Alcohol Rate/100,000	3.60	4.81	3.16	2.47	2.82
Litchfield Total	19	19	16	22	16
% Alcohol	38.9%	55.8%	38.1%	55.0%	37.5%
Alcohol Rate/100,000	3.95	5.68	3.30	6.59	3.29
Middlesex Total	15	17	13	21	18
% Alcohol	37.3%	61.8%	18.5%	39.0%	47.2%
Alcohol Rate/100,000	3.38	6.35	1.46	5.00	5.20
New Haven Total	60	63	52	65	78
% Alcohol	38.2%	47.9%	42.3%	46.0%	44.2%
Alcohol Rate/100,000	2.65	3.50	2.55	3.48	4.03
New London Total	24	29	31	29	25
% Alcohol	47.1%	33.1%	62.9%	50.7%	52.4%
Alcohol Rate/100,000	4.12	3.50	7.13	5.41	4.86
Tolland Total	17	17	18	17	11

% Alcohol	50.0%	64.1%	53.9%	51.2%	40.0%
Alcohol Rate/100,000	5.61	7.18	6.41	5.75	2.91
Windham Total	4	12	15	18	16
% Alcohol	85.0%	45.0%	44.0%	28.9%	23.1%
Alcohol Rate/100,000	2.89	4.59	5.64	4.46	3.18
Statewide					
Total Fatalities	264	286	248	270	293
% Alcohol	42.8%	50.0%	45.5%	44.6%	41.8%
Alcohol Rate/100,000	3.15	3.98	3.14	3.35	3.43

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

The number of alcohol-related driving fatalities has increased statewide from 98 in 2012 to 143 in 2013, decreased to 113 in 2014 but increased to 123 in 2016 (see "Performance Measures" table at the end of this section). Overall fatalities have increased from 264 in 2012 to 293 in 2016 (+11%). The percentage of fatalities that are alcohol-related has increased (37.1% in 2012, 41.8% in 2016). The alcohol-related driving fatality rate has shown an increase over the 5-year reporting period, from 3.15 per 100,000 population in 2012 to 3.43 in 2016.

Table AL-5 shows the age groups of drinking drivers (BAC \geq .01) killed during the 5-year period from 2012 to 2016, along with the numbers of licensed drivers in these same age groups. The table also shows the rate of drinking drivers killed (fatalities per 100,000 licensed drivers).

The table indicates that persons between the ages of 25 and 44 made up 46 percent of the drinking drivers fatalities. The table shows that approximately 7 percent of the fatally injured drinking drivers were under the legal drinking age.

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

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

Age	Drinking Drivers Killed (2012-2016)		Licensed Drivers (2016)		Rate3
	Number1	Percent of Total	Number2	Percent of Total	
<16	0	0.0%	0	0.0%	n/a
16-20	29	7.4%	151,072	5.8%	19.2
21-24	54	13.8%	163,436	6.3%	33.3
25-34	104	26.4%	435,503	16.7%	23.8
35-44	76	19.4%	401,103	15.4%	19.0

45-54	65	16.4%	496,288	19.0%	13.0
55-64	41	10.3%	470,597	18.0%	8.6
65-69	10	2.6%	174,939	6.7%	5.9
>69	14	3.6%	318,069	12.2%	4.5
Total	393	100.0%	2,611,007	100.0%	15.0

1. Source: FARS, Imputed Alcohol Data Final Files 2012-2015, Annual Report File 2016

2.Source: FHWA

3.Fatality rate per 100,000 Licensed Drivers

Table AL-6 shows additional characteristics of these drivers and their crashes. The table shows that the fatally injured drinking drivers were predominately males (83% overall) and were most often killed in single vehicle crashes (69%). Overall, 83 percent of the victims had valid licenses, 5 percent had a previous DUI conviction, and 92 percent were Connecticut residents. Approximately 68 percent of the fatalities took place on arterial type roadways, 14 percent were on collector roadways, and 19 percent were on local roadways. The second part of Table AL-6 shows that during the period of 2012-2016 drinking driver fatalities were most likely to have occurred on overnight periods on Saturdays and Sundays (these are likely in the overnight periods of Friday into Saturday and Saturday into Sunday). Friday, Saturday and Sunday account for approximately 60 percent of all alcohol-related driving fatalities. The table shows that 41 percent of the fatalities occurred during the late night hours of midnight to 5:59 a.m., 25 percent took place between 8:00 p.m. and midnight, and 34 percent occurred during the daytime hours from 6:00 a.m. to 7:59 p.m.

Table AL-6. Characteristics of Fatality Injured Drinking Drivers (BAC ≥ 0.01), 2012-2016

	2012	2013	2014	2015	2016	Total
	(N=69)	(N=89)	(N=73)	(N=76)	(N=86)	(N=393)
Age						
18-24	6.5%	11.2%	4.8%	6.7%	6.4%	7.3%
25-34	42.3%	43.4%	46.6%	32.1%	37.4%	40.3%
35-49	27.7%	30.1%	26.2%	30.5%	25.0%	27.9%
50+	23.5%	15.3%	22.4%	30.6%	31.2%	24.5%
Sex						
Female	81.4%	77.6%	87.9%	81.3%	84.8%	82.5%
Male	18.6%	22.4%	12.1%	18.7%	15.2%	17.5%
Number of Vehicles						
Single Vehicle	60.2%	75.5%	74.9%	71.6%	61.0%	68.8%
Multiple Vehicle	39.8%	24.5%	25.1%	28.4%	39.0%	31.2%
License Valid						
License Valid	88.5%	85.0%	76.3%	81.3%	83.5%	82.9%
Previous DUI						
Previous DUI	5.3%	5.6%	4.1%	4.6%	6.5%	5.3%

Connecticut Resident	96.4%	85.9%	90.9%	94.3%	94.7%	92.2%
Road Type						
Arterial	65.8%	64.2%	71.4%	73.1%	65.1%	67.7%
Collector	13.4%	12.5%	10.1%	14.7%	16.7%	13.5%
Local	20.8%	23.3%	18.6%	12.2%	18.2%	18.7%

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

Table AL-6. Characteristics of Fatality Injured Drinking Drivers (BAC ≥ 0.01) 2012-2016 (Continued)

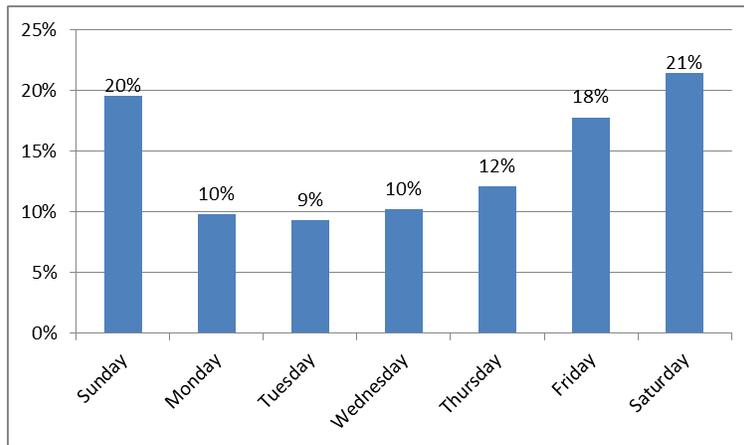
	2012	2013	2014	2015	2016	Total
	(N=69)	(N=89)	(N=73)	(N=76)	(N=86)	(N=393)
Day						
Sunday	21.8%	25.1%	26.7%	27.1%	17.8%	23.6%
Monday	14.0%	4.5%	9.8%	9.4%	12.7%	9.9%
Tuesday	7.1%	14.1%	12.3%	8.9%	6.5%	9.9%
Wednesday	5.2%	4.4%	7.9%	11.9%	13.3%	8.6%
Thursday	12.3%	7.3%	11.7%	11.9%	13.3%	11.2%
Friday	9.7%	13.5%	18.0%	8.5%	14.4%	12.9%
Saturday	30.0%	31.1%	13.5%	22.4%	22.0%	24.0%
Time						
Midnight-05:59	41.3%	50.9%	30.6%	39.2%	39.3%	40.6%
06:00-19:59	36.9%	21.8%	43.2%	39.6%	31.7%	34.1%
20:00-23:59	21.8%	27.2%	26.2%	21.3%	29.0%	25.3%
Month						
January	6.1%	3.6%	7.0%	4.0%	6.1%	5.3%
February	12.0%	4.0%	7.4%	4.6%	7.8%	7.0%
March	2.9%	9.8%	2.7%	5.8%	9.8%	6.5%
April	6.9%	10.4%	7.6%	6.3%	7.1%	7.8%
May	6.5%	12.0%	11.2%	10.6%	10.0%	10.2%
June	10.1%	9.0%	11.2%	11.9%	11.0%	10.6%
July	9.4%	5.9%	9.7%	2.6%	11.0%	7.7%

August	5.9%	17.5%	12.7%	8.1%	9.8%	11.1%
September	7.8%	7.4%	10.0%	10.7%	8.9%	8.9%
October	12.1%	8.1%	7.5%	12.6%	5.8%	9.1%
November	8.7%	7.2%	5.9%	14.8%	4.8%	8.1%
December	11.7%	5.1%	7.2%	7.9%	7.8%	7.8%

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

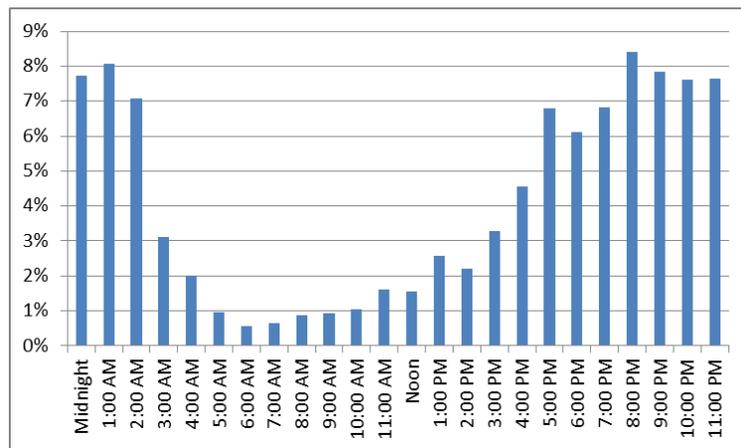
The distributions of crashes related to *alcohol, medication or other drugs* by time of day and day of week are shown in Figures AL-2 and AL-3. Note that 2015-2016 injury crash data reporting does not allow for separate computation of alcohol-related crashes from the more general impaired crashes. As such, the 2015-2016 impaired-related injury data presented here includes impairment related to alcohol, medication, or other drug. Monday through Thursday have fewer crashes and the frequency then builds through the weekend days. The frequency of crashes builds up in the afternoon and evening hours, peaking during the 11p.m. to 2a.m. period.

Figure AL-2. Alcohol-Related and Other Impaired-Related Crashes by Day of Week 2016



Source: Connecticut Crash Data Repository

Figure AL-3. Alcohol-Related and Other Impaired-Related Crashes by Time of Day 2016



Source: Connecticut Crash Data Repository

Table AL-7 shows the percentage of Connecticut non-fatal crashes in the year 2016 in which police reported that *alcohol, medication or other drug* was involved. The table shows that alcohol, medication or other drug is a greater factor in severe crashes than less severe crashes. For instance, 2016 results indicate 13 percent of "A"-injury crashes and 6 percent of "B"-injury crashes involved an impairing substance compared to 3 percent of "C"-injury and 2 percent of Property Damage Only crashes. Note that these data are not comparable to previous years due to changes in crash data reporting.

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

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

Maximum Severity Level	2016
A Injury	12.5%
B Injury	6.0%
C Injury	3.2%
No Injury	2.1%
Injury Crashes	4.8%
Total Crashes	2.9%

Source: Connecticut Crash Data Repository

Table AL-8 is a list of tracking information utilized to chart the State's progress for the number of impaired driving related crashes and fatalities, and the percent of impaired driving-related crashes and fatalities as a percentage of total crashes. The five- year passenger vehicle injury crash data below is utilized as part of evaluation criteria in the awarding of Comprehensive DUI Enforcement Grants. The data includes statistical information that provides a query for municipal statewide motor vehicle crash ranking. The information is gathered by Preusser Research Group utilizing census and vehicle crash data. The established ranking is included in the written application review process.

Table AL-8. Impaired Driving Summary

County	County Seat	2015 Population	2012-2016 Passenger Vehicles (PV) Crashes										Cross County Ranks					
			Single Vehicle Highways Crashes (0 PM to 5:59 AM)	Rank (N High)	Single Vehicle Highways Crashes (0 PM to 5:59 AM) / 100K Population	Rank (N High)	Alcohol Related Crashes	Rank (N All)	Alcohol Related Crashes (0 PM to 5:59 AM) / 100K Population	Rank (N All)	Mean Rank (Range = 1 for N Crashes in county)	Overall Rank	Rank (N High)	Rank (N High)	Rank (N All)	Rank (N All)	Mean Rank (Range = 1 for N Crashes in county)	Overall Rank
1	Reading	19,233	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
1	Carroll	21,727	35	7	150.5	2	16	10	10	10	10	10	10	10	10	10	10	10
1	Bethel	19,529	10	12	97.3	7	24	16	10	10	10	10	10	10	10	10	10	10
1	Bassett	7,625	7	21	51.5	8	8	7	104.9	11	11.75	4	117	97	120	134	117	145
1	Newtown	23,022	24	11	85.6	10	29	19	103.5	12	13	5	38	106	80	136	85	87
1	Brookfield	17,143	17	14	99.2	6	11	13	84.2	20	13.25	6	62	88	107	159	103.5	120
1	Wilton	18,714	15	15	85.5	11	18	18	98.2	14	14.5	7	89	108	83	139	99.75	113
1	Berham	3,868	3	23	51.8	12	2	1	54.5	22	14.5	7	150	113	157	164	146	180
1	Thumouli	36,623	25	9	79.2	13	48	31	131.0	8	15.25	9	32	118	34	104	72	88
1	New Canaan	20,387	15	17	73.6	17	14	9	67.7	18	15.25	9	72	126	93	157	112	137
1	Weston	10,387	8	20	77.0	14	7	12	87.4	19	15.25	11	106	121	128	159	128.25	166
1	Westport	27,899	19	12	68.1	18	41	31	147.0	5	16.5	12	54	137	43	88	79.75	78
1	Shelton	41,296	28	10	67.8	19	39	29	94.4	15	16.25	13	35	138	47	140	90	86
1	Monroe	19,833	11	19	58.5	22	26	25	131.1	7	16.25	13	82	181	66	103	103	119
1	New Fairfield	14,126	1	22	38.4	23	5	5	35.4	23	16.75	15	135	184	141	167	151.75	188
1	Rogersville	25,244	11	17	89.4	21	16	17	83.4	21	19	16	72	147	85	160	116	140
1	Danbury	84,687	104	3	125.2	3	120	69	141.7	6	20.25	17	5	59	7	59	40.25	14
1	Stratford	52,809	35	7	85.5	20	62	49	117.9	10	21.5	18	23	140	21	119	73.75	76
1	Greenwich	62,895	64	5	102.1	5	59	51	94.1	16	26.75	19	13	81	23	141	64.5	62
1	Fairfield	81,522	47	6	76.4	15	91	65	147.9	4	27.5	20	18	122	12	84	59	40
1	Bridgport	147,822	153	1	103.6	4	142	100	96.2	13	31.5	21	4	79	5	138	66.5	37
1	Norwalk	88,485	67	4	75.7	16	149	100	168.4	3	36.25	22	8	124	4	58	48.5	22
1	Stamford	128,874	117	2	92.5	9	113	166	87.7	17	42.25	23	5	100	9	147	85.25	68
3	Norfolk	9,430	40	20	155.5	3	16	15	248.3	4	10.5	1	97	34	86	14	57.5	40
3	East Wind	11,400	49	15	168.7	2	36	33	218.3	1	12.75	2	84	27	49	5	33.75	5
3	Plymouth	17,773	30	9	163.3	4	53	41	282.2	2	13.25	3	30	26	30	6	23	9
3	Sumner	15,662	24	13	153.2	4	24	20	140.5	20	14.75	4	38	35	74	83	60	48
3	East Green	5,199	7	26	124.8	7	7	5	134.6	22	15	5	117	50	123	98	88.25	109
3	Windsor	12,837	30	20	79.9	17	30	24	239.3	5	16.5	6	97	117	57	17	72	83
3	Adams	5,127	5	28	141.0	5	2	6	94.0	27	16.75	7	150	43	157	142	123	161
3	Berlin	20,660	21	12	121.5	10	44	39	214.0	7	17	8	37	83	33	30	42	18
3	South Wind	25,783	11	17	92.4	26	44	15	170.9	10	17	8	51	160	33	57	54.25	24
3	Westhead	26,367	24	11	110.0	11	43	34	163.1	13	17.25	10	32	89	40	87	52	30
3	Burlington	9,823	53	23	83.1	15	11	11	114.3	24	18.25	11	108	111	107	123	111.75	136
3	Granby	11,281	7	26	82.0	23	16	8	141.8	17	18.5	12	117	148	35	90	109.25	132
3	Windsor	29,016	22	14	75.3	19	41	26	141.3	18	19.25	13	43	123	43	91	75	78
3	Canter	10,330	8	23	77.4	16	8	11	77.4	28	20	14	108	120	120	152	124.5	163
3	Farmington	25,629	39	8	128.8	8	66	87	267.8	3	21.5	15	27	85	19	11	25	5
3	Rocky Hill	20,021	13	17	84.9	22	22	23	108.9	25	21.75	16	82	142	74	129	106.75	128
3	Easton	34,878	10	15	54.3	24	48	30	141.3	19	22	17	54	154	33	92	83.25	82
3	Southampton	43,817	36	7	86.7	14	60	65	168.2	14	22.5	18	21	105	18	76	55	33
3	Bloomfield	20,749	11	19	53.0	25	34	24	163.9	12	22.5	18	92	158	53	63	91.5	88
3	East Hart	50,821	65	2	127.9	5	68	70	167.3	11	23	20	11	86	14	60	38.25	10
3	Simsbury	24,348	8	23	32.9	27	26	19	108.3	26	23.75	21	106	165	66	132	117.25	148
3	Alton	15,414	5	28	27.2	29	9	12	48.9	29	24.5	22	136	167	117	166	146.25	184
3	Enfield	44,323	30	9	67.7	21	77	80	173.7	9	24.75	23	30	136	17	53	55.75	46
3	Newington	30,604	10	20	32.7	28	46	36	160.3	16	25	24	97	166	35	82	95	104
3	Bristol	60,452	69	2	107.5	12	136	108	226.0	6	31.25	25	11	75	6	23	28.75	7
3	West Hart	63,053	43	6	68.2	20	83	68	131.8	23	33.5	26	19	136	15	101	67.75	68
3	New Britain	72,806	60	4	82.4	16	110	102	151.1	15	34.25	27	14	112	10	79	53.75	31
3	Manchester	53,007	59	5	91.4	13	100	101	186.2	8	36.75	28	15	95	11	43	41.75	16
3	Hartford	124,006	172	1	138.7	6	174	123	140.3	21	37.75	29	3	45	3	94	37	15
5	Roxbury	5,187	7	10	330.1	1	5	0	228.6	6	4.25	1	117	5	141	21	71	84
5	Hamilton	5,495	40	7	152.0	5	10	11	182.0	7	7.5	2	97	19	113	47	69	80
5	Bridgewater	1,659	5	14	301.4	2	2	0	120.8	17	8.25	3	135	6	157	116	103.5	120
5	Litchfield	8,214	12	5	146.1	10	19	16	231.4	5	9	4	86	39	80	20	58.25	36
5	Kent	2,869	5	14	174.3	6	5	6	174.3	11	9.25	5	135	23	141	82	87.75	82
5	Simsbury	3,638	7	10	192.4	3	5	0	137.4	16	9.25	5	117	16	141	96	92.5	100

2012-2016 Passenger Vehicles Injury Crashes														Cross County Ranks					
County	Town	US Population	Single Vehicle Nighttime Crashes @ PM 6:00-2AM	Rank (NIGHT)	Single Vehicle Nighttime Crashes @ PM 6:00-2AM	Rank (NIGHT)	Alcohol Related Crashes	Rank (A/R)	Alcohol Related Crashes @ PM 6:00-2AM	Rank (A/R)	Mean Rank (Range = 1 to N towns in county)	Overall Rank	Rank (NIGHT)	Rank (A/R)	Rank (A/R)	Mean Rank (Range = 1 to N towns in county)	Overall Rank		
9	Plymouth	11,912	25	4	160.8	9	13	14	110.0	19	10	7	84	29	98	128	77.25	78	
9	Thomson	7,621	21	8	157.5	9	12	14	157.5	14	10.5	8	85	22	101	73	73	71	
9	Blome	2,293	3	16	133.3	13	4	3	174.4	10	30.5	9	180	84	192	81	101.75	117	
9	New Hart	6,784	4	9	133.3	14	12	3	177.4	9	11.25	10	108	88	101	82	82.5	85	
9	North Clark	3,194	3	16	93.9	18	8	13	250.5	4	12	11	180	90	120	13	93.25	102	
9	Norfolk	1,643	3	16	162.6	4	1	4	80.9	24	12	11	180	18	168	161	123.5	162	
9	Conover	4,436	4	19	139.3	12	4	2	139.3	18	12.5	13	159	45	157	98	114	138	
9	Washington	3,466	4	12	173.1	7	2	2	87.7	25	12.5	13	126	24	157	163	110	147	
9	Bethensha	3,695	4	19	94.3	24	10	6	171.4	2	12.75	15	159	155	113	9	103.75	131	
9	Shannon	2,706	1	23	97.0	23	7	7	258.7	3	14	16	154	163	122	10	116.25	141	
9	Lincolnton	1,185	0	26	0.0	26	9	3	421.9	1	14	16	169	169	141	2	120.25	148	
9	Bethlehem	3,473	1	19	97.6	22	4	1	118.2	18	15.25	18	159	140	152	121	145	191	
9	Woodstock	9,836	8	8	93.4	16	8	19	83.0	20	15.75	19	103	91	120	150	116.25	141	
9	Godwin	2,904	1	19	88.9	21	2	2	88.9	23	16.25	20	159	138	157	156	151.75	188	
9	Wanam	1,417	1	23	70.6	20	1	1	70.6	22	16.5	21	164	131	168	154	153.5	190	
9	New Market	27,276	38	1	139.3	11	43	44	157.5	13	17.25	22	21	44	40	71	44	38	
9	Waterford	21,911	20	3	91.3	17	38	41	173.4	12	18.25	23	50	99	48	54	62.75	47	
9	Cornwall	1,387	1	23	72.1	19	0	5	0.0	26	15.25	23	164	128	160	160	157	188	
9	Winchester	10,829	6	12	85.4	23	8	24	73.9	21	20	25	128	152	120	153	139.25	180	
9	Tompkins	34,906	31	2	88.8	18	80	87	177.6	8	21.25	26	29	102	21	49	50.25	27	
7	Chester	4,277	7	8	163.7	2	7	6	163.7	3	4.75	1	117	28	128	84	84.25	54	
7	Haddam	8,292	13	3	156.8	3	10	11	144.7	8	6.25	2	82	33	101	96	76.5	74	
7	Westbrook	6,902	13	3	168.4	1	6	9	86.9	14	6.75	3	82	17	138	148	96.25	106	
7	Middlefield	4,407	6	11	156.1	4	7	11	158.2	4	7.5	4	128	49	128	70	93.75	100	
7	Cromwell	14,034	17	2	121.1	6	32	23	228.0	1	8	5	82	84	88	22	80.75	28	
7	East-Had	9,081	8	7	88.1	9	11	7	121.1	10	8.25	6	108	104	107	115	108	128	
7	Deep River	4,516	6	11	132.9	5	8	8	110.7	12	8.25	6	128	51	141	127	111.75	136	
7	Durham	7,301	7	8	96.9	9	11	13	150.7	6	8.75	8	117	58	107	81	96.25	108	
7	East-Ham	12,889	11	5	88.6	10	28	20	217.3	2	9.25	9	92	107	63	27	72.25	70	
7	Old Saybrook	10,160	11	5	108.3	7	11	14	108.3	13	9.75	10	92	71	107	131	100.25	114	
7	Essex	6,698	4	14	80.7	13	8	8	121.5	9	11	11	148	148	120	114	131.25	168	
7	Killingworth	6,488	4	14	82.0	12	5	4	77.5	16	11.25	12	148	144	141	161	148.25	182	
7	Clinton	13,047	7	8	83.7	14	20	19	193.3	5	11.5	13	117	166	78	78	107.25	162	
7	Portland	9,391	5	13	83.2	15	14	20	149.1	7	13.75	14	136	167	93	83	117	143	
7	Middletown	46,758	34	1	72.7	11	88	84	117.6	11	21.75	15	28	127	26	120	74.5	72	
9	Middlebury	7,834	11	15	278.1	1	12	7	187.2	13	9	1	47	7	101	78	87.5	40	
9	Orange	13,944	29	9	268.0	2	80	30	368.6	1	10.5	2	32	11	31	3	19.25	1	
9	Beacon Falls	6,081	11	24	197.3	4	10	7	184.4	10	11.25	3	58	14	113	62	68.75	62	
9	Derby	12,700	18	17	141.7	7	30	20	236.2	2	11.5	4	59	42	57	18	44	18	
9	Woodstock	8,888	16	20	180.1	5	14	11	157.8	12	12	8	89	21	93	72	83.75	61	
9	Beymour	16,478	11	15	127.5	10	32	27	194.2	4	14	6	47	87	85	38	48.5	22	
9	Bethany	5,610	6	27	108.9	13	7	9	127.0	15	16	7	128	70	128	107	108.25	130	
9	Southbury	19,678	14	22	71.2	24	33	13	167.7	8	16.75	8	77	130	54	59	80	79	
9	Ansonia	18,854	21	12	116.7	12	13	19	89.0	25	17	9	43	87	98	158	90.75	88	
9	Prospect	9,739	10	25	102.7	17	12	11	123.2	17	17.5	10	97	80	101	111	97.25	107	
9	Quilford	22,350	24	10	107.4	16	21	24	84.0	22	18	11	38	78	78	143	83.25	82	
9	North-Ham	23,823	34	8	142.7	6	48	54	188.9	5	18.25	12	25	41	38	41	38.75	11	
9	Cheshire	29,262	21	12	78.2	23	30	17	102.8	21	18.25	12	43	128	87	137	80.5	87	
9	Oxford	13,013	14	22	107.6	15	12	13	92.2	23	18.25	12	77	74	101	144	99	112	
9	Woolcott	16,673	17	18	102.0	18	19	21	114.0	19	19	15	62	83	80	128	87.5	90	

2012-2016 Passenger Vehicles Injury Crashes														Cross County Ranks					
County	Town	US Population	Single Vehicle Nighttime Crashes @ PM 6:00-2AM	Rank (NIGHT)	Single Vehicle Nighttime Crashes @ PM 6:00-2AM	Rank (NIGHT)	Alcohol Related Crashes	Rank (A/R)	Alcohol Related Crashes @ PM 6:00-2AM	Rank (A/R)	Mean Rank (Range = 1 to N towns in county)	Overall Rank	Rank (NIGHT)	Rank (A/R)	Rank (A/R)	Mean Rank (Range = 1 to N towns in county)	Overall Rank		
9	Middletown	18,223	17	18	83.3	20	11	23	80.4	26	21.75	16	62	93	107	162	106	123	
9	North-Barn	14,263	8	26	96.1	26	7	8	49.1	27	21.75	16	106	150	128	165	137.25	159	
9	Brightford	28,145	24	10	85.3	22	45	49	159.9	11	23	18	38	109	36	69	62.75	47	
9	Naugatuck	31,538	22	12	69.8	25	54	50	171.2	7	24	19	43	133	28	56	65	54	
9	West-Ham	54,927	49	6	89.2	21	63	63	114.7	18	24.5	20	17	101	20	122	65	54	
9	East-Ham	28,935	15	21	51.8	27	36	38	124.4	16	24.75	21	72	159	49	110	87.5	109	
9	Norfolk	59,988	79	3	131.7	9	119	88	189.4	3	25	22	7	53	5	33	28.25	4	
9	Hampden	61,218	66	5	107.6	14	55	59	89.8	24	25.5	23	10	73	26	148	63.5	49	
9	Wallingford	44,893	42	7	81.6	19	82	79	182.7	6	27.75	24	20	91	16	46	43.25	17	
9	Waterbury	108,802	217	1	199.4	3	181	114	166.4	9	31.75	25	1	13	2	61	19.25	1	
9	Mifflin	53,592	67	4	125.0	11	87	97	106.4	20	33	26	9	60	25	133	56.5	37	
9	New-Ham	130,322	181	2	138.9	8	168	132	142.0	14	39	27	2	47	1	88	34.5	9	
11	Franklin	1,975	7	14	354.4	1	5	4	253.2	2	5.25	1	117	3	141	12	68.25	60	
11	Voluntown	2,579	9	13	349.0	2	6	4	193.9	11	7.5	2	103	4	141	36	71	64	
11	Lebanon	7,259	14	9	192.9	3	16	11	220.4	7	8.25	3	77	15	88	26	50.75	23	
11	Lebanon	4,310	10	12	232.0	3	9	9	185.6	14	9.25	4	87	8	120	44	67.25	58	
11	North-Ston	5,256	5	17	95.1	13	13	5	247.3	4	9.75	5	138	89	98	16	84.5	66	
11	Bozrah	2,603	6	16	230.5	4	5	6	192.1	13	10.25	6	128	9	141	39	79.25	77	
11	Colchester	16,130	17	6	108.4	11	40	22	248.0	3	10.5	7	62	78	45	15	50	25	
11	Lyme	2,374	9	17	210.6	5	0	2	0.0	21	11.25	8	135	10	168	120	125	142	
11	Preston	4,707	7	14	148.7	7	24	24	509.9	1	11.5	9	117	37	70	1	36.25	35	
11	Old-Lyme	7,821	11	11	146.3	8	10	11	133.0	17	11.75	10	92	38	113	100	88.75	88	
11	East-Lyme	19,343	18	5	93.1	15	21	11	108.6	19	12.5	11	59	95	76	130	90	95	
11	Spargue	2,951	9	20	101.7	12	4	2	138.5	16	12.5	11	150	84	152	97	120.75	150	
11	Salem	4,183	9	20	71.7	20	9	4	215.2	8	13	13	150	129	117	29	106.25	124	
11	Leicester	15,025	14	9	93.2	14	29	19	193.0	12	13.5	14	77	94	80	37	67	57	
11	Montville	19,386	27	3	139.2	9	38	29	180.4	15	14	15	36	46	51	48	48.25	20	
11	Griswold	11,830	5	17	42.3	21	23	19	194.4	10	16.75	16	138	161	72	34	100.5	115	

2012-2016 Passenger Vehicles Inj./Crashes													Cross County Ranks					
County	Town	2016 Population	Single Vehicle Nighttime Crashes @ PM 5:59 AM	Rank (N Night)	Single Vehicle Nighttime Crashes @ PM 5:59 AM / 100K Population	Rank (Rate Night)	Alcohol Related Crashes	Rank (N Alc Ref)	Alcohol Related Crashes / 100K Population	Rank (Alc Ref Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank	Rank (N Night)	Rank (Rate Night)	Rank (N Alc Ref)	Rank (Alc Ref Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank
15	Pomfret	4,163	6	9	144.1	5	6	2	144.1	10	6.5	4	128	40	138	87	98.25	109
15	Stearling	3,764	4	11	106.3	10	6	1	159.4	7	7.25	6	145	77	138	69	107.25	126
15	Woodstock	7,838	8	6	102.1	11	7	7	89.3	14	9.5	6	106	82	128	146	115.5	139
15	Soothland	1,686	3	12	177.9	2	2	5	118.6	11	7.5	7	150	22	157	117	111.5	134
15	Killingly	17,131	21	1	122.6	7	28	22	163.4	6	9	8	47	62	63	65	59.25	44
15	Thompson	9,290	14	5	150.7	4	14	18	150.7	9	9	8	77	36	93	80	71.5	67
15	Eastford	1,750	1	14	57.1	14	2	3	114.3	12	10.75	11	164	149	157	124	148.5	165
15	Cantebury	5,089	1	14	19.7	15	8	10	157.2	8	11.75	12	164	168	120	74	131.5	157
15	Brooklyn	8,259	7	8	84.8	12	7	18	84.8	15	13.25	13	117	110	128	149	126	154
15	Plymfield	15,077	20	2	132.7	6	29	45	192.3	4	14.25	14	50	52	60	38	50	25
15	Windham	24,799	20	2	80.6	13	28	31	112.9	13	14.75	15	50	115	63	126	88.5	94
County Stats																		
9	New Haven	859,470	1067	1	124.1	1	1235	2	143.7	6	2.5	1						
3	Hartford	895,841	840	3	93.8	5	1456	1	163.6	3	3	2						
11	New London	271,963	299	4	110.0	4	506	4	186.1	1	3.25	3						
5	Witchfield	183,603	218	5	117.1	2	288	5	156.9	4	4	4						
1	Fairfield	948,263	856	2	90.3	7	1080	3	113.9	8	5	5						
15	Windham	116,573	135	7	115.8	3	173	8	148.4	5	5.75	6						
13	Tolland	151,420	132	8	87.2	8	254	6	167.7	2	6	7						
7	Middlesex	164,063	153	6	93.3	6	232	7	141.4	7	6.5	8						
	Connecticut	#####	3697		103.0		5234		145.8									

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	105.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Youth Program - Other Issues
2019	SFST training for Law Enforcement Officers
2019	Prevention Intervention Communications and Outreach
2019	Ignition Interlocks
2019	Highway Safety Office Program Management
2019	High Visibility Enforcement
2019	Enforcement of Drug-Impaired Driving
2019	DWI Courts
2019	Drug Recognition Expert (DRE) Training
2019	Communication Campaign
2019	Alcohol Vendor Compliance Checks
2019	Alcohol Vendor Compliance Checks
2019	Administrative License Revocation or Suspension

5.1.1 Countermeasure Strategy: Youth Program - Other Issues

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Youth Program - Other Issues

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Youth education programs have proven to be effective.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID Task 14	Underage Alcohol Enforcement Grant Program	Youth Program - Other Issues
ID Task 16	Fatal Vision Kits – School Resource Office (SRO) Program	Youth Program - Other Issues
ID Task 17	The Governor's Prevention Partnership – Youth Led Underage Drinking Prevention	Youth Program - Other Issues
ID Task 18	'Choices Matter' Impaired Driving Program Featuring Chris Sandy	Youth Program - Other Issues

5.1.1.1 Planned Activity: Underage Alcohol Enforcement Grant Program

Planned activity name Underage Alcohol Enforcement Grant Program

Planned activity number ID Task 14

Primary countermeasure strategy Youth Program - Other Issues

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding will be provided for up to 20 municipal, college, and university law enforcement agencies for underage drinking education and enforcement in partnership with MADD, community organizations, and youth groups. Consideration will be given to communities with higher underage drinking violation rates weighted by

population and injury and fatal crash data. Eligible activities will include: concert parking lot patrols, compliance checks, party patrols, surveillance patrols, Cops in Shops, and shoulder taps. Grant award(s) will range from \$25,000 to \$40,000 per department for overtime enforcement.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
405d-1 (M5HVE)	0199-0743-1-YY	Connecticut State Colleges and Universities	Underage Alcohol Enforcement Grant	\$100,000
154-AL	0199-0722-YY	Municipal Police Agencies	Underage Alcohol Enforcement Grant	\$400,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Youth Program - Other Issues

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL		\$400,000.00		\$0.00
2017	FAST Act 405d Impaired Driving Mid		\$100,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.1.2 Planned Activity: Fatal Vision Kits – School Resource Office (SRO) Program

Planned activity name Fatal Vision Kits – School Resource Office (SRO) Program
Planned activity number ID Task 16
Primary countermeasure strategy Youth Program - Other Issues

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
 [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
 [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The drinking age in Connecticut is 21 and consumption of alcohol by anyone under 21 is illegal (there are a few exceptions). Because underage drinkers cause a disproportionate number of alcohol-related auto fatalities, the efforts to educate the under 21 population on the risks, dangers and consequences must be visible, aggressive and ongoing. Under the continuation of this project, law enforcement agencies that have a dedicated School Resource Officer (SRO) will be able to apply for a Fatal Vision starter kit for each school that has an SRO to be used as a training tool while they are working in the schools. It is anticipated up to 45 agencies can apply for funding under this project. Students will be able to experience a simulation of being under the influence in a safe and controlled environment. This project will provide up to 100 Fatal Vision Starter Kits to School Resource Officers. As this is an ongoing project it will be closely monitored and evaluated midpoint in the fiscal year for use and effectiveness. Public outreach will be conducted through tabling events that provide the opportunity to directly communicate with the younger driving public about the importance of safe driving practices.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Item/Quantity	\$ Amount
154-AL	0199-0722-EG	Municipal Police Agencies	Fatal Vision Kits	\$100,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Youth Program - Other Issues

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL		\$100,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.1.3 Planned Activity: The Governor's Prevention Partnership – Youth Led Underage Drinking Prevention

Planned activity name The Governor's Prevention Partnership – Youth Led Underage Drinking Prevention

Planned activity number ID Task 17

Primary countermeasure strategy Youth Program - Other Issues

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Based on information gathered by the Governor's Prevention Partnership from their pilot sites around Connecticut, youths have stated that they participate in risky behavior because they do not know how to make healthy decisions while still maintaining a positive reputation among their peers. The majority of the students interviewed stated that they feel high pressure from their families, school-based professionals and their environment. This has led them to participate in risky behaviors. The students interviewed also noted that they have many friends that participate in extreme behavior such as driving while under the influence but they do not know how to effectively speak to them about this behavior. Most of these students reported to not having a place to turn when these situations arise. Teens also continue to report they are not aware of and do not have access to tools and resources for identifying high-risk situations and making appropriate decisions while they are in a potential high-risk position. Some of the high-risk situations that teens report are driving impaired, binge drinking, and other impaired and distracted driving practices which are on the rise among the teen population.

The continued objective of the 3E program (Encourage, Empower, Engage, the name for The Partnership's youth led, peer-to-peer prevention approach) is to continue to increase the connections with youth groups across the state of Connecticut to promote positive decision making, education on alcohol and other

substances and education on impaired driving. This group will continue to develop the youth web portal, create more collaboration among youth groups and empower teens from across the state with different backgrounds to motivate peers to become leaders and encourage others to make healthy decisions. Peer leaders will be selected and trained on best practices to further their abilities to impact their peers. This approach will continue to include engaging SADD chapters as well as a large variety of youth groups to gain further exposure throughout the state. The reach of this program will be expanded and monitored through the 2017-2018 academic year in the various areas of Connecticut through the addition of a new staff member working specifically on this project.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
154-AL	0199-0722-EM	Governor's Prevention Partnership	Youth Led Underage Drinking Prevention	\$100,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Youth Program - Other Issues

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL		\$100,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

Planned activity name 'Choices Matter' Impaired Driving Program Featuring Chris Sandy
Planned activity number ID Task 18
Primary countermeasure strategy Youth Program - Other Issues

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The 'Choices Matter' program was extremely successful during the 2016-2017 school year, building on the original pilot program and visiting 46 Connecticut high schools. The program plans to again return to Connecticut to provide educational programming for younger drivers related to drinking and driving. This project could fund up to 60 schools during the 2018 fiscal year. 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. 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 one million students in 35 in states. Chris partnered with Eric Krug, a victim of a deadly alcohol related crash, creating an incredible presentation featuring an offender and victim. Due to Eric's injuries he is unable to attend all of the shows but does attend for a portion in Connecticut during the year. An impaired driving simulator will be included for students as a hands-on portion of this program to allow them the experience to see the potentially devastating consequences of driving impaired in a safe setting. This presentation is emotional and inspirational to people of all ages, but especially teens, and will be expanded for the 2017-2018 school year due to the overwhelming requests to bring it back to Connecticut. Chris included a presentation to all of the high school athletic directors in Connecticut free of charge last year which generated additional great interest in the program.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
154-AL	0199-0722-AY	CT DOT/HSO	Choices Matter	\$250,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Youth Program - Other Issues

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL		\$250,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.2 Countermeasure Strategy: SFST training for Law Enforcement Officers

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy SFST training for Law Enforcement Officers

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID Task 4	Alcohol Related Program Training	SFST training for Law Enforcement Officers

5.1.2.1 Planned Activity: Alcohol Related Program Training

Planned activity name Alcohol Related Program Training
 Planned activity number ID Task 4
 Primary countermeasure strategy SFST training for Law Enforcement Officers

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding will be provided for judicial and law enforcement agencies to train personnel in the latest methods of DUI enforcement. It is anticipated that approximately Ten training sessions (seven will be held at Police Officer Standards and Training Council (POSTC) and three regional) will be conducted and 300 officers will be trained through this program. This task will ensure that NHTSA approved SFST procedures are implemented uniformly by practitioners throughout the State. The expansion of the SFST curriculum by the HSO sponsored trainings will provide law enforcement partners ample opportunity to become proficient in detecting operators who are under the influence of alcohol. Funding can include overtime, travel and lodging. Funding will also be provided for SFST curriculum manuals, SFST stimulus pen and printed drug reference guide clipboard, stimulus light pens and SFST reference notebooks and reimbursement for specified working lunches during portions of training. A projector (LCD) and wireless scanner/printer will be utilized by the Law Enforcement Liaison and POSTC Certified Instructors for classroom training at POSTC and regional law enforcement training. Funding can include overtime expenses, facility rental, travel and lodging for instructors as well as materials to support this task, including SFST stimulus pens and SFST reference notebooks. As noted below, the number of trained officers has increased by 27% from 2015 to 2016.

TRAINING CLASS	2015	2016	2017
SFST - High Visibility Enforcement Trained Officers	106	61	100
ARIDE - Advanced Roadside Impaired Driving Enforcement	68	62	35
TOTAL Law Enforcement Trained	174	123	135

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
154-AL	0199-0722-AB	CT-DOT/ HSO	Alcohol Related Program Training	\$100,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	SFST training for Law Enforcement Officers

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL		\$100,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
LCD projector and Printer/Scanner	1	\$6,000.00	\$6,000.00	\$6,000.00	\$6,000.00

5.1.3 Countermeasure Strategy: Prevention Intervention Communications and Outreach

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Prevention Intervention Communications and Outreach

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID Task 7	Mothers Against Drunk Driving (MADD) Initiatives	Prevention Intervention Communications and Outreach

5.1.3.1 Planned Activity: Mothers Against Drunk Driving (MADD) Initiatives

Planned activity name Mothers Against Drunk Driving (MADD) Initiatives
Planned activity number ID Task 7
Primary countermeasure strategy Prevention Intervention Communications and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Power of Parent's It's Your Influence

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

Enter intended subrecipients.

Funding Source	Project number	Agency	Title	\$ Amount
154-AL	0199-0722-EE	MADD	Power of Parents	\$65,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Prevention Intervention Communications and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL		\$64,997.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.4 Countermeasure Strategy: Ignition Interlocks

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Ignition Interlocks

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

5.1.5 Countermeasure Strategy: Highway Safety Office Program Management

Program area Impaired Driving (Drug and Alcohol)
Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Program management provides oversight of the the Impaired Driving program to:

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program management provides oversight of the the Impaired Driving program to:

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Program management provides oversight of the the Impaired Driving program to:

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID Task 1	Alcohol Program Management	Highway Safety Office Program Management

5.1.5.1 Planned Activity: Alcohol Program Management

Planned activity name Alcohol Program Management
Planned activity number ID Task 1
Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The task will include coordination of activities and projects outlined in the impaired driving program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Funding will be provided for personnel, employee-related expenses and overtime, professional contracted data consultant services and additional outside professional services if the need arises, staff members travel, classroom and teaching materials, supplies and other related operating expenses. The majority of these projects will be used to fund salary while a small portion is used for staff travel along with travel for traffic safety professionals outside of the program staff members and program operating expenses.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
402-AL	0199-0704-AA	CT-DOT/HSO	Alcohol Program Management	\$25,000
154-AL	0199-0722-AA	CT-DOT/HSO	Alcohol Program Management (154)	\$150,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402		\$25,000.00	\$0.00	\$0.00
2017	154 Transfer Funds-AL		\$150,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.6 Countermeasure Strategy: High Visibility Enforcement 50

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy High Visibility Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

High-visibility enforcement objectives will be accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Law Enforcement agencies will be offered DUI overtime enforcement grants. In order to fulfill the Impaired Driving Program countermeasures, the HSO will make an extra effort to add

additional saturation patrols and checkpoints during the national crackdowns of the Thanksgiving, Christmas and New Year's holidays, as well as other holiday periods. These grants will be available to police departments for the holiday/high travel periods and for non-holiday travel periods creating year-round sustained enforcement. Enforcement will be targeted at high DUI activity periods identified in the statewide problem identification and by local police departments based on specific community core hours of related alcohol activity through this task. The Highway Safety Office will make every effort to encourage DUI checkpoint activity every weekend throughout the year. It is anticipated that approximately 80 agencies will participate as sub-grantees and an estimated 100 DUI checkpoints and approximately 5,000 roving/saturation patrols will be conducted statewide throughout 2018-2019. Enforcement will target high risk regions and communities where DUI activity is known to be significant, based on a multi-year data analysis of passenger vehicle injury crashes.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

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

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

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID Task 2	DUI Overtime Enforcement	High Visibility Enforcement
ID Task 3	Data Analysis & Surveys	High Visibility Enforcement
ID Task 8	DUI Enforcement Equipment/Testing Equipment	High Visibility Enforcement
ID Task 15	Toxicology Laboratory Personnel/Equipment/Supplies	High Visibility Enforcement

5.1.6.1 Planned Activity: DUI Overtime Enforcement

Planned activity name DUI Overtime Enforcement

Planned activity number ID Task 2

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

High-visibility enforcement objectives will be accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Law Enforcement agencies will be offered DUI overtime enforcement grants. In order to fulfill the Impaired Driving Program countermeasures, the HSO will make an extra effort to add additional saturation patrols and checkpoints during the national crackdowns of the Thanksgiving, Christmas and New Year's holidays, as well as other holiday periods. These grants will be available to police departments for the holiday/high travel periods and for non-holiday travel periods creating year-round sustained enforcement. Enforcement will be targeted at high DUI activity periods identified in the statewide problem identification and by local police departments based on specific community core hours of related alcohol activity through this task. The Highway Safety Office will make every effort to encourage DUI checkpoint activity every weekend throughout the year. It is anticipated that approximately 80 agencies will participate as sub-grantees and an estimated 100 DUI checkpoints and approximately 5,000 roving/saturation patrols will be conducted statewide throughout 2018-2019. Enforcement will target high risk regions and communities where DUI activity is known to be significant, based on a multi-year data analysis of passenger vehicle injury crashes.

Enter intended subrecipients.

High-visibility enforcement objectives will be accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Law Enforcement agencies will be offered DUI overtime enforcement grants. The Highway Safety Office will make every effort to encourage DUI checkpoint activity every weekend throughout the year. It is anticipated that approximately 80 agencies.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL		\$5,090,000.00		\$0.00
2017	FAST Act 405d Impaired Driving Mid		\$600,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.6.2 Planned Activity: Data Analysis & Surveys

Planned activity name Data Analysis & Surveys
 Planned activity number ID Task 3
 Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The goal of this project is to provide data to the Highway Safety Office which is in problem identification and the creation of countermeasures to decrease fatalities and injuries related to impaired driving. This project will provide funding for annual evaluation and support for the Impaired Driving Program. The project will include data evaluation and support for annual planning documents. This project will also include 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.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
154-AL	0199-0722-AD	CT-DOT/ HSO	Data Analysis & Surveys	\$150,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL		\$150,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.6.3 Planned Activity: DUI Enforcement Equipment/Testing Equipment

Planned activity name DUI Enforcement Equipment/Testing Equipment

Planned activity number ID Task 8

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from

the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The HSO will continue to encourage regional cooperation and coordination of checkpoints by awarding funds for the purchase of DUI related equipment that will be jointly utilized by regional traffic units (RTUs) (i.e.: 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).

There is 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 purchase will assist in the identification of impairment through forensic science activity:

These instruments are used for the analysis of DUI evidence for the detection and quantitation of ethanol and other volatile compounds. The data generated by these instruments is critical to the determination of ethanol quantity within blood and/or urine evidence. Additionally, this task will provide support for the upgrade of storage space for toxicological specimens

The Toxicology Unit does not send back biological specimens from DUI cases to the submitting agencies. They have historically discarded of specimens after a brief time period, but, at the request of the Office of the Chief State's Attorney, that practice has been stopped and storage of biological DUI evidence remains indefinite until notified by the judicial system. These storage devices will allow for uninterrupted storage of DUI evidence so that cases do not get negatively impacted if re-testing is necessary.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Item (#'s)	\$ Amount
405d-5 (M5BAC)	0199-0743-5-BJ	DESPP	Headspace-GC/MS UPS for LCMSMS instrument	\$502,000
154-AL	0199-0722-ZZ	Municipal Police Agencies	DUI Enforcement Equipment	\$100,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid		\$502,000.00	\$0.00	
2017	154 Transfer Funds-AL		\$100,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Headspace-GC/MS UPS for LCMSMS instrument	1	\$502,000.00	\$502,000.00	\$502,000.00	\$502,000.00

5.1.6.4 Planned Activity: Toxicology Laboratory Personnel/Equipment/Supplies

Planned activity name Toxicology Laboratory Personnel/Equipment/Supplies

Planned activity number ID Task 15

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

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

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

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
405d-5 (M5BAC)	0199-0743-5-BQ	DESPP	Toxicology Lab Personnel	\$295,000
405d-5 (M5BAC)	0199-0743-5-DO	DESPP	Toxicology Supplies	\$71,000
405d-5 (M5BAC)	0199-0743-5-DQ	DESPP	UPS Automated Nitrogen Generator/Service Contracts	\$120,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid		\$486,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
UPS Automated Nitrogen Generator	1	\$40,000.00	\$40,000.00	\$40,000.00	\$40,000.00

5.1.7 Countermeasure Strategy: Enforcement of Drug-Impaired Driving

Program area Impaired Driving (Drug and Alcohol)
 Countermeasure strategy Enforcement of Drug-Impaired Driving

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID Task 19	DRE Overtime Call Out	Enforcement of Drug-Impaired Driving
ID Task 12	Drug Evaluation and Classification Program (DECP)	Enforcement of Drug-Impaired Driving
ID Task 13	Drug Recognition Expert Field Materials	Enforcement of Drug-Impaired Driving

5.1.7.1 Planned Activity: DRE Overtime Call Out

Planned activity name DRE Overtime Call Out
Planned activity number ID Task 19
Primary countermeasure strategy Enforcement of Drug-Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
402-PT	0199-0707-AI	CT-DOT/HSO	DRE Overtime call out	\$300,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Enforcement of Drug-Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402		\$300,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.7.2 Planned Activity: Drug Evaluation and Classification Program (DECP)

Planned activity name Drug Evaluation and Classification Program (DECP)
 Planned activity number ID Task 12
 Primary countermeasure strategy Enforcement of Drug-Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

(IACP) to participate in the development and national expansion of this DRE program. Once the request for training dates have been approved by the IACP, Connecticut will be able to host approximately two training sessions during the fiscal year and in turn, 16 additional (for a total of 56) officers will then become certified DREs. Also included in this task is recertification and instructor training for approximately 5 instructor candidates. The DECP State coordinator will coordinate two two-day recertification courses taught by a qualified DRE trainer. This task will ensure that IACP approved DRE's evaluations are implemented uniformly by practitioners throughout the State. Site monitoring visit to DRE course and field certification locations will be conducted. Funding can include overtime expenses, travel and lodging for instructors as well as DRE Course and Field certification materials to support this task, including special testing (Drug Check) kits with working lunch.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
402-PT	0199-0707-AL	CT-DOT/HSO	DRE Training	\$150,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Enforcement of Drug-Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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

2017	FAST Act NHTSA 402	\$150,000.00	\$0.00	\$0.00
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Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.7.3 Planned Activity: Drug Recognition Expert Field Materials

Planned activity name Drug Recognition Expert Field Materials

Planned activity number ID Task 13

Primary countermeasure strategy Enforcement of Drug-Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
405d-1 (M5HVE)	0199-0743-1-BM	CT-DOT/HSO	Drug Recognition Expert Field Kits	\$37,000
405d-1 (M5HVE)	0199-0743-1-DK	CTSRC	Tablets for evaluation and reporting to national data base (includes software) for new DRE's	\$60,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Enforcement of Drug-Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid		\$97,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.8 Countermeasure Strategy: DWI Courts

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy DWI Courts

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

DWI courts have proven effective in the prosecution of drivers arrested under suspicion of impaired driving.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID Task 5	Traffic Safety Resource Prosecutor (TSRP)	DWI Courts
ID Task 10	Administrative Per Se Hearing Attorney(s)	DWI Courts
ID Task 11	Ignition Interlock Program Analysts	DWI Courts

5.1.8.1 Planned Activity: Traffic Safety Resource Prosecutor (TSRP)

Planned activity name Traffic Safety Resource Prosecutor (TSRP)

Planned activity number ID Task 5

Primary countermeasure strategy DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

A Statewide Traffic Safety Resource Prosecutor (TSRP) position will be funded within the Office of the Chief State's Attorney. The TSRP will assist in successfully prosecuting DUI and other drug/impaired related cases through training/education programs for professionals from all related fields and provide monthly activity

reports. This training will include up to two Statewide Prosecutor’s meeting (s) and up to 15 local geographical area trainings. The groups include but are not limited to, prosecutors, law enforcement personnel, judges and hearing officers. The TSRP will also act in an advisory capacity to State and local law enforcement agencies and the Highway Safety Office on all DUI and/or impaired driving legislation. The TSRP will also develop and update training manuals aiding successful identification and prosecution of DUI offenders for both law enforcement and judicial officials. The TSRP will coordinate and conduct two DUI Investigation and Trial Advocacy Trainings for non-specialized DUI State prosecutors and judges to educate them in reconstruction methodologies, operator ID issues, direct cross examination, evaluation of defense expert reports, toxicology and DUI specific trial skills. The 402-PT funding will cover the TSRP during drug-impaired driving related activities.

Enter intended subrecipients.

CT-DOT/HSO

Funding Source	Project Number	Agency	Title	\$ Amount
154-AL	0199-0722-AC	CT-DOT/HSO	Criminal Justice	\$250,000
402-PT	0199-0707-AF	CT-DOT/HSO	Criminal Justice	\$50,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	DWI Courts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL		\$250,000.00		\$0.00
2017	FAST Act NHTSA 402		\$60,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.8.2 Planned Activity: Administrative Per Se Hearing Attorney(s)

Planned activity name Administrative Per Se Hearing Attorney(s)
 Planned activity number ID Task 10
 Primary countermeasure strategy DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
154-AL	0199-0722-EH	DMV	(2) DMV Admin. Per Se Hearing Attorney(s)	\$500,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	DWI Courts

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL		\$500,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.8.3 Planned Activity: Ignition Interlock Program Analysts

Planned activity name Ignition Interlock Program Analysts

Planned activity number ID Task 11

Primary countermeasure strategy DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding will be provided for two positions at the Connecticut Department of Motor Vehicles. They will be trained to understand sanctioning process, Connecticut ignition interlock law and procedure. Once proficient, they will answer Driver Services customer e-mails and phone calls, review documents, including the driving history, prepare correspondence and process changes to driver history including restorations. These positions will analyze requests for reconsideration prior to

hearing to determine if violations should be removed or referred for administrative review, and will prepare documentation and appear to represent CT DMV at any administrative hearing. To continue to effectively administer the expansion of the IID Program, DMV is seeking to continue funding for these two full time positions.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
154-AL	0199-0722-EI	DMV	(2) DMV Admin. IID Ignition Interlock Positions	\$200,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	DWI Courts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL		\$200,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.9 Countermeasure Strategy: Drug Recognition Expert (DRE) Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Drug Recognition Expert (DRE) Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

5.1.10 Countermeasure Strategy: Communication Campaign

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID Task 9	DUI Media Campaign	Communication Campaign
ID Task 6	Impaired Driving Public Information and Education	Communication Campaign

5.1.10.1 Planned Activity: DUI Media Campaign

Planned activity name DUI Media Campaign
Planned activity number ID Task 9
Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply

with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding will be used for paid advertising in support of NHTSA scheduled crackdown periods (i.e. Labor Day, Memorial Day and Thanksgiving/Christmas/New Year holiday crackdown periods). Paid advertising in the form of television, radio, internet, billboards and bus panels in support of national holiday mobilizations (i.e. Drive Sober or Get Pulled Over and specific holiday messaging) will be utilized to compliment associated enforcement and is the major component of this activity. Also included are special holiday periods which NHTSA has identified as high-risk periods for increased impaired driving including Super Bowl Sunday, Saint Patrick's Day and Cinco de Mayo. (Super bowl, St. Patrick's Day etc.). Paid media buys will include the development of a creative concept and images targeting the over-represented alcohol-related crash demographic of 21 to 34 year old males and will include a bi-lingual component for Spanish speaking audiences. Paid media buys will also promote awareness of issues such as daytime DUI and increased criminal penalties for DUI with a child in the vehicle. In accordance with NHTSA messaging, the focus will be placed on the fear of being caught and receiving substantial penalties. Earned media, supplementing paid buys, will be sought by inviting television reporters to live checkpoints and ride-alongs on DUI patrols for broadcast. Media will be tracked and measured through required reports from media agencies and attitude and awareness surveys conducted.

Advertising impaired driving messages (including "Drive Sober or Get Pulled Over", "Buzzed Driving is Drunk Driving" and "Fans Don't Let Fans Drive Drunk") in the form of signage, in-event promotions and message specific promotions related to the respective partners will also be purchased at the following venues: Dunkin' Donuts Park, Hartford XL Center, Bridgeport's Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation theatres, Lime Rock Park, Stafford Motor Speedway and Thompson International Speedway. Media promotion through the enhancement and improvement of the drink-drive-lose.com website will reach and educate younger drivers who are overrepresented in alcohol crashes will broaden the reach of these educational efforts.

Anticipated Media Campaign Costs:

- Thanksgiving, Christmas, New Year crackdown (November 15, 2018 - January 1, 2019) - \$900,000
- Memorial Day/July 4th/Labor Day crackdown (May 23, 2019 to September 2, 2019) – \$200,000
- Super Bowl, St. Patrick's Day, Cinco de Mayo, etc. (various dates around holidays) -\$200,000
- Venue Advertising (October 1, 2018 – September 30, 2019) - \$500,000
- Spanish Language Media Campaign – Comprehensive Media campaigns to be used in conjunction with crackdown and mobilization advertising buys – \$200,000

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
154-PM	0199-0720-AA	CT-DOT/HSO	DUI Media Campaign	\$2,000,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-PM		\$2,000,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.10.2 Planned Activity: Impaired Driving Public Information and Education

Planned activity name Impaired Driving Public Information and Education

Planned activity number ID Task 6

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Information and education for the general public is provided by a number of sources, including governments, health agencies nongovernmental organizations and law enforcement agencies. Responsibility messages are also part of the overall effort to educate the general public and are found on literature, billboards and other advertising avenues. While these approaches may not always result in the desired level of behavior change, they are considered necessary in informing individuals and equipping them to make decisions about their own drinking and choosing to drive. Alcohol education efforts are a necessary and integral part of any balanced

and comprehensive approach to policy. When public information and education items are used as part of a multi-pronged approach to changing behavior, there is evidence that, as part of a combined and multi-pronged strategy, it is a useful and important tool.

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

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

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
154-AL	0199-0722-BG	CT-DOT/HSO	Impaired Driving Public Information and Education brochures	\$50,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL		\$50,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.1.11 Countermeasure Strategy: Alcohol Vendor Compliance Checks

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Alcohol Vendor Compliance Checks

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure

No records found.

5.1.12 Countermeasure Strategy: Alcohol Vendor Compliance Checks

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Alcohol Vendor Compliance Checks

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

5.1.13 Countermeasure Strategy: Administrative License Revocation or Suspension

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Administrative License Revocation or Suspension

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

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

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Problem Identification

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

Problem Identification: Child Restraints

Table OP-1 shows observed restraint use for children ages 0 to 3 years from the State's Bellwether observations. The table indicates that in 2016, 91 percent of children under age 4 were being restrained and 99 percent were in the rear seat of their vehicles. Young children are less likely to be restrained when their driver is not belted (83.3% versus 91.0% when the driver is belted). Comparing 2016 results with those from the first year of these observations (1997) shows the progress

that has been made. Child restraint use has increased by 20 percentage points over the period and more than 99% of young children are now riding in the rear seat of their vehicles.

Table OP-1. Child Restraint Use (Age 0 to 3 Years) 1997 and 2010-2016

	1997	2010	2011	2012	2013	2014	2015	2016
	(N=247)	(N=332)	(N=342)	(N=338)	(N=358)	(N=362)	(N=165)	(N=163)
Child Restraint Use	70.4%	85.2%	85.6%	87.4%	89.5%	91.1%	93.9%	90.8%
Driver Belt Use	63.6%	91.6%	89.5%	89.3%	94.4%	91.7%	90.3%	95.7%
When Driver								
Belted	80.3%	88.6%	88.9%	89.6%	90.1%	92.0%	94.0%	91.0%
When Driver Not								
Belted	56.3%	62.5%	61.8%	67.9%	83.3%	82.1%	93.3%	83.3%
Children in: Front								
Seat	23.9%	14.5%	16.4%	14.2%	13.7%	17.4%	1.2%	0.6%
Children in: Rear								
Seat	76.1%	85.5%	83.6%	85.8%	86.3%	82.6%	98.8%	99.4%

Source: Connecticut Bellwether Seat Belt and Child Restraint Observations. Observations were first conducted in 1997 and as such 1997 is considered the baseline year for these data.

A key challenge in problem identification in child passenger safety is the availability of research and analysis of data to identify specific groups of motorists who do not comply with the law. Currently, there are deficiencies in obtaining the necessary information to identify children that are not properly restrained.

Problem Identification: Occupant Protection

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

Table OP-2. Statewide Scientific Observations

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Total	88%	86%	88%	88%	87%	87%	85%	85%	89%	90%

Source: Connecticut Department of Transportation Statewide Scientific Observations

Table OP-3 shows driver and front seat passenger seat belt use rates in 2017 as a function of vehicle, location, and personal characteristics. The year 2012 is used as comparison since it corresponds to the last redesign. Observed seat belt use was highest in SUVs and cars, and lowest in pick-up trucks. Seat belt use was highest on collector roads and lowest on minor arterial roads, higher among females than males and higher for Caucasians than non-Caucasians. Statewide seat belt use increased by 3 percentage points from 2012 (the year of the last redesign) to 2017 (87% to 90%). Comparing 2017 results with those from 2012 shows that seat belt use increased in every category, except for a slight drop (0.3 percentage points) in belt use for drivers of vans.

Table OP-3. Observed Driver and Front Seat Passenger Seat Belt Use-2012 & 2017

	Drivers		Passengers	
	2012	2016	2012	2016
Vehicle Type				
Passenger Car	88.8%	90.2%	87.8%	91.9%
Pick Up Truck	80.1%	81.9%	77.8%	84.8%
SUV	90.4%	93.4%	89.7%	95.2%
Van	90.6%	90.3%	90.3%	90.5%
Roadway Type				
Interstate	89.8%	90.0%	89.5%	90.6%
Principal Arterial	88.0%	89.9%	86.8%	90.8%
Minor Arterial	88.0%	90.7%	87.4%	88.7%
Collector	88.2%	90.7%	87.7%	94.2%
Local Road	86.1%	89.2%	84.8%	90.4%
Gender				
Male	86.8%	87.5%	84.9%	90.1%
Female	90.8%	92.9%	89.5%	93.2%
Race				
Caucasian	88.9%	90.4%	88.2%	92.9%
Non-Caucasian	83.4%	83.9%	83.1%	80.6%

Source: Connecticut Department of Transportation Statewide Scientific Observations

Table OP-4 shows belt use in fatally injured passenger vehicle occupants as a function of time of day. Belt use rates are consistently lower at night than during the daytime. Over the period 2012-2016, daytime belt use in fatal crashes has been 21 percentage points higher than nighttime belt use.

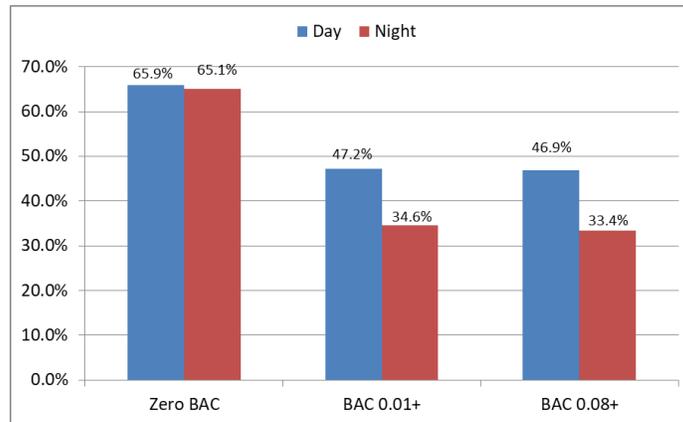
Table OP-4. Percent of Belt Use by Time of Day, Fatally Injured
Passenger Vehicle Occupants, 2012-2016

% belted	2012	2013	2014	2015	2016	2012-16
Day (5:00am - 8:59pm)	65.0%	63.1%	63.1%	57.7%	58.0%	61.3%
Night (9:00pm to 4:59am)	43.8%	39.1%	27.3%	39.7%	46.2%	40.0%

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

Figure OP-1 shows that, in addition to time of day, alcohol involvement is a factor to be considered in seat belt use by fatally injured drivers. Indeed, daytime seat belt use by drivers with zero BAC is 19 percentage points higher than drivers with BAC of 0.01 or above, and 19 percentage points higher than impaired drivers (BAC ≥ 0.08). A similar trend is seen at night. Seat belt use for drivers with zero BAC at night is 31 percentage points higher than drivers with BAC of 0.01 and above, and 32 percentage points higher than impaired drivers.

Figure OP-1. Fatally Injured Driver Belt Use by Time of Day and Alcohol Involvement, 2012-2016



Source: FARS

Table OP-5, shows driver seat belt use among those killed or seriously injured (“A” injury) on a county-by-county basis in 2016. The data indicate that seat belt use in serious crashes varies around the State, ranging from a low of 65 percent in Litchfield County to a high of 86 percent in New Haven County. Table OP-6 shows that belt use in passenger vehicle fatalities has increased between 2014 (36.5%) and 2016 (43.2%).

Table OP-5. Driver Belt Use by Injury and County, 2016

Driver Injury	Fairfield	Hartford	Litchfield	Middlesex	New Haven	New London	Tolland	Windham
Killed or A Injury	77.7%	77.1%	65.4%	69.0%	85.8%	76.8%	69.6%	61.9%

Source: Connecticut Crash Data Repository

Table OP-6. Belt Use in Passenger Vehicle Fatalities, 2014-2016

	2014		2015		2016	
	N	Percent	N	Percent	N	Percent
Belt	50	36.5%	68	43.9%	73	43.2%
No Belt	48	35.0%	68	43.9%	62	36.7%
Unknown	38	28.5%	19	12.3%	34	20.1%

Total 136 100.0% 155 100.0% 169 100.0%

Source: FARS Final Files 2014-2015, Annual Report File 2016

Table OP-7 represents towns with the lowest belt use in serious and fatal injury crashes during the 2012-2016 period. Towns were ranked for seat belt use by vehicle occupants who were injured (“A/B” injuries) or fatally injured. Only crashes occurring on non-interstates were included. This was done so that the data would be more representative of local traffic (and not traffic merely traveling through town). Ranks were created based on number of unbelted occupants, the percent belted, the number of unbelted occupants per population, and the number of unbelted occupants per VMT (non-Interstates). Each rate produced a unique rank per town and these ranks were averaged to create an overall rank, from lowest to highest. Table OP-7 shows the towns with 20 or more people injured or killed by rank.

Table OP-7. Belt Use by Seriously and Fatally Injured Occupants by Town, 2012-2016

Town	County	Belted	Unbelted	Total	Percent unbelted	Rate per 10k pop	Rate per 100k vmt	Rank Order
Waterbury	New Haven	55	158	213	74%	14.52	12.46	1
New Haven	New Haven	45	171	216	79%	13.12	15.82	2
Farmington	Hartford	13	179	192	93%	69.84	26.20	3
Hamden	New Haven	26	105	131	80%	17.15	11.94	4
North Branford	New Haven	8	46	54	85%	32.25	17.79	5
Hartford	Hartford	36	156	192	81%	12.58	15.36	6
Bridgeport	Fairfield	45	139	184	76%	9.42	11.92	7
Meriden	New Haven	14	105	119	88%	17.50	14.92	8
Bloomfield	Hartford	8	46	54	85%	22.17	9.24	9
Manchester	Hartford	16	80	96	83%	13.79	12.10	10
Shelton	Fairfield	21	54	75	72%	13.08	5.90	11
Bristol	Hartford	20	58	78	74%	9.59	8.36	12
Wolcott	New Haven	13	21	34	62%	12.60	10.31	13
Berlin	Hartford	10	45	55	82%	21.89	6.57	14
East Hartford	Hartford	17	59	76	78%	11.61	7.20	15
Orange	New Haven	13	32	45	71%	22.95	4.95	15
Milford	New Haven	4	82	86	95%	15.30	10.41	17
Monroe	Fairfield	6	39	45	87%	19.66	11.14	18
North Haven	New Haven	13	41	54	76%	17.21	5.76	18
New Milford	Litchfield	12	33	45	73%	12.10	5.90	20
Middlebury	New Haven	7	14	21	67%	18.34	7.76	21
Danbury	Fairfield	28	61	89	69%	7.21	6.04	22
Seymour	New Haven	5	33	38	87%	20.03	7.86	23
East Hampton	Middlesex	3	27	30	90%	21.00	14.37	24
Branford	New Haven	9	27	36	75%	9.59	8.98	25
Newington	Hartford	9	40	49	82%	13.07	6.64	25
Southington	Hartford	16	36	52	69%	8.22	6.99	25
Vernon	Tolland	9	28	37	76%	9.67	8.05	28
Stamford	Fairfield	18	106	124	85%	8.23	8.09	29
West Haven	New Haven	18	28	46	61%	5.10	7.67	30
Stratford	Fairfield	15	43	58	74%	8.17	5.67	31
Waterford	New Londd	3	32	35	91%	16.60	7.77	32
Ansonia	New Haven	10	16	26	62%	8.49	7.27	33
Plainville	Hartford	10	21	31	68%	11.82	5.24	33
Suffield	Hartford	9	16	25	64%	10.22	5.75	36
Windsor	Hartford	5	38	43	88%	13.10	6.24	36
New Britain	Hartford	20	43	63	68%	5.91	5.40	38
South Windsor	Hartford	2	33	35	94%	12.80	7.79	39
Guilford	New Haven	6	23	29	79%	10.29	7.92	40
New London	New Londd	3	29	32	91%	10.67	11.09	40
Ledyard	New Londd	9	14	23	61%	9.32	6.02	42
Derby	New Haven	7	17	24	71%	13.39	5.06	43
Bethel	Fairfield	6	18	24	75%	9.22	7.89	44
Canton	Hartford	8	12	20	60%	11.62	5.65	44
Woodbridge	New Haven	5	19	24	79%	21.38	4.64	46
Simsbury	Hartford	5	26	31	84%	10.68	6.28	47
Enfield	Hartford	14	25	39	64%	5.64	4.73	49

Town	County	Belted	Unbelted	Total	Percent unbelted	Rate per 10k pop	Rate per 100k vmt	Rank Order
Wallingford	New Haven	14	35	49	71%	7.80	3.82	49
Darien	Fairfield	2	22	24	92%	10.10	8.14	52
Brookfield	Fairfield	6	19	25	76%	11.08	4.66	54
Norwalk	Fairfield	20	45	65	69%	5.09	3.73	54
Cheshire	New Haven	13	18	31	58%	6.15	4.44	56
Fairfield	Fairfield	9	44	53	83%	7.15	4.18	58
Stonington	New London	5	16	21	76%	8.71	5.29	59
East Haven	New Haven	5	19	24	79%	6.57	7.36	60
Westport	Fairfield	4	28	32	88%	10.04	4.18	61
Wilton	Fairfield	7	16	23	70%	8.55	3.81	64
Portland	Middlesex	12	8	20	40%	8.52	4.16	65
Trumbull	Fairfield	15	24	39	62%	6.55	1.93	70
Wethersfield	Hartford	6	20	26	77%	7.59	4.12	71
Norwich	New London	18	16	34	47%	4.01	3.20	73
Torrington	Litchfield	5	24	29	83%	6.88	4.34	74
Cromwell	Middlesex	4	16	20	80%	11.40	3.00	75
Middletown	Middlesex	9	22	31	71%	4.71	2.71	81
Naugatuck	New Haven	8	14	22	64%	4.44	3.26	81
New Canaan	Fairfield	2	18	20	90%	8.83	3.45	85
Groton	New London	8	15	23	65%	3.78	3.16	91
Newtown	Fairfield	7	13	20	65%	4.64	2.41	96
Greenwich	Fairfield	6	27	33	82%	4.31	2.60	97
West Hartford	Hartford	4	25	29	86%	3.96	3.48	99
Glastonbury	Hartford	8	12	20	60%	3.46	1.24	106

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	62.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	91.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	Highway Safety Office Program Management
2019	Communications and Outreach Supporting Enforcement
2019	Communications and Outreach Strategies for Older Children Communications and Outreach Strategies for Booster Seat Use School Programs, Inspection Stations
2019	Child Restraint System Inspection Station(s)
2019	Child Restraint Administration

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

Program area Occupant Protection (Adult and Child Passenger Safety)

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

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The HSO will continue to encourage law enforcement agencies to conduct statewide sustained seat belt enforcement during the year. Sustained enforcement was tracked in 2015 and 2016 resulting in sustained enforcement covering at least 70 percent of the areas where unrestrained fatalities occur. The HSO plans to continue to have sustained OP enforcement covering areas where 70 percent of the unrestrained fatalities occurred. Law enforcement agencies conducted sustained OP

enforcement during grant-funded overtime projects; this includes both agencies that received grant funding and non-funded agencies. During overtime enforcement projects (impaired driving, speed and distracted driving) law enforcement conduct enforcement of Connecticut's seat-belt laws as a secondary focus beyond the primary scope of the project(s). Connecticut State Police will continue to conduct OP sustained enforcement and will be asked to focus on towns with unrestrained fatalities wherever possible. During this activity, efforts were made to participate in sustained enforcement of Connecticut's seat-belt laws as a secondary focus beyond the primary scope of the project(s). The HSO anticipates that this level of enforcement activity will continue during the 2018 planning period.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The HSO will offer greater funding priority to towns and agencies that show the greatest need in this area. This increased focus on low belt used and unbelted crashes will not preclude the HSO from continuing historical practice of attempting to achieve statewide law enforcement participation during national mobilizations. The HSO will continue to encourage law enforcement agencies statewide to participate in the 2019 CIOT mobilization(s) in May and November regardless of funding availability.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP Task 2	Data Analysis & Surveys	Short-term, High Visibility Seat Belt Law Enforcement
OP Task 3	Click It or Ticket Enforcement	Short-term, High Visibility Seat Belt Law Enforcement
OP Task 4	Occupant Protection Enforcement/ Connecticut State Police	Short-term, High Visibility Seat Belt Law Enforcement

5.2.1.1 Planned Activity: Data Analysis & Surveys

Planned activity name Data Analysis & Surveys
Planned activity number OP Task 2
Primary countermeasure strategy Short-term, High Visibility Seat Belt Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
402-OP	0199-0702-AB	CT-DOT/HSO	Data Analysis & Surveys	\$150,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402		\$150,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.1.2 Planned Activity: Click It or Ticket Enforcement

Planned activity name Click It or Ticket Enforcement
Planned activity number OP Task 3
Primary countermeasure strategy Short-term, High Visibility Seat Belt Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The goal of this project is to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during checkpoint and patrols. This project provides funding for enforcement of occupant protection laws through the Selective Traffic Enforcement Program or WAVE in conjunction with the national "Click It or Ticket" mobilization (May and November) including checkpoints and roving/saturation patrols. The WAVE is an enforcement activity that takes place during the National Occupant Protection efforts. Law enforcement agencies will report a pre, post and enforcement survey to the HSO office. We are increasing our focus on the top towns based on data from Connecticut's 2017 *Seat Belt Use Report*. Increased effort will focus on low seat belt use towns through increased enforcement and education. This will be accomplished through analysis of crash and observation data to identify towns and areas where low belt use by motorists can best be addressed (see table OP-7 in the problem ID section of this area). This analysis focuses on the combination of low belt use towns identified through observation surveys and pairs it with ranked analysis of unbelted crashes and fatalities as well as population and VMT data over a five year period. This process serves to prioritize funding opportunities for 40-60 participating law enforcement agencies. The HSO will offer greater funding priority to towns and agencies that show the greatest need in this area. This increased focus on low belt used and unbelted crashes will not preclude the HSO from continuing historical practice of attempting to achieve statewide law enforcement participation during national mobilizations.

The goal of the nighttime enforcement project is to decrease the number of unbelted fatalities and injury crashes that occur at night time. Available data and program evaluations suggest that more emphasis on seat belt enforcement during the night hours can provide additional gains in seat belt use and injury reduction. This process serves to prioritize funding opportunities for 5-10 participating law enforcement agencies including Connecticut State Police. The HSO will offer greater funding priority to towns and agencies that show the greatest need in this area.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
402-OP	0199-0702-AC	CT-DOT/HSO	Click It or Ticket Enforcement (November & May Mobilization)	\$680,000
402-OP	0199-0702-AH	CT-DOT/HSO	Nighttime Enforcement Pilot	\$150,000
402-OP	0199-0702-AI	DESPP	Nighttime Enforcement Pilot	89 \$50,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402		\$880,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.1.3 Planned Activity: Occupant Protection Enforcement/ Connecticut State Police

Planned activity name Occupant Protection Enforcement/ Connecticut State Police
Planned activity number OP Task 4
Primary countermeasure strategy Short-term, High Visibility Seat Belt Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
405b-1 (M2HVE)	0199-0741-1-AC	DESPP	Occupant Protection Enforcement/CSP	\$125,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low		\$125,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The goal of this project is to increase seat belt use in Connecticut. This project will include coordination of activities and projects outlined in the occupant protection/child passenger safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP Task 1	Occupant Protection Program Administration	Highway Safety Office Program Management

5.2.2.1 Planned Activity: Occupant Protection Program Administration

Planned activity name Occupant Protection Program Administration

Planned activity number OP Task 1

Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The goal of this project is to increase seat belt use in Connecticut. This project will include coordination of activities and projects outlined in the occupant protection/child passenger safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services. Travel expenses for training and to attend outreach events, and other related operating expenses. This project may be used to fund salary and a small portion is used for travel and operating expenses.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
402-OP	0199-0702-AA	CT-DOT/HSO	OP Program Administration	\$25,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402		\$25,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.3 Countermeasure Strategy: Communications and Outreach Supporting Enforcement

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Communications and Outreach Supporting Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in

geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP Task 6	Safety Belt Convincer/Rollover Simulator	Communications and Outreach Supporting Enforcement
OP Task 8	Occupant Protection Public Information and Education	Communications and Outreach Supporting Enforcement
OP-CR Task 5	"Look Before You Lock, Where's Baby"	

5.2.3.1 Planned Activity: Safety Belt Convincer/Rollover Simulator

Planned activity name Safety Belt Convincer/Rollover Simulator
Planned activity number OP Task 6
Primary countermeasure strategy Communications and Outreach Supporting Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

The goal of this task is to also purchase a rollover simulator or seatbelt convincer to be used by law enforcement to increase seat belt compliance, which will reduce the number of injuries and fatalities. The purchase of this equipment will allow increase demonstrations to be held at approximately 80 more education programs, school events, health and safety fairs and community events.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
405b-2 (M2PE)	0199-0741-2-AE	DESPP	Safety Belt Convincer/Rollover Simulator	\$200,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communications and Outreach Supporting Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low		\$200,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.3.2 Planned Activity: Occupant Protection Public Information and Education

Planned activity name Occupant Protection Public Information and Education

Planned activity number OP Task 8

Primary countermeasure strategy Communications and Outreach Supporting Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Public information and education efforts will be conducted through a variety of public outreach venues. Safety belt messages and images including “Click It or Ticket”, “Buckle Up Connecticut” and “Seat Belts Save Lives” that are prominently placed at several of the States sports venues (including but not limited to Dunkin Donuts Park, Hartford XL Center, Bridgeport’s Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation theatres, Ives Center, Lime Rock Park, Stafford Motor Speedway and the Thompson International Speedway) through the paid media project. In support of the visual messages, public outreach will be conducted at these venues through tabling opportunities which will provide the opportunity to educate motorists about the importance of safety belt use for themselves and their passengers. This project will include for the purchase of brochures and citation holders to be used during HVE.

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

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
402-OP	0199-0702-AF	CT-DOT/HSO	Occupant Protection PI&E	\$50,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communications and Outreach Supporting Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402		\$50,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.3.3 Planned Activity: “Look Before You Lock, Where’s Baby”

Planned activity name "Look Before You Lock, Where’s Baby"

Planned activity number OP-CR Task 5

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
405b-2 (M2PE)	0199-0741-2-AG	Connecticut Children's Medical Center	Look Before You Lock Education Campaign	\$150,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communications and Outreach Supporting Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low		\$150,000.00 99	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Communications and Outreach Strategies for Older Children Communications and Outreach Strategies for Booster Seat Use School Programs, Inspection Stations

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP Task 5	Waterbury Area Traffic Safety Program	Communications and Outreach Strategies for Older Children Communications and Outreach Strategies for Booster Seat Use School Programs, Inspection Stations

5.2.4.1 Planned Activity: Waterbury Area Traffic Safety Program

Planned activity name	Waterbury Area Traffic Safety Program
Planned activity number	OP Task 5
Primary countermeasure strategy	Communications and Outreach Strategies for Older Children Communications and Outreach Strategies for Booster Seat Use School Programs, Inspection Stations

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
402-OP	0198-0702-AD	Waterbury PD	Waterbury Area Traffic Safety Program	\$150,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communications and Outreach Strategies for Older Children Communications and Outreach Strategies for Booster Seat Use School Programs, Inspection Stations

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402		\$150,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.5 Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

program manager will coordinate with the HSO data contractor to implement changes in data collection.

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

- Slowing the increasing number of unrestrained occupants in crashes
- Greater awareness among motorists of law enforcement’s efforts to identify and cite unbelted motorists
- Greater awareness among motorists of the proper installation and use of child safety seats

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

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

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

- Slowing the increasing number of unrestrained occupants in crashes
- Greater awareness among motorists of law enforcement’s efforts to identify and cite unbelted motorists
- Greater awareness among motorists of the proper installation and use of child safety seats

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

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

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

- Slowing the increasing number of unrestrained occupants in crashes
- Greater awareness among motorists of law enforcement’s efforts to identify and cite unbelted motorists
- Greater awareness among motorists of the proper installation and use of child safety seats

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-CR Task 3	Child Passenger Safety Support – Fitting Stations	Child Restraint System Inspection Station(s)
OP-CR Task 2	Child Passenger Safety Support - Training	Child Restraint System Inspection Station(s)
OP-CR Task 4	Yale-New Haven Children’s Hospital Community Traffic Safety Program	Child Restraint System Inspection Station(s)

5.2.5.1 Planned Activity: Child Passenger Safety Support – Fitting Stations

Planned activity name Child Passenger Safety Support – Fitting Stations
Planned activity number OP-CR Task 3
Primary countermeasure strategy Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) **[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]**

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) **[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) **[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) **[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
402-CR	0199-0709-AC	Connecticut Children’s Medical Center	CPS Fitting Stations Support	\$75,000
402-CR	0199-0709-AD	Yale New Haven Children’s Hospital	CPS Fitting Stations Support	\$100,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402		\$175,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.5.2 Planned Activity: Child Passenger Safety Support - Training

Planned activity name Child Passenger Safety Support - Training

Planned activity number OP-CR Task 2

Primary countermeasure strategy Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

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

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
402-CR	0199-0709-AB	CT-DOT/HSO	CPS Training	\$25,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402		\$25,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

Planned activity name Yale-New Haven Children's Hospital Community Traffic Safety Program

Planned activity number OP-CR Task 4

Primary countermeasure strategy Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
402-CR	0199-0709-AE	Yale-New Haven Children's Hospital	Community Traffic Safety Program	\$135,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402		\$135,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.6 Countermeasure Strategy: Child Restraint Administration

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Child Restraint Administration

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Program Administration

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program Administration.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Program Administration

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-CR Task 1	Child Restraint Administration	Child Restraint Administration

5.2.6.1 Planned Activity: Child Restraint Administration

Planned activity name Child Restraint Administration
 Planned activity number OP-CR Task 1
 Primary countermeasure strategy Child Restraint Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This initiative will include coordination of activities and projects as outlined in the Occupant Protection/Child Restraint Program area, training, travel, development, promotion and distribution of public information materials, supplies and provide for a community outreach coordinator. To establish a Child Passenger Safety Advisory Board for the purpose of addressing and raising awareness of the importance of safe and proper transportation children. Reports will be supplied to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
402-CR	0199-0709-AA	CT-DOT/HSO	Child Restraint Administration	\$25,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint Administration

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402		\$25,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3 Program Area: Distracted Driving

Program area type **Distracted Driving**

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

In order to effectively allocate 405(e) funds to multiple areas including enforcement mobilizations, the HSO chose to use an index of a combination of factors to best identify where the largest volumes of crashes, non-interstate roadway use, and population centers intersect. The goal of which is to target suspected locations where distraction as a result of hand held mobile phone use by drivers leads to crashes; and to identify areas where enforcement of Connecticut's hand held mobile phone for drivers can be effective.

The following index combines the following data, weighted and ranked to determine areas where traffic volumes are highest, and the most crashes occur by town:

- Fatal and injury crashes 2015-2017(Interstates Removed)
- Daily Vehicle Miles Traveled (DVMT) (2016)
- Population (2016)
- Crash rate per DVMT
- Crash Rate per population

This data set, among additional factors (past HVE grant performance and participation, ability to meet section 405 match requirements, ability to develop and report on earned media campaigns, maintenance of current FARS reporting) will be used to prioritize municipal police departments chosen to work grant funded HVE campaigns. The HSO will also make consideration for departments who provide creative project concepts and evidence that identifies distracted driving crashes related to hand held mobile use that may not have been identified in the current problem identification index.

Table DD-1. Crash Rank by Town/Population/Non-Interstate Roadway Data

Town Name	N crashes	Population (2016)	DVMT (2016)	Crashes/pop	Crashes/VMT	Rank N	Rank pop	Rank VMT	Average Rank	Rank new weighting formula	Final Rank/No interstate VMT	Rank w/ Interstate VMT	Average of all 3	2016 Rank
New Haven	7999	129934	1091176	0.0616	0.0073	1	7	1	3	1	1	1	1	2
Waterbury	5645	108272	1270965	0.0521	0.0044	4	13	6	8	2	2	2	2	17
Hartford	5768	123243	1021742	0.0468	0.0056	3	20	2	8	3	3	4	3	4
Danbury	4364	84992	1017636	0.0513	0.0043	6	14	7	9	4	4	5	4	1
Hamden	2981	61125	894862	0.0488	0.0033	8	18	11	12	6	5	3	5	13
Bridgeport	6111	145936	1171626	0.0419	0.0052	2	32	4	13	5	6	7	6	11
Orange	1892	13912	657428	0.1360	0.0029	20	1	17	13	7	6	5	6	9
Middletown	2361	46544	830504	0.0507	0.0028	13	15	19	16	8	8	12	9	60
Stratford	2407	52148	745344	0.0462	0.0032	12	24	13	16	10	9	9	9	10

North Haven	1812	23709	723903	0.0764	0.0025	22	2	25	16	13	9	21	14	19
Bristol	2514	60147	696481	0.0418	0.0036	9	33	9	17	8	11	8	9	6
Meriden	2438	59622	717994	0.0409	0.0034	11	37	10	19	11	12	19	14	32
New London	1235	26984	262857	0.0458	0.0047	30	26	5	20	16	13	10	13	28
Stamford	4906	129113	1314067	0.0380	0.0037	5	51	8	21	11	14	11	12	8
Farmington	1584	25524	686608	0.0621	0.0023	24	6	36	22	15	15	18	16	7
West Haven	1970	54516	368015	0.0361	0.0054	18	56	3	26	17	16	20	18	23
Wethersfield	1226	26195	490684	0.0468	0.0025	32	19	26	26	20	16	31	22	26
Fairfield	2504	61160	1052810	0.0409	0.0024	10	36	32	26	14	18	22	18	36
Manchester	2190	57873	663876	0.0378	0.0033	15	53	12	27	17	19	32	23	16
Newington	1419	30423	607017	0.0466	0.0023	28	21	34	28	21	20	13	18	12
Plainville	949	17677	403669	0.0537	0.0024	39	11	33	28	24	20	22	22	25
Derby	806	12631	336528	0.0638	0.0024	50	4	30	28	29	22	15	22	20
Norwich	1524	39556	501779	0.0385	0.0030	26	47	14	29	22	23	28	24	26
Norwalk	3119	88438	1210790	0.0353	0.0026	7	64	23	31	19	24	26	23	5
Bloomfield	1042	20642	490930	0.0505	0.0021	38	17	40	32	28	25	17	23	13
Trumbull	2041	36237	1246314	0.0563	0.0016	17	9	72	33	23	26	14	21	15
Wallingford	1866	44660	934893	0.0418	0.0020	21	34	46	34	24	27	33	28	30
East Hartford	1914	50237	825016	0.0381	0.0023	19	49	35	34	24	28	35	29	18
Berlin	1217	20499	689955	0.0594	0.0018	33	8	62	34	30	28	16	25	22
Greenwich	2252	62359	1039981	0.0361	0.0022	14	57	38	36	27	30	47	35	32
Westport	1231	27840	672163	0.0442	0.0018	31	29	58	39	31	31	51	38	3
Wilton	846	18560	422174	0.0456	0.0020	48	27	45	40	35	32	24	30	21
New Milford	1107	27151	563317	0.0408	0.0020	36	38	49	41	32	33	25	30	51
Waterford	834	19101	413299	0.0437	0.0020	49	30	44	41	36	33	53	41	32

Town Name N Population DVMT Crashes/pop Crashes/VMT Rank Rank Average Rank new weighting Final Rank/No Rank w/ Interstate Average of 2016
 crashes (2016) (2016) N pop VMT Rank formula interstate VMT VMT all 3 Rank

Monroe	784	19658	354214	0.0399	0.0022	52	40	37	43	40	35	27	34	24
Southington	1391	43685	517334	0.0318	0.0027	29	80	21	43	32	36	63	44	35
Vernon	945	29148	349305	0.0324	0.0027	40	78	20	46	38	37	62	46	29
Branford	890	28028	294013	0.0318	0.0030	43	81	16	47	42	38	67	49	38
Torrington	1191	34646	551087	0.0344	0.0022	34	68	39	47	37	39	30	35	47
Newtown	1054	27865	542236	0.0378	0.0019	37	54	51	47	39	40	65	48	105
New Britain	2055	72558	798762	0.0283	0.0026	16	104	24	48	34	41	38	38	65
New Canaan	870	20280	521721	0.0429	0.0017	44	31	69	48	43	41	28	37	36
Bethel	658	19627	229840	0.0335	0.0029	59	73	18	50	45	43	44	44	46
Thomaston	384	7595	212621	0.0506	0.0018	80	16	59	52	53	44	34	44	94
West Hartford	1747	62903	720615	0.0278	0.0024	23	107	29	53	41	45	51	46	41
Cromwell	746	13960	529003	0.0534	0.0014	56	12	91	53	48	45	58	50	54
Canton	426	10287	218659	0.0414	0.0019	74	35	50	53	52	45	37	45	53
Ridgefield	853	25063	427402	0.0340	0.0020	47	70	47	55	47	48	39	45	43
Windham	774	24727	310882	0.0313	0.0025	54	83	27	55	49	48	40	46	49
Plymouth	403	11749	155163	0.0343	0.0026	75	69	22	55	55	50	42	49	56
Shelton	1457	41334	906343	0.0352	0.0016	27	65	77	56	44	51	36	44	39
Prospect	349	9755	146633	0.0358	0.0024	85	60	31	59	61	52	43	52	69
East Haven	789	28807	259879	0.0274	0.0030	51	111	15	59	51	53	55	53	45
Avon	656	18364	348296	0.0357	0.0019	60	61	57	59	54	54	41	50	48
Old Saybrook	399	10093	221168	0.0395	0.0018	76	42	60	59	59	54	73	62	55
Cheshire	860	29282	411291	0.0294	0.0021	45	93	41	60	50	56	72	59	52
Stonington	615	18647	304236	0.0330	0.0020	63	77	43	61	56	57	75	63	61
Milford	1535	54054	796422	0.0284	0.0019	25	103	56	61	45	58	73	59	57
Ansonia	542	18732	220817	0.0289	0.0025	66	97	28	64	60	59	50	56	88
Brookfield	650	17098	412277	0.0380	0.0016	61	50	81	64	58	60	44	54	31
Woodbridge	493	8842	415829	0.0558	0.0012	69	10	117	65	62	61	46	56	62

Preston	294	4685	227194	0.0628	0.0013	93	5	103	67	68	62	48	59	63
Middlebury	301	7641	181244	0.0394	0.0017	92	43	70	68	70	63	94	76	58
Naugatuck	858	31392	431281	0.0273	0.0020	46	112	48	69	57	64	54	58	68
Seymour	604	16553	421062	0.0365	0.0014	64	55	87	69	65	64	49	59	74
Mansfield	753	25969	450378	0.0290	0.0017	55	96	68	73	66	66	59	64	64
Litchfield	380	8175	316830	0.0465	0.0012	81	22	116	73	71	66	56	64	98

Town Name	N crashes (2016)	Population (2016)	DVMT (2016)	Crashes/pop	Crashes/VMT	Rank N	Rank pop	Rank VMT	Average Rank	Rank new weighting formula	Final Rank/No interstate VMT	Rank w/ Interstate VMT	Average of all 3	2016 Rank
Watertown	705	21790	474781	0.0324	0.0015	57	79	85	74	67	68	56	64	70
Groton	921	39261	477239	0.0235	0.0019	41	130	55	75	64	69	90	74	44
Groton	921	39261	477239	0.0235	0.0019	41	130	55	75	64	69	90	74	44
Salisbury	166	3618	105264	0.0459	0.0016	122	25	80	76	84	70	60	71	133
Darien	559	21744	272200	0.0257	0.0021	65	122	42	76	68	71	121	87	67
Glastonbury	1145	34584	972826	0.0331	0.0012	35	76	119	77	62	72	61	65	42
Southbury	527	19572	272415	0.0269	0.0019	67	113	54	78	73	73	113	86	71
Windsor Locks	362	12512	186590	0.0289	0.0019	83	98	53	78	76	73	81	77	86
Killingly	490	17069	295057	0.0287	0.0017	70	100	71	80	74	75	95	81	89
South Windsor	705	25737	437240	0.0274	0.0016	57	110	76	81	71	76	76	74	66
Harwinton	248	5466	214710	0.0454	0.0012	98	28	121	82	81	77	64	74	130
Simsbury	648	24407	399617	0.0265	0.0016	62	118	75	85	76	78	66	73	73
Wolcott	398	16643	205094	0.0239	0.0019	77	129	52	86	80	79	69	76	79
Winchester	306	10754	181505	0.0285	0.0017	91	102	66	86	85	80	68	78	78
Montville	515	19231	332879	0.0268	0.0015	68	116	82	89	79	81	110	90	84
Ledyard	391	14911	233380	0.0262	0.0017	79	121	67	89	82	82	70	78	96
Enfield	891	44368	549286	0.0201	0.0016	42	153	74	90	74	83	122	93	49
Tolland	380	14791	223609	0.0257	0.0017	81	123	65	90	85	83	137	102	90

Oxford	356	12984	223485	0.0274	0.0016	84	109	78	90	87	85	70	81	98
Windsor	775	28875	611685	0.0268	0.0013	53	115	106	91	78	86	118	94	79
Rocky Hill	440	20119	244319	0.0219	0.0018	73	141	61	92	83	87	141	104	59
Westbrook	209	6933	131979	0.0301	0.0016	108	90	79	92	93	88	131	104	91
Putnam	248	9333	144702	0.0266	0.0017	98	117	64	93	91	89	110	97	92
East Windsor	325	11355	234625	0.0286	0.0014	89	101	93	94	89	90	115	98	40
Franklin	125	1955	130299	0.0639	0.0010	138	3	144	95	99	91	77	89	81
East Lyme	397	18886	225173	0.0210	0.0018	78	146	63	96	88	92	139	106	87
Woodbury	263	9591	185229	0.0274	0.0014	96	108	89	98	94	93	77	88	104
New Hartford	233	6733	205107	0.0346	0.0011	102	67	124	98	95	93	79	89	106
Chaplin	85	2246	63458	0.0378	0.0013	149	52	97	99	112	95	80	96	118
Barkhamsted	145	3664	135345	0.0396	0.0011	131	41	131	101	106	96	81	94	116
Colchester	488	16061	513735	0.0304	0.0009	71	87	146	101	90	97	86	91	109
Washington	133	3452	119939	0.0385	0.0011	132	46	128	102	108	98	83	96	142
Lisbon	130	4281	86783	0.0304	0.0015	133	89	84	102	109	98	142	116	123
Guilford	452	22277	300372	0.0203	0.0015	72	152	83	102	92	100	140	111	85

Town Name	N crashes	Population (2016)	DVMT (2016)	Crashes/pop	Crashes/VMT	Rank N	Rank pop	Rank VMT	Average Rank	Rank new formula	weighting	Final Rank/No interstate	Rank w/ Interstate VMT	Average of all 3	2016 Rank
North Canaan	106	3186	74705	0.0333	0.0014	143	75	90	103	113	101	83	99	128	
East Granby	197	5170	208929	0.0381	0.0009	115	48	147	103	100	102	87	96	75	
Redding	233	9216	159961	0.0253	0.0015	102	124	86	104	98	103	85	95	122	
Thompson	209	9266	127864	0.0226	0.0016	108	137	73	106	101	104	146	117	144	
Cornwall	64	1380	64509	0.0464	0.0010	155	23	140	106	125	104	91	107	152	
Roxbury	78	2176	63030	0.0358	0.0012	151	59	109	106	124	106	87	106	155	
Durham	204	7255	157915	0.0281	0.0013	110	106	104	107	104	107	87	99	76	
Bolton	176	4930	176294	0.0357	0.0010	121	63	139	108	111	108	105	108	97	
Ellington	343	16071	252249	0.0213	0.0014	86	145	95	109	96	109	92	99	109	

North Branford	333	14198	266726	0.0235	0.0012	87	131	108	109	97	109	93	100	72
Marlborough	230	6402	347619	0.0359	0.0007	104	58	166	109	105	111	102	106	120
Bethany	161	5488	132968	0.0293	0.0012	124	94	112	110	116	112	97	108	119
Stafford	262	11758	194628	0.0223	0.0013	97	138	96	110	103	113	96	104	131
East Hampton	268	12869	187202	0.0208	0.0014	95	149	88	111	102	114	98	105	95
Morris	77	2279	60936	0.0338	0.0013	153	72	107	111	129	114	98	114	158
Norfolk	63	1632	58917	0.0386	0.0011	156	45	132	111	131	116	100	116	139
Coventry	291	12433	241863	0.0234	0.0012	94	132	114	113	106	117	101	108	111
North Stonington	179	5271	206143	0.0340	0.0009	119	71	151	114	119	118	128	122	83
Beacon Falls	204	6095	254074	0.0335	0.0008	110	74	159	114	115	119	112	115	140
Sharon	95	2714	92373	0.0350	0.0010	146	66	134	115	133	120	108	120	146
Canaan	46	1177	46949	0.0391	0.0010	161	44	141	115	135	120	108	121	159
Bozrah	103	2578	143149	0.0400	0.0007	144	39	164	116	132	122	115	123	154
Portland	230	9349	195092	0.0246	0.0012	104	126	118	116	114	123	104	114	81
Brooklyn	188	8205	140724	0.0229	0.0013	116	135	98	116	122	124	102	116	106
Suffield	325	15625	266622	0.0208	0.0012	89	150	111	117	109	125	105	113	100
Easton	203	7561	177564	0.0268	0.0011	113	114	123	117	121	125	105	117	121
Griswold	223	11719	162025	0.0190	0.0014	106	156	94	119	120	127	155	134	116
Haddam	245	8260	374382	0.0297	0.0007	100	91	167	119	117	128	124	123	129
Woodstock	177	7964	132622	0.0222	0.0013	120	140	99	120	127	129	113	123	144
Kent	87	2819	79860	0.0309	0.0011	148	84	130	121	138	130	117	128	150
Granby	242	11247	209266	0.0215	0.0012	101	143	120	121	122	131	118	124	103
East Haddam	188	9023	144418	0.0208	0.0013	116	148	102	122	128	132	118	126	147

Name	N crashes (2016)	Population (2016)	DVMT (2016)	Crashes/pop	Crashes/VMT	Rank N	Rank pop	Rank VMT	Average Rank	Rank new weighting formula	Final Rank/No interstate VMT	Rank w/ Interstate VMT	Average of all 3	2016 Rank
ret	126	4149	132011	0.0304	0.0010	137	88	145	123	135	133	126	131	137

ion	331	18151	294474	0.0182	0.0011	88	157	126	124	118	134	153	135	100
ington	214	9614	189839	0.0223	0.0011	107	139	125	124	126	134	123	128	114
ver	102	3252	113349	0.0314	0.0009	145	82	149	125	141	136	131	136	93
gton	147	5872	128482	0.0250	0.0011	130	125	122	126	135	137	158	143	141
i	127	4167	150797	0.0305	0.0008	136	86	155	126	140	137	130	136	111
ald	204	14005	158003	0.0146	0.0013	110	163	105	126	130	139	124	131	113
rbury	118	5065	95368	0.0233	0.0012	139	133	110	127	141	140	127	136	151
town	74	2565	67019	0.0288	0.0011	154	99	129	127	147	140	129	139	136
rme	149	7469	113092	0.0199	0.0013	129	154	100	128	139	142	162	148	126
en	85	2891	87346	0.0294	0.0010	149	92	142	128	146	142	134	141	149
rook	44	1430	43936	0.0308	0.0010	162	85	138	128	150	144	135	143	161
efield	128	4387	155540	0.0292	0.0008	135	95	156	129	141	145	137	141	108
rs	200	11092	166384	0.0180	0.0012	114	159	115	129	134	146	131	137	115
i	30	840	37541	0.0357	0.0008	166	62	161	130	155	147	150	151	168
nan	78	3641	59286	0.0214	0.0013	151	144	101	132	150	148	136	145	143
ion	163	7197	180876	0.0226	0.0009	123	136	148	136	145	149	145	146	157
on	183	9529	179068	0.0192	0.0010	118	155	135	136	144	150	144	146	132
River	118	4482	136809	0.0263	0.0009	139	119	152	137	152	151	146	150	134
ue	48	2921	34255	0.0164	0.0014	159	160	92	137	157	152	142	150	156
	150	6539	166971	0.0229	0.0009	128	134	150	137	148	153	148	150	127
iton	52	1837	61254	0.0283	0.0008	157	105	154	139	158	154	149	154	167
ibia	130	5433	158437	0.0239	0.0008	133	128	157	139	153	155	150	153	102
n	154	12961	138051	0.0119	0.0011	125	168	127	140	149	156	165	157	77
on	152	10302	151757	0.0148	0.0010	126	162	137	142	153	157	152	154	124
er	112	4255	156832	0.0263	0.0007	142	120	165	142	156	158	156	157	160
g	52	3741	42956	0.0139	0.0012	157	166	113	145	161	159	153	158	165
;worth	117	6419	121871	0.0182	0.0010	141	158	143	147	160	160	157	159	134
rd	89	4236	104341	0.0210	0.0009	147	147	153	149	162	161	164	162	138

ield	152	15067	186363	0.0101	0.0008	126	169	158	151	159	162	167	163	125
ehem	48	3447	45233	0.0139	0.0011	159	165	133	152	163	163	159	162	166
ird	43	1750	67634	0.0246	0.0006	163	127	168	153	164	164	161	163	148
ind	30	2117	29412	0.0142	0.0010	166	164	136	155	165	165	160	163	162
ewater	36	1648	48195	0.0218	0.0007	165	142	163	157	166	166	163	165	153

Name	N crashes	Population (2016)	DVMT (2016)	Crashes/pop	Crashes/VMT	Rank N	Rank pop	Rank VMT	Average Rank	Rank new weighting formula	Final Rank/No interstate VMT	Rank w/ Interstate VMT	Average of all 3	2016 Rank
en	29	1408	37485	0.0206	0.0008	168	151	162	160	167	167	166	167	#N/A
	37	2355	46165	0.0157	0.0008	164	161	160	162	167	168	168	168	164
ind	20	1678	32687	0.0119	0.0006	169	167	169	168	169	169	169	169	163

This data set, among additional factors (past HVE grant performance and participation, ability to meet section 405 match requirements, ability to develop and report on earned media campaigns, maintenance of current FARS reporting) will be used to prioritize municipal police departments chosen to work grant funded HVE campaigns. The HSO will also make consideration for departments who provide creative project concepts and evidence that identifies distracted driving crashes related to hand held mobile use that may not have been identified in the current problem identification index.

The Connecticut State Police will be given a separate project to conduct HVE distracted driving enforcement on both interstates and local roads.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of Agencies participating in Distracted Driving High Visibility Enforcement	Annual	2019	50.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement
2019	Communication Campaign

5.3.1 Countermeasure Strategy: High Visibility Cellphone/Text Messaging Enforcement

Program area Distracted Driving

Countermeasure strategy High Visibility Cellphone/Text Messaging Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

- ○ Increasing enforcement, especially HVE of Connecticut's hand held mobile phone ban for drivers
 - Number of Citations written during grant funded overtime for hand-held mobile phone use will be used as a tracking measure for this objective

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

HVE of traffic safety laws has proven an effective way to change driver behavior. For federal fiscal year 2019 there will up to 60 agencies selected to participate in this enforcement mobilization. Past Enforcement mobilizations have resulted in nearly 20,000 citations issued to motorists for violation of Connecticut's distracted driving statute.

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

Enforcement mobilization:

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DD Task 1	HVE Distracted Driving - Enforcement	High Visibility Cellphone/Text Messaging Enforcement
DD Task 2	HVE Distracted Driving – Enforcement - CSP/DESPP	High Visibility Cellphone/Text Messaging Enforcement
DD Task 6	Data Analysis & Surveys	High Visibility Cellphone/Text Messaging Enforcement
DD Task 7	Emerging Innovative Initiatives	High Visibility Cellphone/Text Messaging Enforcement

5.3.1.1 Planned Activity: HVE Distracted Driving - Enforcement

Planned activity name HVE Distracted Driving - Enforcement
Planned activity number DD Task 1
Primary countermeasure strategy High Visibility Cellphone/Text Messaging Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on

impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This task provides funding for HVE distracted driving enforcement by up to 60 municipal law enforcement agencies. In each of the past two years, about 50 agencies participated in HVE as part of this project. This evidence based enforcement program uses data sourced from table DD-1 to prioritize funding levels based on various types of crash data based on crash type, severity, population and roadway data. The primary goal of this task is to support NHTSA's national "U Drive. U Text. U Pay" mobilization in April, 2019, and a second, two-week campaign in August 2019. Participating agencies will be able to choose dates throughout the month of April and during two weeks of August to carry out HVE enforcement targeting drivers who use mobile phones behind the wheel.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
405e-2 (M8DDLE)	0199-0745-2-ZZ	Municipal Police Agencies	Distracted Driving Enforcement	\$2,000,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405e Comprehensive Distracted Driving		\$2,500,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

Planned activity number DD Task 2
 Primary countermeasure strategy High Visibility Cellphone/Text Messaging Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This task provides funding for HVE distracted driving enforcement by Connecticut State Police. This evidence based enforcement program uses data sourced from table DD-1 to prioritize funding levels based on various types of crash data based on crash type, severity, population and roadway data. The primary goal of this task is to support NHTSA’s national “U Drive. U Text. U Pay” mobilization(s) in April and August, 2019. CSP choose dates throughout the month of April and two weeks in August to carry out HVE enforcement targeting drivers who use mobile phones behind the wheel.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
405e-2 (M8DDLE)	0199-0745-2-DW	DESPP	Distracted Driving Enforcement	\$100,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405e Comprehensive Distracted Driving		\$100,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.1.3 Planned Activity: Data Analysis & Surveys

Planned activity name Data Analysis & Surveys
Planned activity number DD Task 6
Primary countermeasure strategy High Visibility Cellphone/Text Messaging Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) **[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) **[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) **[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) **[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
405e-8 (M8X)	0199-0745-8-EO	CT-DOT/HSO	Data Analysis & Surveys	\$150,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405e Comprehensive Distracted Driving		\$150,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.1.4 Planned Activity: Emerging Innovative Initiatives

Planned activity name Emerging Innovative Initiatives
Planned activity number DD Task 7
Primary countermeasure strategy High Visibility Cellphone/Text Messaging Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
 [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
 [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Goal of this project is to make funds available when our Safety Partners bring emerging initiatives, ideas or programs to the Highway Safety Office. If an emerging issue comes up in any of the 402 program areas, this funding is flexible and can cover any crisis. As an example 2 years ago there were 12 pedestrian fatalities in a 2 week period. We had to act quickly and bring our partners together to see what we could do to combat this issue. In one week we were able to create a PSA and also enabled us to have additional law enforcement on the streets proactively addressing the issue and handing out literature.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
405e-8 (M8X)	0199-0745-8-YY	CT-DOT/HSO	Emerging Innovative Initiatives	\$615,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405e Comprehensive Distracted Driving		\$615,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.2 Countermeasure Strategy: Communication Campaign

Program area Distracted Driving
Countermeasure strategy Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Media Component:

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

Observation Component:

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

- Public outreach and education campaigns:

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

- Connecticut specific social norming messaging campaign to be used across various media platforms as well as in venue advertising as used in other programs (i.e. Buckle up Connecticut etc.)
- A Public Service Announcement (PSA) to educate motorists about Connecticut’s hand held mobile phone ban. A service directly requested from both state and local law enforcement. Connecticut motorists have been encouraged to pull over in “safe place” to use their mobile phones but often the average person’s definition of a “safe place” is different from what law enforcement know to be a legally “safe place”. This PSA will discuss this topic

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

- Slowing the increasing number of distracted driving crashes
- Greater awareness among motorists of law enforcement’s efforts to identify and cite distracted drivers

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DD Task 3	Distracted Driving – Media Buy	Communication Campaign
DD Task 4	Public Outreach and Education Campaigns	Communication Campaign
DD Task 5	Distracted Driving Education Programming and Younger Driver Education	Communication Campaign

5.3.2.1 Planned Activity: Distracted Driving – Media Buy

Planned activity name Distracted Driving – Media Buy
Planned activity number DD Task 3
Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The first component of this task will directly support NHTSA’s national “U Drive. U Text. U Pay.” Mobilization during the month of April, 2019. Paid media purchases will be made in support of/to supplement the national media buy using the same demographic information contained in NHTSA’s 2019 media plan. Media buys will include but not be limited to TV, radio, internet, social, and outdoor advertising. Media effectiveness will be 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 both the entire campaign as well as the target audience.

The second component of this task will include 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. The messaging for this campaign is currently under development during the writing of this document. Media buys will include but not be limited to TV, radio, internet, social, and outdoor advertising. Media effectiveness will be 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 both the entire campaign as well as the target audience.

HVE Media Support: April - August \$500,000

Social Norming Year-round campaign \$300,000

Creation of new content for HVE and social norming \$200,000

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
405e-6 (M8*PM)	0199-0745-6-DX	CT-DOT/HSO	Distracted Driving Media Buy	\$1,000,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405e Comprehensive Distracted Driving		\$1,000,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.2.2 Planned Activity: Public Outreach and Education Campaigns

Planned activity name Public Outreach and Education Campaigns

Planned activity number DD Task 4

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The goal of this task will be to educate Connecticut motorists about the dangers of distracted driving – especially related to mobile phone use – year round. This will be accomplished through outreach and advertising at the concert and sporting venues utilized by the HSO in other program area marketing campaigns. These will include but not be limited to the following: Dunkin Donuts Park, Hartford XL Center, Bridgeport’s Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation theatres, Ives Center, Lime Rock Park, Stafford Motor Speedway and the Thompson International Speedway.

This task will also fund the purchase of citation holders in support of HVE mobilizations. These public education brochures are 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.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
405e-1 (M8PE)	0199-0745-1-DY	CT-DOT/HSO	Distracted Driving Messaging at Outreach venues	\$100,000

Funding Source	Project Number	Agency	Title	\$ Amount
405e-1 (M8PE)	0199-0745-1-DZ	CT-DOT/HSO	Distracted Driving Citation Holders	\$20,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405e Comprehensive Distracted Driving		\$120,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.2.3 Planned Activity: Distracted Driving Education Programming and Younger Driver Education

Planned activity name Distracted Driving Education Programming and Younger Driver Education
Planned activity number DD Task 5
Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The HSO will continue to partner with Kramer International’s ‘Save a Life Tour’ to build on the success of the Connecticut high school distracted driving program developed over the past several years. The HSO has continued to work with ‘Save a Life Tour’ staff to implement an expansive and structured program that visited 30 high schools during the 2013-2014 school year. Because of the overwhelmingly positive response, the HSO made the commitment to bring the program to 60 high schools in the 2014-2015, 2015-2016 and 2016-2017 school years. Schools continue to request this program to educate their students as they are all either new drivers or on the path to become new drivers. To date this program has been featured over 200 times at high schools in Connecticut and continues to garner earned media attention at several schools throughout the year. It is the continued goal of the HSO to bring this program to each Connecticut high school over the next several years to meet the demand from educators. The HSO is building in the capability to have the program at up to four special events during the length of the contract based on requests from partners to showcase the program at safety conferences or other related safe driving shows. Kramer International continues to use tablets so students can take the behavioral survey during the simulator portion of the program and the results are immediately captured.

The HSO continues to work with AT&T to feature their highly acclaimed distracted driving documentary, ‘From One Second to the Next’, which will continue to be shown at these programs due to the positive reviews from students and school administrators. Following the video, a ‘Save a Life Tour’ employee addresses the crowd with additional important distracted driving related statistics, and stresses that these incidents are preventable. Students are dismissed and later return in smaller groups for the hands-on portion of the program, which consists of two distracted driving simulators.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount

405e-5 (M8*TSP)	0198-0745-5-EA	CT-DOT/HSO	Save a Life Tour	\$200,000
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Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405e Comprehensive Distracted Driving		\$275,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Although the problem identification of this program area is representative of speeding data related to crashes, injuries and fatalities, the Police Traffic Services section serves to support the maintenance and function of the Law Enforcement Liaison (LEL) position within the HSO. The function of the LEL is to support and address other traffic safety initiatives outlined in this plan.

Speeding related crashes, injuries and fatalities will be addressed through funding High Visibility Enforcement (HVE) projects. Speed Problem ID data will be used to select agencies to participate in speed-related enforcement through various methods including dedicated high visibility speed enforcement grants

Among injury crashes in Connecticut during 2016, Table PT-1 shows the predominant contributing factors related to aggressive driving: following too closely; failure to yield the right-of-way; operating in inattentive, careless, negligent or erratic manner; violating stop sign; and violating traffic light. Percentages are based on number of known factors assigned to involved drivers (may include up to 4 factors per driver).

Table PT-1. Aggressive Driving Contributing Factors in 2016 Injury Crashes

Injury Crashes Fatal Crashes PDO Crashes

	Number	%	Number	%	Number	%
Followed Too Closely	8,898	17.4%	11	2.0%	25,686	17.9%
Failed to Yield Right-of-Way	3,675	7.2%	18	3.3%	8,032	5.6%
Operated Motor Vehicle in Inattentive, Careless, Negligent, or Erratic Manner	1,282	2.5%	47	8.7%	2,579	1.8%
Ran Stop Sign	967	1.9%	10	1.9%	1,145	0.8%
Ran Red Light	962	1.9%	8	1.5%	1,599	1.1%

Source: Connecticut Crash Data Repository

During the 2012 to 2016 period, the most prevalent driver-related factors in fatal crashes (Table PT-2) were “speed-related” and “under the influence of alcohol, drugs, or medication.” In 2016, “speed-related” was identified in 17 percent of fatal crashes, “failure to keep in proper lane” in 15 percent, and “under the influence of alcohol, drugs, or medication” in 7 percent of the fatal crashes. The data in Table PT-2 may involve up to 4 factors per driver thus the yearly total may add up to more than 100 percent. **As Highway Safety issues continue to emerge, distracted driving/hand held mobile electronic device use has been a consistently recognized factor leading to crashes, injuries and fatalities.** Table PT-2 indicates that “driver distracted by” was a driver-related factor in 2 percent of fatal crashes.

Table PT-2. Drivers Involved in Fatal Crashes/Related Factors of Drivers

Factors	2012 (N=375)	2013 (N=391)	2014 (N=342)	2015 (N=378)	2016 (N=433)
Speed-related	16.5%	16.4%	18.1%	19.8%	16.6%
Under the influence of alcohol, drugs or medication	10.4%	17.9%	12.0%	13.2%	7.4%
Failure to keep in proper lane	8.3%	7.4%	10.2%	6.3%	15.0%
Operating vehicle in erratic, reckless, careless or negligent manner	3.5%	3.8%	5.0%	5.6%	8.3%
Failure to yield right-of-way	4.0%	5.9%	4.7%	3.7%	3.5%
Driving wrong way on one-way trafficway or wrong side of the road	3.7%	1.8%	0.9%	1.3%	12.2%
Driver's vision obscured by...	4.0%	3.1%	3.8%	2.4%	2.5%
Failure to obey actual traffic sign, traffic control devices or traffic officers; Failure to obey safety zone traffic laws	2.1%	3.1%	3.8%	4.0%	2.1%
Following Improperly	2.4%	2.0%	3.5%	2.9%	2.5%
Driver distracted by...	3.5%	2.3%	2.3%	2.6%	1.8%
Drowsy, asleep, fatigued, ill, or blackout	3.2%	1.3%	3.5%	2.1%	0.7%

Aggressive driving / Road rage	0.3%	0.3%	0.3%	4.2%	4.2%
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc.	1.6%	1.8%	1.2%	2.9%	0.5%
Other	8.8%	13.3%	11.4%	11.6%	5.1%
None	69.6%	64.5%	60.5%	62.4%	57.0%
Unknown	2.1%	4.9%	7.0%	2.9%	7.6%

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

Table PT-3 indicates that more than half of speeding-related fatal crashes in the period 2013 to 2016 involved a driver with a positive BAC. The one exception in the 5-year period reviewed is for the year 2012 (48.9%). Overall, 58 percent of speeding-related crashes involved a driver with a BAC of 0.01 or above and 50 percent of speeding-related crashes involved an impaired driver (BAC of 0.08 or above).

Table PT-3. Speeding-Related Fatal Crashes by Alcohol Involvement

	2012	2013	2014	2015	2016	2012-16
N Speeding-Related Crashes						
Zero BAC	32	24	21	31	32	140
BAC ≥ 0.01	30	40	41	44	40	195
BAC ≥ 0.08	26	33	37	40	34	169
% Speeding-Related Crashes						
Zero BAC	51.1%	37.7%	33.7%	41.1%	44.6%	41.7%
BAC ≥ 0.01	48.9%	62.3%	66.3%	58.9%	55.4%	58.3%
BAC ≥ 0.08	41.8%	51.1%	59.0%	52.8%	47.5%	50.4%

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

Over the 5-year period of 2012 to 2016, the greatest proportion of fatalities (34.6%) occurred on roads with a posted speed limit of 30 mph or less, followed by roads with limits of 35 or 40 mph (23.7%) and 45 or 50 mph (16.5%). Details are included in Table PT-4.

Table PT-4. Fatalities by Posted Speed Limit

	2012	2013	2014	2015	2016	Total
Posted Speed Limit	(N=264)	(N=286)	(N=248)	(N=270)	(N=293)	(N=1,361)
30 mph or less	79	104	91	81	116	34.6%
35 or 40 mph	69	69	56	67	62	135 23.7%

45 or 50 mph	39	49	38	43	55	16.5%
55 mph	29	27	32	26	25	10.2%
60+ mph	36	25	21	43	28	11.2%
No statutory limit	3	4	1	2	5	1.1%
Unknown	9	8	9	8	2	2.6%

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

Table PT-5 represents (based on MMUCC 2015-2016) the top 25 municipalities where speed related crashes took place. The HSO will focus a majority of major-cities speed grants on larger municipalities where the majority of these crashes occur. Other participating municipal departments may be selected based on past grant performance and/or a demonstrated need through additional problem identification provided as part of a specific grant application.

Table PT-5. Speed Crashes by Town

City/Town	2015	2016	Total
Waterbury	303	370	673
Bridgeport	205	377	582
New Haven	269	196	465
Hartford	328	159	487
Middletown	80	308	388
Danbury	219	168	387
Meriden	149	191	340
Greenwich	169	183	352
New Britain	147	145	292
West Hartford	147	156	303
Wethersfield	168	112	280
Bristol	131	130	261
Trumbull	138	131	269
Stamford	180	99	279
Hamden	118	121	239

Fairfield	130	116	246
Norwich	112	110	222
Shelton	113	91	204
East Hartford	117	94	211
Norwalk	93	104	197
Stratford	86	97	183
Milford	92	88	180
West Haven	79	93	172
Mansfield	98	75	173
Manchester	77	85	162

Source: Connecticut Crash Data Repository

This data excludes interstates

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	73.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Law Enforcement
2019	Prevention, Intervention, Communications and Outreach
2019	Police Traffic Services Program Administration

5.4.1 Countermeasure Strategy: Short-term, High Visibility Law Enforcement

Program area Police Traffic Services

Countermeasure strategy Short-term, High Visibility Law Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Speed Problem ID data will be used to select agencies to participate in speed-related enforcement through various methods including dedicated high visibility speed enforcement grants to achieve the goals listed above.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Funding will be used for comprehensive speed grants, as well as the purchase of speed measuring devices for law enforcement agencies to use during speed enforcement. Grant awards will be based on problem ID data located in PT-6.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PTS Task 2	Speed and Aggressive Driving Enforcement and Equipment Grants	Short-term, High Visibility Law Enforcement
PTS Task 3	Speed HVE Media Buy	Short-term, High Visibility Law Enforcement

5.4.1.1 Planned Activity: Speed and Aggressive Driving Enforcement and Equipment Grants

Planned activity name Speed and Aggressive Driving Enforcement and Equipment Grants

Planned activity number PTS Task 2

Primary countermeasure strategy Short-term, High Visibility Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This task provides funding for High Visibility Enforcement and speed equipment specific grants. Speed enforcement will focus on the four predominant contributing factors listed in the PTS problem ID (Table PT-1). This task will address speed related crashes, injuries and fatalities in the urban areas. Law enforcement has identified these respective areas as having higher incidences of speed related crashes. The HSO will consider 5-15 grant submissions from police agencies identifying specific speed related crash data within their jurisdictions, substantiated by enforcement and crash data. The projects in this section are meant to be comprehensive speed grants funded at \$20,000 - \$60,000 for urban areas and cities that have identified speed as a problem. This project may include the purchase of speed equipment to be used for sustained enforcement in areas where high crashes occur.

Grant participants will be chosen based on the major contributing factors in table PT-6. 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.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
405e-4 (M8*SE)	0199-0745-4-VV	Municipal Police Agencies	Speed and Aggressive Driving Enforcement	\$400,000
405d-ii-3 (M7*SE)	0199-0740-3-AK	DESPP	Speed and Aggressive Driving	\$185,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Int		\$185,000.00	\$0.00	
2017	FAST Act 405e Comprehensive Distracted Driving		\$400,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.1.2 Planned Activity: Speed HVE Media Buy

Planned activity name Speed HVE Media Buy
Planned activity number PTS Task 3
Primary countermeasure strategy Short-term, High Visibility Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger

safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

The objectives of this media campaign include creating, developing, and implementing a realistic and effective "speeding" marketing/communications strategy for the HSO. The firm will be responsible for conducting market research on demographics, developing communication materials, and evaluating the awareness campaigns. Provide continued assistance to the HSO during their public information campaigns. Incorporate market research into the development of the HSO's public information and education campaigns in order to more effectively reach the target populations. This media will be purchased both English and Spanish language.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
405e-6 (M8*PM)	0199-0745-6-AB	CT-DOT/HSO	HVE Speed Campaign Media Buy	\$250,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405e Comprehensive Distracted Driving		\$250,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.2 Countermeasure Strategy: Prevention, Intervention, Communications and Outreach

Program area Police Traffic Services

Countermeasure strategy Prevention, Intervention, Communications and Outreach

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PTS Task 5	Connecticut Police Chiefs Associations – Public Information and Education	Prevention, Intervention, Communications and Outreach
PTS Task 4	Work Zone Safety Media Buy	Prevention, Intervention, Communications and Outreach

5.4.2.1 Planned Activity: Connecticut Police Chiefs Associations – Public Information and Education

Planned activity name Connecticut Police Chiefs Associations – Public Information and Education

Planned activity number PTS Task 5

Primary countermeasure strategy Prevention, Intervention, Communications and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

"Breaking Barriers" is a unique Connecticut Police Chiefs Association (CPCA) initiative that will create a training program for both driver education programs as well as law enforcement's about each party's expectations during a traffic stop. In turn, this will benefit law enforcement and the motoring public, by learning to work together on how to make a traffic stop experience as positive and as safe as is possible for all parties involved.

The CPCA will work with interested groups as to a strategy to mitigate the issue, identify a brand or logo. Partners will include the DMV, DOT and Driver's Education Programs and will create a curriculum for law enforcement to teach during Driver's Ed Classes or elsewhere

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

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
402-PT	0199-0707-AD	CPCA	PI&E	\$50,000
402-PT	0199-0707-AG	CPCA	Breaking Barriers	\$25,000
402-PM	0199-0711-AC	CPCA	Holiday Safety Media Buy	\$50,000
402-PM	0199-0711-AD	CPCA	Halloween Safety Media Buy	\$50,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Prevention, Intervention, Communications and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402		\$175,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.2.2 Planned Activity: Work Zone Safety Media Buy

Planned activity name Work Zone Safety Media Buy
Planned activity number PTS Task 4
Primary countermeasure strategy Prevention, Intervention, Communications and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) **[Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) **[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) **[Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) **[Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Enter description of the planned activity.

The Highway Safety office will be working with state and local law enforcement and office of Work Zone Safety on a Work Zone Safety media campaign. This campaign includes creating, developing, and producing public information and awareness campaign. National Work Zone Awareness Week is an annual spring campaign held at the start of construction season. This media campaign will be used to educated and encourage safe driving through highway work zones. The key

message is for drivers to use extra caution in work zones. This will be an excellent opportunity to reach members of our target audience and educate them to be safer drivers.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
402-PM	0199-0711-AE	CT-DOT/HSO	Work Zone Safety Media Buy	\$300,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Prevention, Intervention, Communications and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402		\$300,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.3 Countermeasure Strategy: Police Traffic Services Program Administration

Program area Police Traffic Services

Countermeasure strategy Police Traffic Services Program Administration

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State

conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PTS Task 1	Police Traffic Services Program Administration	Police Traffic Services Program Administration

5.4.3.1 Planned Activity: Police Traffic Services Program Administration

Planned activity name Police Traffic Services Program Administration

Planned activity number PTS Task 1

Primary countermeasure strategy Police Traffic Services Program Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
402-PT	0199-0707-AA	CT-DOT/HSO	PTS Administration	\$75,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Services Program Administration

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402		\$75,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5 Program Area: Racial Profiling Data Collection

Program area type Racial Profiling Data Collection

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Since May of 2012, the Institute for Municipal and Regional Policy at Central Connecticut State University has been developed and implemented the Connecticut Racial Profiling Prohibition Project. The project, – with guidance from several national experts on racial profiling – developed a new standardized method to efficiently and effectively collect racial profiling data from traffic stops. The project also worked to develop a system that will inform government officials, the public at large and police agencies of the information that is availed through the data collection process.

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

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Traffic Stop Data Collection	Annual	2019	100.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Expenditure of Federal 1906 Funds in accordance with requirements listed in the Federal Register under the FAST ACT

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

Program area Racial Profiling Data Collection

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

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
RP Task 1	1906 Racial Profiling	Expenditure of Federal 1906 Funds in accordance with requirements listed in the Federal Register under the FAST ACT

5.5.1.1 Planned Activity: 1906 Racial Profiling

Planned activity name 1906 Racial Profiling

Planned activity number RP Task 1

Primary countermeasure strategy Expenditure of Federal 1906 Funds in accordance with requirements listed in the Federal Register under the FAST ACT

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

Yes

Enter description of the planned activity.

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

Goals/Objectives:

- Collect, maintain and provide public access to traffic stop data
 - Evaluate the results of such data
1. Enhance our current analytical system to look at other factors that may impact racial and ethnic disparities in traffic stops. Those other factors might include better understanding driver behavior, special police campaigns (distracted driving, click-it or ticket, etc.), crime, or accident rates across racial and ethnic groups.
 2. Develop a statistical methodology to test for distributional equality in stop dispositions. Put simply, we would like to develop a method to test whether minority motorists are treated the same as white non-Hispanic motorists conditional on their age, gender, and the reason why they were stopped.
 3. Develop a false discovery rate test, which will correct for any type 1 errors, i.e. false positives that could be caused by testing across multiple hypothesis.
 4. Develop a methodology based on the Veil of Darkness method, but which tests for discrimination with surface visibility. This method would test for discrimination using a measure of horizontal surface visibility obtained through the Automated Weather Observation System.
 5. Continue to work with national experts and the academic community to develop additional analytical tools to better understand how to best identify racial and ethnic disparities in traffic stops.
 6. Publish annual analysis of additional traffic stop information collected. In addition, conduct an in-depth analysis on any department that is identified as having statistically significant racial and ethnic disparities in traffic stops. The in-depth analysis may include mapping traffic stops and analyzing information by neighborhood. It may also include incorporating localized crime and accident data into the analysis along with any other locally relevant factors.
 7. Develop an early warning system for law enforcement administrators that will analyze data on a monthly basis to understand traffic stop patterns. An early warning system could allow law enforcement administrators to analyze individual officer data and department trends prior to an annual report being published.
 8. Work with the Connecticut Criminal Justice Information System and records management system vendors to expand the current data collection system to capture additional fields such as latitude and longitude of traffic stops and additional information on stop outcome.
 9. Increase the number of departments utilizing the electronic citation/warning system.
 10. Work with the Centralized Infraction Bureau to access the statewide citation database and connect it to the traffic stop data portal. This will provide researchers with a more robust dataset to better understand driver behavior. The infraction dataset provides additional details not provided in the traffic stop dataset including additional details regarding the infraction, detailed vehicle description and other relevant information.
 11. Work with the Connecticut Data Collaborative to develop a system that will automatically update traffic stop records to the public website on at least a quarterly basis.
 12. Improve the on-line data portal for public consumption of the traffic stop data to include additional analytical tools. Currently, the site is capable of summarizing traffic stop data and allowing users to download raw traffic stop information. Enhancements can be made to allow users to analyze traffic stops for a selected period using any of the benchmarks developed by researchers.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
1906-F1906ER	0199-0725-AA	Central Connecticut State University	Racial Profiling Prohibition Project	\$650,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Expenditure of Federal 1906 Funds in accordance with requirements listed in the Federal Register under the FAST ACT

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 1906 Prohibit Racial Profiling		\$650,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6 Program Area: Motorcycle Safety

Program area type Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

In 2016, a total of 52 motorcycle operators and passengers were killed on Connecticut roadways, representing 18 percent of the State's total traffic fatalities. Based on 93,154 registered motorcycles, the fatality rate per 10,000 registered vehicles was 5.6, a decrease from the 2015 rate of 5.9 per 10,000 registered vehicles.

Nationally, motorcycle fatalities in 2016 accounted for 14 percent of motor vehicle crash victims with a fatality rate of 6.1 per 10,000 registered motorcycles. Table MS-1 indicates that, from 2015 to 2016, the fatality rate per 10,000 registered motorcyclists decreased in Connecticut while increasing nationwide. The percentage of total fatalities represented by motorcycles decreased in Connecticut and remained stable nationwide.

Table MS-1. Motorcyclists Killed/Fatality Rate: 2015 and 2016

	Connecticut		U.S.	
	2015	2016	2015	2016
% of all fatalities	20.4%	17.7%	14.2%	14.1%

Fatality Rate per 10k Motorcyclists	5.9	5.6	5.9	6.1
Motorcycles Registered	93,341	93,154	8,571,236	8,679,380

Sources: FARS, FHWA, Connecticut DMV

Tables MS-2 & MS-3 show the numbers of motorcyclists killed and injured during the 2012 to 2016 period. In 2016, the number of motorcyclists killed (52) was the second lowest in five years. However, the number of operator and passenger injuries in 2016 (1,219) was the highest number for the 5-year period shown. The injury rate of 131 injuries per 10,000 registered motorcycles was the highest in the 5-year period.

Table MS-2. Motorcyclists Killed

	2012	2013	2014	2015	2016
Operators Killed	46	56	53	52	50
Passengers Killed	2	1	2	3	2
Total Killed	48	57	55	55	52

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

Table MS-3. Motorcyclists Injured

	2012	2013	2014	2015	2016
Operators Injured	972	913	899	987	1093
Passengers Injured	98	64	59	95	126
Total Injured	1070	977	958	1,082	1,219
Injuries per 10,000 Registrations	116	107	107	116	131
Total Number of Crashes*	1,376	1,324	1,242	1,311	1,407

Sources: Connecticut Crash Data Repository, Department of Motor Vehicles

*Includes Property Damage Only

Seventy-four (74%) percent of fatally injured motorcycle operators in Connecticut were tested for alcohol in 2016 (Table MS-4), the third highest rate of testing in five years. The year 2013 and 2014 had the two lowest rates of testing (52% and 66%, respectively). As shown in Figure MS-3 (see performance measure section below), during these years 36 to 54 percent of those tested were found to have been drinking (any trace of alcohol). For 2016, 49 percent had been drinking and 35 percent (13 of 37) had BACs of 0.08 percent or more.

Table MS-4. BACs of Fatally Injured Motorcycle Operators

BAC	2012	2013	2014	2015	2016
0	23	18	16	22	19
0.01-0.07	4	3	2	1	5
0.08 - up	9	8	17	19	13
No/Unknown	10	27	18	10	13
Percent tested	78.3%	51.8%	66.0%	80.8%	74.0%

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

Table MS-5 shows the distribution of the age and gender of motorcycle operators involved in fatal and injury crashes during the 2012 to 2016 period. The table indicates that the majority of riders are under the age of 45 (60 percent in 2016). Of significance is the high percentage of riders in the 45-54 and 55-64 year old age groups. These two groups alone made up 36 percent of the operators involved in fatal/injury crashes in 2016. Overall, riders 35 or older accounted for 56 percent of riders involved in fatal crashes. This tendency toward an older ridership follows national trends. This table also shows that males are predominant among the riders involved in fatal and injury crashes (96% in 2016).

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

Fatal/Injury Crashes: 2012-2016

		2012	2013	2014	2015	2016
		(N= 1,060)	(N= 989)	(N=969)	(N=993)	(n=1,083)
Age	Under 16	0.5%	0.2%	0.1%	0.0%	0.4%
	16-20	6.1%	5.6%	5.6%	5.5%	6.2%
	21-24	12.5%	12.9%	11.1%	10.8%	11.7%
	25-34	22.2%	23.7%	23.0%	25.5%	26.2%
	35-44	17.7%	16.2%	15.4%	17.9%	15.1%
	45-54	23.1%	25.0%	23.7%	21.3%	22.7%
	55-64	13.1%	13.1%	15.0%	14.2%	13.2%
	65-69	3.3%	2.3%	3.9%	3.1%	2.1%
	69 - Up	1.6%	1.0%	2.2%	1.6%	2.3%
Gender	Male	94.5%	94.2%	95.3%	95.3%	95.7%
	Female	5.5%	5.8%	4.7%	4.7%	4.3%

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

Table MS-6 shows the distributions by month, day of week, and time of day of motorcycle crashes involving fatalities and injuries during the 2012-2016 period. Motorcycle crashes in Connecticut are rare during the colder months with 20 percent having taken place during the 6-month period from November through April. Crashes are more frequent on Saturdays and Sundays (37 percent). In 2016, 65 percent of the crashes occurred between 12:00 p.m. (noon) and 8:00 p.m.

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

Fatal and Other Injury Crashes, 2012-2016

	2012	2013	2014	2015	2016
	(N=1,060)	(N=1,060)	(N=1,009)	(N=996)	(N=1,112)
Month					
January	0.8%	0.8%	0.8%	0.2%	0.8%
February	1.6%	1.6%	1.6%	0.2%	1.2%
March	6.0%	6.0%	6.0%	0.4%	4.9%
April	9.6%	9.6%	9.6%	6.7%	8.5%
May	13.8%	13.8%	13.8%	14.6%	11.4%
June	13.3%	13.3%	13.3%	12.7%	18.1%
July	17.3%	17.3%	17.3%	17.6%	15.0%
August	14.6%	14.6%	14.6%	18.3%	15.7%
September	12.5%	12.5%	12.5%	15.7%	12.6%
October	6.4%	6.4%	6.4%	7.7%	7.5%
November	2.3%	2.3%	2.3%	3.7%	3.2%
December	1.7%	1.7%	1.7%	2.3%	1.0%
Day of Week					
Sunday	21.5%	21.5%	25.4%	20.6%	18.0%
Monday	12.2%	12.2%	10.7%	10.7%	11.3%
Tuesday	9.4%	9.4%	11.3%	8.8%	11.6%
Wednesday	9.2%	9.2%	9.4%	13.7%	13.3%
Thursday	13.8%	13.8%	9.3%	10.6%	12.4%
Friday	14.9%	14.9%	15.4%	17.1%	14.6%

Saturday	19.0%	19.0%	18.5%	18.5%	18.6%
Time of Day					
Mid-03:59	4.4%	4.4%	4.9%	4.3%	4.7%
04:00-07:59	4.2%	4.2%	4.2%	5.1%	4.0%
08:00-11:59	12.1%	12.1%	13.9%	12.4%	12.5%
12:00-15:59	30.0%	30.0%	28.2%	32.7%	27.7%
16:00-19:59	34.0%	34.0%	35.4%	30.1%	37.3%
20:00-23:59	15.3%	15.3%	13.5%	15.3%	13.8%

Source: Connecticut Crash Data Repository

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

Table MS-7. Motorcycle Fatal/Injury Crashes by County, 2016

County	2016 Crashes	2016 Crashes
	Total	Per 100,000 Pop.
Fairfield	208	22.03
Hartford	242	27.12
Litchfield	78	42.72
Middlesex	45	27.55
New Haven	302	35.24
New London	120	44.48
Tolland	56	37.06
Windham	41	35.29

Sources: Connecticut Crash Data Repository; Population data estimate for 2015.

In summary, Department motorcycle crash data shows:

- A fluctuating number of motorcyclist fatalities in the period 2010 to 2014
- The majority of motorcycle fatal and injury crashes occurred between the hours of noon and 8 p.m.
- Saturdays and Sundays being the most common days for fatal and injury crashes
- Most fatal and injury crashes occurring in the summer months
- Almost all motorcycle operators involved in crashes were male

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

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	53.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	31.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Safety Program Administration
2019	Motorcycle Rider Training
2019	Communication Campaign

5.6.1 Countermeasure Strategy: Motorcycle Safety Program Administration

Program area Motorcycle Safety

Countermeasure strategy Motorcycle Safety Program Administration

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MC Task 1	Motorcycle Safety Program Administration	Motorcycle Safety Program Administration

5.6.1.1 Planned Activity: Motorcycle Safety Program Administration

Planned activity name	Motorcycle Safety Program Administration
Planned activity number	MC Task 1
Primary countermeasure strategy	Motorcycle Safety Program Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The task will include coordination of activities and projects outlined in the motorcycle safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Serve as a direct line of communication between the HSO and Community College system that administers the CONREP, including assisting in annual activity proposals and voucher reimbursement. This task and associated project are specifically meant for in-house management of the motorcycle safety program. Funding will be provided for personnel, employee-related expenses, over-time, professional and outside services including facilities and support services for the required annual instructor update. Travel to in-state training facilities for project monitoring, requests for support and out-of-state travel including the annual State Motorcycle Safety Administrators Summit, travel related to training opportunities, providing educational materials for distribution to students and other related operating expenses. This project may be used to fund salary while a small portion is used for travel and operating expenses.

Enter intended subrecipients.

Fund	Project number	Agency	Title	\$ Amount
402(MC)	0199-0701-AA	CT-DOT/HSO	Motorcycle Safety Program Administration	\$25,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Safety Program Administration

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402		\$25,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2 Countermeasure Strategy: Motorcycle Rider Training

Program area Motorcycle Safety

Countermeasure strategy Motorcycle Rider Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

- Decreasing the number of motorcyclists killed and injured in crashes, especially those not wearing helmets
- Greater awareness among motorists of the need to share the road with motorcyclists

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MC Task 2	Connecticut Rider Education Program (Training) Administration	Motorcycle Rider Training

5.6.2.1 Planned Activity: Connecticut Rider Education Program (Training) Administration

Planned activity name Connecticut Rider Education Program (Training) Administration

Planned activity number MC Task 2

Primary countermeasure strategy Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Rider training is the primary countermeasure applied to reaching the performance goal of decreasing the total number of motorcycle fatalities and decreasing the number of un-helmeted fatalities. This task provides for the oversight of the CONREP in the following ways; the training and monitoring of 100 certified motorcycle safety instructors, providing support services to the Connecticut Rider Education Program training sites by providing funding for quality assurance monitoring, technical assistance and support services, Motorcycle Safety Foundation(MSF) curriculum materials, updating and maintaining the program's www.ride4ever.org website, which is the programs direct point of contact for course students and license waiver information. A Motorcycle Training Coordinator as well as a data consultant is utilized to accomplish this task. Preparing and maintaining project documentation, and evaluating task accomplishments. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies, and other related operating expenses.

Enter intended subrecipients.

Fund	Project number	Agency	Title	\$ Amount
402(MC)	0199-0701-AB	CT-DOT /HSO	CONREP Technical Assist.	\$200,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Rider Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402		\$200,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3 Countermeasure Strategy: Communication Campaign

Program area Motorcycle Safety
Countermeasure strategy Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

A recently developed impaired riding media campaign will seek to inform riders of the dangers of riding under the influence. This campaign, "None for the Road" will utilize a web video, bus boards and brochures.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The distribution process will incorporate a network of informational resources including a web site, rider education courses, various motorcycle dealerships, and local motorcycle rider organizations.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Our website www.ride4ever.org will be used to change behavior associated with unsafe riding practices and may include the development of new materials.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MC Task 3	Public Information and Education/Community Outreach to Motorcycle Riders	Communication Campaign

5.6.3.1 Planned Activity: Public Information and Education/Community Outreach to Motorcycle Riders

Planned activity name Public Information and Education/Community Outreach to Motorcycle Riders

Planned activity number MC Task 3

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This task will provide coordination and staffing of grassroots events and seminars to promote voluntary helmet use, a ride sober campaign, share the road, safe motorcycle operation, and recruitment of motorcycle safety instructors. The HSO will partner with motorcycle groups to develop and promote activities designed to increase voluntary helmet usage. www.ride4ever.org is the programs primary method of disseminating information on rider safety, conspicuity, sober riding, the importance of helmets and news and events in the Motorcycling community. This task may also serve to fund media campaigns to promote use of personal protective equipment (PPE) and "share the road messaging". In support of these visual messages, public outreach will be conducted at assigned venues through tabling events that provide opportunity to directly communicate with the riding public. Media campaigns using 405(f) funds will be limited to driver awareness of motorcyclists.

Enter intended subrecipients.

Fund	Project number	Agency	Title	\$ Amount
402(MC)	0199-0701-AC	CT-DOT/HSO	PI&E	\$70,000
405f-2 (M9MA)	0199-0744-2-AC	CT-DOT/HSO	PI&E Media	\$60,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405f Motorcycle Programs		\$60,000.00	\$0.00	
2017	FAST Act NHTSA 402		\$70,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The Traffic Records Strategic Plan is an active document updated annually to reflect new issues and the changing environment within highway safety / traffic safety data systems. The following link - <http://www.ct.gov/dot/cwp/view.asp?a=2094&q=435916> contains the most recent version of the Strategic Plan (July 2017).

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

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

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

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

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

Vision – Mission – Achievements of the TRCC

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

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

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

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

Improving Safety Data Systems

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

reporting, including the back-end systems to receive and report this data.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Traffic Records	Annual	2019	96.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments

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

Program area Traffic Records

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

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR Task 2	Electronic Citation - Technology/Software Support for Local Law Enforcement	Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments
TR Task 3	On-line Disposition System	Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments
TR Task 4	Electronic Citation Department Analysis	Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments
TR Task 5	E-Charging – Citation / Summons Arrest / Warning	Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments
TR Task 1	Traffic Records Administration	Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments

5.7.1.1 Planned Activity: Electronic Citation - Technology/Software Support for Local Law Enforcement

Planned activity name Electronic Citation - Technology/Software Support for Local Law Enforcement

Planned activity number TR Task 2

Primary countermeasure strategy Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

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

The need for planning and coordination among law enforcement agencies is critical to the success of this effort. This E-Citation support initiative will improve police officer efficiency by reducing the amount of time that officers spend collecting citation data and decrease the time it takes this data to be received by the appropriate State agency. This project could fund up to 10 municipalities.55 municipal police agencies and the Connecticut State Police currently use e-citation.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
402-TR	0199-0705-ZZ	Local Law Enforcement	Citation Reporting/Local Law Enforcement	\$325,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402		\$325,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.1.2 Planned Activity: On-line Disposition System

Planned activity name On-line Disposition System

Planned activity number TR Task 3

Primary countermeasure strategy Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

An on-line disposition system whereby the recipient of an infraction could elect to have their case reviewed and adjudicated on-line. This would allow 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. This 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.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
405c (M3DA)	0199-0742-AD	Centralized Infractions Bureau	On-line Disposition System	\$300,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program		\$300,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.1.3 Planned Activity: Electronic Citation Department Analysis

Planned activity name Electronic Citation Department Analysis

Planned activity number TR Task 4

Primary countermeasure strategy Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Although Connecticut receives over 78% of citations electronically, there are approximately 20

towns not utilizing the system and several others not using 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 is required along with the development and implementation of a plan to meet and overcome those challenges.

It would be expected that the following would be accomplished:

1. An analysis of the barriers to participation for the law enforcement agencies not currently participating in the citation 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.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
				173

405c (M3DA)	0199-0742-AH	Centralized Infractions Bureau Governments	E-Citation Department Analysis	\$50,000
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Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program		\$50,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.1.4 Planned Activity: E-Charging – Citation / Summons Arrest / Warning

Planned activity name E-Charging – Citation / Summons Arrest / Warning

Planned activity number TR Task 5

Primary countermeasure strategy Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The E-Charging project will extend previous as well as current efforts on electronic document and data collection. The focus of this effort would be transitioning all police departments to E-Citation V2 with the added advantage of electronic warnings and collection of racial profiling information. Strategies include 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 in this project will reduce data input errors and improve the completeness of the collected data. It should also improve 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.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
405c (M3DA)	0198-0742-AE	Centralized Infractions Bureau	E-Charging- Citation/Summons/Arrest/Warning	\$180,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program		\$180,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.1.5 Planned Activity: Traffic Records Administration

Planned activity name Traffic Records Administration

Planned activity number TR Task 1

Primary countermeasure strategy Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
405c (M3DA)	0199-0742-AA	CT-DOT/HSO	Traffic Records Administration	\$80,000
402-TR	0199-0705-AA	CT-DOT/HSO	Traffic Records Administration	\$235,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program		\$80,000.00	\$0.00	
2017	FAST Act NHTSA 402		\$235,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8 Program Area: Community Traffic Safety Program

Program area type Community Traffic Safety Program

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

Younger Drivers

Table OA-2 contains 2014, 2015, and 2016 fatal crash rates per 100,000 licensed drivers by driver age group for Connecticut operators and the U.S. as a whole. The data indicate that younger drivers (under 25) consistently have a much higher involvement in fatal crashes than older drivers. The data also show that the involvement rate of Connecticut drivers in fatal crashes is lower than that for the U.S. in all age groups.

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

Per 100,000 Licensed Drivers*, 2014-2016

	2014		2015		2016	
	CT	US	CT	US	CT	US
Under 16	n/a	220.4	n/a	238.0	n/a	282.6

16-17	14.6	32.0	18.2	35.0	15.0	35.8
18-19	19.4	34.3	23.1	37.4	18.0	37.3
19 and under	19.0	34.9	23.8	38.1	17.6	38.6
20	11.0	30.8	14.0	35.4	34.7	37.0
16-20	15.9	32.7	19.4	36.2	21.2	36.8
21-24	28.4	32.5	20.6	34.8	24.5	36.2
25-34	18.6	24.1	21.1	26.0	20.0	27.6
35-44	11.6	19.3	15.2	21.5	17.2	22.2
45-54	10.9	18.6	12.1	20.0	14.3	20.2
55-64	10.7	16.3	12.5	17.3	14.0	18.2
65-59	5.3	13.8	10.8	15.2	8.6	16.0
70 up	10.5	16.5	7.5	17.2	11.0	16.2

*Licensed drivers within each age group.

Source: FARS Final Files 2014-2015, Annual Report File 2016

Table OA-4 shows that, in the period 2012-2016, 33 percent of fatal crashes involving drivers age 20 and under took place between May and July. May and July had the highest number of crashes (each at 18). Forty (40) percent of fatal crashes occurred at night, between 6:00pm and 2:59am (58 fatal crashes). New Haven and Hartford counties (37 and 31 crashes, respectively) accounted for the highest number of fatal crashes (47 percent) involving young drivers.

Table OA-4. Fatal Crashes Involving Young Drivers (20 and under)

Month, Time of Day, and County, 5-year Total: 2012-2016

	N=144	Percent
MONTH		
January	9	6.3%
February	7	4.9%
March	13	9.0%
April	11	7.6%
May	18	12.5%
June	11	7.6%
July	18	12.5%
August	13	9.0%

September	14	9.7%
October	13	9.0%
November	8	5.6%
December	9	6.3%

TIME OF DAY

Mid-3am	19	13.2%
3am-6am	16	11.1%
6am-9am	9	6.3%
9am-Noon	9	6.3%
Noon-3pm	27	18.8%
3pm-6pm	25	17.4%
6pm-9pm	15	10.4%
9pm-Mid	24	16.7%

COUNTY

Fairfield	29	20.1%
Hartford	31	21.5%
Litchfield	8	5.6%
Middlesex	5	3.5%
New Haven	37	25.7%
New London	11	7.6%
Tolland	13	9.0%
Windham	10	6.9%

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

Table OA-5 shows the number of drivers involved in fatal crashes by age. Drivers aged 25 to 34 consistently show the highest involvement in the period 2012-2016.

Table OA-5. Drivers Involved in Fatal Crashes by Age

	2012	2013	2014	2015	2016
Total	372	369	338	374	428
Under 16	0	0	1	2	1

16-17	7	7	4	5	7
18-19	14	17	12	14	12
19 and under	21	24	17	21	20
20	6	13	4	5	13
16-20	27	37	20	24	32
21-24	40	58	46	33	40
25-34	74	88	76	89	87
35-44	53	60	46	60	69
45-54	62	59	55	60	71
55-64	50	36	49	59	66
65-69	18	12	9	19	15
70 up	41	31	33	24	35
Unknown	7	4	3	4	12

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

Bicyclists and Pedestrians

In Connecticut in 2016, 5 bicyclists were killed and 434 were injured in motor vehicle crashes whereas 54 pedestrians were killed and 1,168 were injured. Table OA-6 outlines the characteristics of pedestrian and bicyclist fatalities.

Pedestrian fatalities occurred more frequently during October through December (34.8%) than during other months of the year (Table OA-6). The majority (58.4%) of pedestrian fatalities occurred in the 3pm to midnight time period. The largest number of pedestrian fatalities occurred in Hartford (60), New Haven (59), and Fairfield (54) counties, accounting for about 76 percent of the victims.

Most bicyclist fatalities occurred during August through October (63%) and 63 percent occurred between 9am and 6pm. Hartford, New Haven, and Fairfield counties accounted for 79 percent of all bicyclist fatalities in the period 2012-2016.

TABLE OA-6. Connecticut Pedestrian and Bicycle Fatalities

Month, Time of Day, and County 5-Year Total: 2012-2016

Month	Pedestrian Fatalities		Bicyclist Fatalities	
	(N=227)	%	(N=19)	%
January	12	5.3%	0	0.0%
February	25	11.0%	0	0.0%
March	22	9.7%	0	0.0%

April	13	5.7%	0	0.0%
May	15	6.6%	1	5.3%
June	14	6.2%	2	10.5%
July	18	7.9%	4	21.1%
August	12	5.3%	5	26.3%
September	17	7.5%	2	10.5%
October	23	10.1%	5	26.3%
November	20	8.8%	0	0.0%
December	36	15.9%	0	0.0%

Time of Day

Mid-3am	21	9.3%	0	0.0%
3am-6am	13	5.8%	1	5.3%
6am-9am	17	7.5%	2	10.5%
9am-Noon	19	8.4%	3	15.8%
Noon-3pm	24	10.6%	4	21.1%
3pm-6pm	28	12.4%	5	26.3%
6pm-9pm	62	27.4%	1	5.3%
9pm-Mid	42	18.6%	3	15.8%

County

Fairfield	54	23.8%	3	15.8%
Hartford	60	26.4%	7	36.8%
Litchfield	6	2.6%	2	10.5%
Middlesex	16	7.0%	1	5.3%
New Haven	59	26.0%	5	26.3%
New London	12	5.3%	1	5.3%
Tolland	11	4.8%	0	0.0%
Windham	9	4.0%	0	0.0%

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

The majority of pedestrians and bicyclists killed in crashes had one or more factors reported (Table OA-7). The most common action for both pedestrians and bicyclists was “crossing the roadway.” The next most commonly cited contributing factor for pedestrians were “dart out/dash” (62), followed by “not visible” (33) and “in roadway improperly” (27). For bicyclists, the next most common factors were “failure to yield right-of-way” (6) and “failure to obey traffic signs, signals, or officer”, cited for 4 of the 19 bicycle fatalities occurring from 2012 to 2016.

**Table OA-7. Connecticut Pedestrian and Bicyclist Fatalities Related
Factors for Pedestrians and Bicyclists 5-year Total: 2012-2016**

Fatalities	Pedestrian (N=227)	Bicyclists (N=19)
Non-Motorist Condition/Action	N=453	N=38
Crossing Roadway	114	7
Dart/Dash	62	2
Not visible	33	1
In roadway improperly	27	0
Improper crossing of roadway or intersection	22	1
Under the influence of alcohol, drugs, or med.	20	1
Failure to yield right-of-way	16	6
Failure to obey traffic signs, signals, or officer	11	4
Moving along roadway against traffic	2	3
Inattentive	6	2
All Other Factors	27	11

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

Bicyclist fatalities accounted for less than 2 percent of the total number of traffic fatalities in Connecticut in 2016. Annual bicyclist fatalities ranged from 3 to 5 during the 2012 to 2016 period. There were 434 non-fatally injured bicyclists involved in motor vehicle crashes in Connecticut in 2016, the lowest number in the last 5 years. The 2016 injury figure represents 1.2 percent of all motor vehicle related injuries.

Table OA-8. Bicyclists Killed and Injured, 2012-2016

	2012	2013	2014	2015	2016
Killed	4	3	4	3	5
Injured	558	495	513	439	434

Sources: Connecticut Crash Data Repository, FARS

Table OA-9 shows that bicyclist fatalities have increased in Connecticut between 2012 and 2016 (+1). During the 5-year period of 2012 to 2016, the number of bicyclist fatalities in Connecticut each year ranged between 3 and 5.

TABLE OA-9. Connecticut Bicyclist Fatalities

	2012	2013	2014	2015	2016	Change 2012-16 %
Connecticut	4	3	4	3	5	25.0%

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

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

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

	2012	2013	2014	2015	2016
Connecticut	1.5%	1.0%	1.6%	1.1%	1.7%

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

Table OA-11 shows that the number of pedestrian fatalities in Connecticut fluctuated over the 5-year period of 2012 to 2016. In 2016, there were 54 pedestrian fatalities, a 26 percent increase from the 43 fatalities observed in 2012. The pedestrian fatality rate for Connecticut in 2016 was 1.5 per 100,000 population (Table OA-11). Pedestrian fatalities in Connecticut accounted for 18.4 percent of all motor vehicle crash victims in 2016.

Table OA-11. Connecticut Pedestrian Fatalities

	2012	2013	2014	2015	2016	Change 2012- 16 %
Fatalities	43	37	47	46	54	25.6%
% of Total Fatalities	16.3%	12.9%	19.0%	17.0%	18.4%	
Fatality Rate per 100k pop	1.2	1.0	1.3	1.3	1.5	26.1%

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

Table OA-12 shows the number of fatally and non-fatally injured pedestrians in the State over the 2012 to 2016 period. The 2015 and 2016 State's non-fatal injury pedestrian rate was 33 per 100,000 population, the highest rate in the last five years.

Table OA-12. Number of Pedestrians Killed and Injured

	2012	2013	2014	2015	2016
Killed	36	36	47	46	54
Total Injured	1,063	1,018	1,020	1,173	1,168
Serious (A) Injury	176	175	160	194	233
Moderate (B) Injury	437	412	464	570	580
Minor (C) Injury	450	431	396	409	355
Fatality Rate per 100,000 Pop.	1.0	1.0	1.3	1.3	1.5
Non-Fatal Injury Rate per 100,000 Pop.	30	28	28	33	33

Sources: Connecticut Crash Data Repository; FARS Final Files 2012-2015, Annual Report File 2016

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	29.0
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	45.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	4.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrians, Bicycles (Pedestrians 3.1, Bicycles 1.3, 2.2 Countermeasures That Work)

5.8.1 Countermeasure Strategy: Pedestrians, Bicycles (Pedestrians 3.1, Bicycles 1.3, 2.2 Countermeasures That Work)

Program area Community Traffic Safety Program

Countermeasure strategy Pedestrians, Bicycles (Pedestrians 3.1, Bicycles 1.3, 2.2 Countermeasures That Work)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The HSO will be coordinating with additional staff members in the DOT's Policy and Planning unit, included but not limited to the *Safe Routes to School* program, to engage community bicycle and pedestrian groups to best implement these new safety endeavors.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Pedestrian fatalities and injuries have continued to fluctuate to a significant degree on a yearly basis in Connecticut. The HSO acknowledges these increases indicate action is warranted to address this issue, but will focus primarily on internal DOT initiatives with the limited Federal 402 funding available. A coordinated effort is currently underway in the DOT with the SHSP, and transfer funds will be dedicated to this matter. To address the steady number of pedestrian fatalities, countermeasures will include both engineering and behavioral solutions as part of the coordination with the SHSP. These solutions will address the four E's of Education, Engineering, Enforcement, and Emergency Medical services. This cooperative effort is anticipated to be incorporated into the evolving SHSP document.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Anticipated activities and programs include implementation of public information and new education campaigns. Further efforts will be made to coordinate with non-motorized transportation representatives and groups to better identify and address injuries and fatalities to bicyclists and pedestrians.

- Slowing the increasing number of pedestrian fatalities and injuries as a result of traffic crashes
- Greater awareness among motorists of the need to share the road with pedestrians and bicyclists

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CTS Task 1	Pedestrian and Bicycle Safety Media and Community Awareness Project	Pedestrians, Bicycles (Pedestrians 3.1, Bicycles 1.3, 2.2 Countermeasures That Work)
CTS Task 2	Public Information and Education/Community Outreach to Pedestrians and Bicyclists	Pedestrians, Bicycles (Pedestrians 3.1, Bicycles 1.3, 2.2 Countermeasures That Work)
CTS Task 3	Pedestrian Training for Law Enforcement	Pedestrians, Bicycles (Pedestrians 3.1, Bicycles 1.3, 2.2 Countermeasures That Work)

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

Planned activity name Pedestrian and Bicycle Safety Media and Community Awareness Project
Planned activity number CTS Task 1
Primary countermeasure strategy Pedestrians, Bicycles (Pedestrians 3.1, Bicycles 1.3, 2.2 Countermeasures That Work)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

According to the latest GHSA pedestrian report, the number of pedestrian fatalities in the United States increased 25% from 2010 to 2015, while at the same time total traffic deaths increased by about 6%. With these numbers increasing it is imperative that pedestrians and motor vehicle drivers need to understand the rules of the road so that all users can stay safe. As stated recent research has pointed to an increase in pedestrian deaths with some evidence suggesting that both distracted walking and distracted driving are playing a major role. The HSO will again partner with Connecticut Children’s Medical Center (CCMC) to promote the ‘Watch for Me CT’ campaign which focuses on pedestrian safety as well as bicycle safety. This campaign will include the continued promotion of the website, digital advertising, billboards and social media to spread the message to the community. Since this campaign was launched in FY17, the next step for FY18 will be to develop a community outreach capacity. This will be achieved through CCMC hiring a staff person to dedicate solely to promoting this campaign in communities throughout Connecticut on a day to day basis. Part of their responsibilities will include engaging metropolitan planning organizations who will be able to request funding to create ‘Watch for Me CT’ brochures, pamphlets and other appropriate educational materials that include specific information related to their communities.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
405h-2(FHPE)	0199-0746-2-AC	Connecticut Children’s Medical Center	Pedestrian Safety Awareness Project	\$450,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrians, Bicycles (Pedestrians 3.1, Bicycles 1.3, 2.2 Countermeasures That Work)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety		\$450,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

Planned activity name Public Information and Education/Community Outreach to Pedestrians and Bicyclists
Planned activity number CTS Task 2
Primary countermeasure strategy Pedestrians, Bicycles (Pedestrians 3.1, Bicycles 1.3, 2.2 Countermeasures That Work)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
 [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
 [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
 [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This task will allow the HSO to provide public information and educational materials to invested stakeholders regarding pedestrian and bicycle safety. The HSO developed the ‘Watch for Me CT’ campaign with Connecticut Children’s Medical Center and this task will allow the further promotion of this campaign. In support of these visual messages, public outreach will be conducted at assigned venues through tabling events that provide the opportunity to directly communicate with pedestrians, bicyclists and the driving community to spread awareness about the safety of all road users. The HSO has not had dedicated pedestrian and bicycle information to distribute and now that the ‘Watch for Me CT’ website is live and the media campaign was launched it will be a good opportunity to build on the momentum created by this campaign.

Enter intended subrecipients.

Fund	Project number	Agency	Title	\$ Amount
402-PS	0199-0710-AE	CT-DOT/HSO	PI&E	\$45,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrians, Bicycles (Pedestrians 3.1, Bicycles 1.3, 2.2 Countermeasures That Work)

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402		\$30,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.1.3 Planned Activity: Pedestrian Training for Law Enforcement

Planned activity name Pedestrian Training for Law Enforcement
Planned activity number CTS Task 3
Primary countermeasure strategy Pedestrians, Bicycles (Pedestrians 3.1, Bicycles 1.3, 2.2 Countermeasures That Work)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Following the law enforcement training courses in North Carolina and New York for pedestrian safety, the HSO is working with NHTSA and the UConn Technology Transfer Center to develop a 'train the trainer' course specific to Connecticut pedestrian laws. UConn will use their Crash Data Repository to take an in-depth look at pedestrian crash factors to ensure these issues are incorporated into the law enforcement training. It will be encouraged that good behavior is awarded with the help of local businesses to encourage pedestrians to follow the rules of the road and travel safely when they are walking on the roadway. It has been determined there is some confusion regarding the specifics of Connecticut pedestrian laws so this will be a good opportunity to create a refresher template for law enforcement so they can confidently seek out pedestrian and drivers who are not following the rules of the road and putting pedestrians in jeopardy of being involved in a crash.

Enter intended subrecipients.

Fund	Project number	Agency	Title	\$ Amount
405h-2(FHPE)	0199-0746-2-AD	CT-DOT/HSO	Law Enforcement Training	\$100,000

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Pedestrians, Bicycles (Pedestrians 3.1, Bicycles 1.3, 2.2 Countermeasures That Work)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety		\$100,000.00	\$0.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

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

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

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
P&A Task 1	Planning and Administration	

5.9.1 Planned Activity: Planning and Administration

Planned activity name Planning and Administration

Planned activity number P&A Task 1

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The task will include coordination of activities and projects outlined in the HSP including statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Funding will be provided for personnel, employee-related expenses and staff members travel; materials, supplies and other related operating expenses.

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

- Provide data required for Federal and state reports, provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs.
- Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.
- Identify and prioritize highway safety problems for future HSO attention, programming, and activities.
- Conduct program management and oversight for all activities within this priority area.
- Participate on various traffic safety committees.
- Promote safe driving activities.
- Equipment costs related to completion of highway safety plans, reports and grant management.
- Prepare and submit the 2017 Annual Report by December 31, 2018.
- Prepare and submit the 2020 HSP and 405 Application by July 1, 2019.

Enter intended subrecipients.

Funding Source	Project Number	Agency	Title	\$ Amount
402-PA	0199-0733-AA	CT-DOT/HSO	Planning and Administration	\$325,000.00

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act NHTSA 402		\$325,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DD Task 1	HVE Distracted Driving - Enforcement	High Visibility Cellphone/Text Messaging Enforcement
DD Task 2	HVE Distracted Driving – Enforcement - CSP/DESPP	High Visibility Cellphone/Text Messaging Enforcement
DD Task 3	Distracted Driving – Media Buy	Communication Campaign
PTS Task 2	Speed and Aggressive Driving Enforcement and Equipment Grants	Short-term, High Visibility Law Enforcement
ID Task 19	DRE Overtime Call Out	Enforcement of Drug-Impaired Driving
ID Task 14	Underage Alcohol Enforcement Grant Program	Youth Program - Other Issues
ID Task 2	DUI Overtime Enforcement	High Visibility Enforcement
ID Task 9	DUI Media Campaign	Communication Campaign
ID Task 3	Data Analysis & Surveys	High Visibility Enforcement
OP Task 2	Data Analysis & Surveys	Short-term, High Visibility Seat Belt Law Enforcement
OP Task 3	Click It or Ticket Enforcement	Short-term, High Visibility Seat Belt Law Enforcement
OP Task 4	Occupant Protection Enforcement/ Connecticut State Police	Short-term, High Visibility Seat Belt Law Enforcement
OP Task 7	Occupant Protection Media Buy and Earned Media	

Analysis

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

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

Enter explanation of the deployment of resources based on the analysis performed.

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

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

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

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

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

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

HVE activities

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

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DD Task 2	HVE Distracted Driving – Enforcement - CSP/DESPP	High Visibility Cellphone/Text Messaging Enforcement
PTS Task 2	Speed and Aggressive Driving Enforcement and Equipment Grants	Short-term, High Visibility Law Enforcement
ID Task 19	DRE Overtime Call Out	Enforcement of Drug-Impaired Driving
ID Task 14	Underage Alcohol Enforcement Grant Program	Youth Program - Other Issues
ID Task 2	DUI Overtime Enforcement	High Visibility Enforcement
ID Task 9	DUI Media Campaign	Communication Campaign
ID Task 3	Data Analysis & Surveys	High Visibility Enforcement
OP Task 2	Data Analysis & Surveys	Short-term, High Visibility Seat Belt Law Enforcement
OP Task 3	Click It or Ticket Enforcement	Short-term, High Visibility Seat Belt Law Enforcement
OP Task 4	Occupant Protection Enforcement/ Connecticut State Police	Short-term, High Visibility Seat Belt Law Enforcement
OP Task 7	Occupant Protection Media Buy and Earned Media	

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: High seat belt use rate State

Occupant protection plan

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

Program Area
Occupant Protection (Adult and Child Passenger Safety)

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

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency
Middletown PD
Monroe PD

- Naugatuck PD
- New Britain PD
- New London PD
- Stamford PD
- Stonington PD
- Stratford PD
- Vernon PD
- Wallingford PD
- Waterford PD
- Watertown PD
- West Hartford PD
- Westport PD
- Wilton PD
- Windsor PD
- Bethel PD
- Brookfield PD
- Danbury PD
- Darien PD
- Enfield PD
- Fairfield PD
- Glastonbury PD
- Greenwich PD
- Hamden PD
- Bristol PD
- East Hampton PD
- Middlebury PD
- Milford PD
- Newington PD
- New Milford PD
- North Haven PD
- Shelton PD
- Southington PD
- Norwalk PD
- Norwich PD
- Oragne PD
- Plainville PD
- Seymour PD
- South Windsor PD
- Waterbury PD
- New Haven PD
- Farmington PD
- North Branford PD
- Hartford PD
- Bridgeport PD
- Meriden PD
- Bloomfield PD

Manchester PD
Berlin PD

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

The Highway Safety Office (HSO) serves as the lead agency for the coordination of occupant protection programs in Connecticut. Participation in the national high visibility seat belt and child safety seat enforcement mobilization: "Click It or Ticket" (CIOT) will continue to be the core component of the program. CIOT enforcement will be conducted in November 2018 and during the May 2019 NHTSA mobilization. "Click It or Ticket" high visibility enforcement will include focused and roving/saturation patrols both day and night.

Greater effort will be placed on low seat belt usage areas through increased enforcement and education. This will be accomplished through analysis of crash and observation data to identify towns and areas where low belt use by motorists can best be addressed. This process serves to prioritize funding opportunities for participating law enforcement agencies. The HSO will offer greater funding priority to towns and agencies that show the greatest need in this area. This increased focus on low belt use and unbelted crashes will not preclude the HSO from continuing historical practice of attempting to achieve statewide law enforcement participation during national mobilizations. The HSO will continue to encourage law enforcement agencies statewide to participate in the CIOT mobilization(s) in May and November regardless of funding availability. This will involve analysis of State crash data, motorist survey data and safety belt use observation data.

Participation in the national "Click It or Ticket" mobilization and media campaign will be the major component of the occupant protection program. Paid media may include television, radio, web, outdoor buys, gas station, radio stations and movie theaters. Initiatives will be developed to promote awareness to the identified high risk groups (i.e. young males and pick-up truck operators). This activity will be supported by garnering corresponding earned media opportunities through the HSO, safety partners, and law enforcement. Earned and paid media will be used to support the national "Click it or Ticket" enforcement mobilizations, as well as, year round social norming belt messaging. This will also include a bi-lingual component for Spanish speaking audiences.

Click it or Ticket will include state and local enforcement, earned and paid media, and Border to Border with our bordering states of RI, MA and NY.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

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

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-CR Task 3	Child Passenger Safety Support – Fitting Stations	Child Restraint System Inspection Station(s)
OP Task 5	Waterbury Area Traffic Safety Program	Communications and Outreach Strategies for Older Children Communications and Outreach Strategies for Booster Seat Use School Programs, Inspection Stations
OP-CR Task 2	Child Passenger Safety Support - Training	Child Restraint System Inspection Station(s)
OP-CR Task 4	Yale-New Haven Children's Hospital Community Traffic Safety Program	Child Restraint System Inspection Station(s)

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

Planned inspection stations and/or events: 90

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

Populations served - urban 8

Populations served - rural 4

Populations served - at risk 10

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

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

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

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-CR Task 3	Child Passenger Safety Support – Fitting Stations	Child Restraint System Inspection Station(s)
OP Task 5	Waterbury Area Traffic Safety Program	Communications and Outreach Strategies for Older Children Communications and Outreach Strategies for Booster Seat Use School Programs, Inspection Stations
OP-CR Task 2	Child Passenger Safety Support - Training	Child Restraint System Inspection Station(s)
OP-CR Task 4	Yale-New Haven Children’s Hospital Community Traffic Safety Program	Child Restraint System Inspection Station(s)

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

Estimated total number of classes 6

Estimated total number of technicians 72

Maintenance of effort

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

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date
6/12/2018
5/16/2018
3/28/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: Juliet Little

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

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

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State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded

2018 - 2019 Traffic Records Strategic Plan.pdf

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State’s most recent highway safety data and traffic records system assessment.

- Coordinate activities with the State TRCC and any data governance processes that are established for the injury surveillance and traffic records data sources, and
- Develop a report writer to assist EMS agencies and the State with quality metric reporting and aggregate data analyses of the pre-hospital data. Adding analytical resources will enhance the quality of the EMS system as a component of the State Traffic Records Injury Surveillance System.

Discussed during the February and March 2018 meetings of the TRCC, plans are underway for another GO-Team, supported by NHTSA, which will focus on technical assistance with redeployment of the 2017 pre-hospital EMS database, including lack of a Project Manager to oversee the IT process, determine appropriate timelines, oversight, and responsibilities.

Traffic Records Assessment: Legislation requires that States have performed a Traffic Records Assessment within the past five years for all grant applications after the first year.

As noted in the 2017 Strategic Plan, a NHTSA approved Traffic Records Assessment was conducted in January - April 2017. A copy of the Assessment is included.

The Traffic Records Assessment provided the following major recommendations, listed below in the first column. Actions taken by the State, either through the TRCC or separately by an individual agency will be continually updated and documented in the second column over the next five years.

2017 Traffic Records Assessment

Recommendations from 2017 Assessment

Status as of June 2018 -----

1. Connecticut is encouraged to create and establish an **executive TRCC committee**. The executive group provides the opportunity to better understand the importance of traffic records systems in the State’s safety programs and gives them the required background when called upon to support funding and resources necessary to maintain the systems.

Designated for its noteworthy practices in a 2015 study by the FHWA, the TRCC takes a bottom-up approach to stress the importance of traffic records initiatives, representing the goals and objectives of the TRCC, and presenting proposed system upgrades to obtain buy-in by individual agency management. New initiative by NGA focusing on data integration, involving agency commissioners and the Governor’s Office.

2. Continue the development of a formal **traffic records system inventory**, including all traffic records data sources, system custodians, data elements and attributes, linkage variables, linkages useful to the State and data access policies.

As noted in the Traffic Records Assessment, the TRCC is currently in the process of updating its traffic records system inventory. Content for a partial inventory is in place and can be accessed on the TRCC website. ConnDOT in the process of developing a data governance process for the transportation enterprise database

3. The TRCC is encouraged to implement formal **performance measures for each of the six core systems**. Once implemented, the performance measure can provide immediate feedback for the TRCC vision, project selection, and evaluation.

For the 2018-2019 safety data improvement 405c grant application, the TRCC is highlighting the performance measure – crash accessibility, specifically the customer satisfaction for principal users of the Crash Data Repository – their ability to obtain the data requested and their satisfaction with the timeliness of the response.

4. The TRCC is encouraged to consider the following suggestions to further **strengthen its Traffic Records Strategic Plan:**

As noted in the Traffic Records Assessment, project timelines appear to be established by the agencies

Recommendations from 2017 Assessment

Status as of June 2018 -----

- a. Project timelines
- b. System lifecycle costs, where applicable

sponsoring the projects and through oversight provided by project steering committees.

- c. Process for coordinating system improvements with federal data systems

Regarding lifecycle costs, the CT-TRCC relies on the agency responsible for the system to determine lifecycle costs.

CT-TRCC membership includes key federal agencies representatives, who help strengthen communications regarding federal data systems.

- 5. Connecticut is encouraged to explore opportunities for improvement in its **crash core data system** through data linkages, interfaces and integration with other core datasets of the State's traffic records system.

Connecticut's CTSRC has initiated a large-scale traffic records data integration project aimed at ultimately linking all the six core datasets of the State's traffic records system.

- 6. Recommendation to improve the **vehicle file data dictionary** representing a Connecticut specific version (rather than relying on AAMVA and NMVTIS information), limited to the State's data and definitions and containing data edits and validation rules.

The documentation provided, a data dictionary, NMVTIS manual, and an AAMVA D20 manual, did not contain information about the Connecticut system related to edit checks. No information related to the procedure for applying title brands, nor a copy of the actual brands that are applied in Connecticut, was available for review.

- 7. Recommendation to address the issue that **personal information is not collected in the same format** on the vehicle file as it is on the driver file by reviewing current conventions for collecting and recording names. Discrepancies are due to the fact that the files are of varying ages and one has greater capacity than the other.

Personal information is entered into the driver and vehicle systems using different conventions, due to the restrictions of smaller fields in the older driver files. This lack of consistency makes integration of the two files more difficult and makes it difficult for law enforcement officers to find potential vehicle information on suspects. To the extent possible, effective data governance would include methodologies to consistently capture customer names throughout State files to prevent fraud and duplicate records, as well.

- 8. Recommendation for a Connecticut-specific data dictionary for the **driver file** (rather than dependence on AAMVA's D20), to ensure that consistency and uniformity are practiced within the State and that any State-developed data edits and null values are included in the documentation.

The data dictionary, AAMVA D.20 manual, and a sample of additional data dictionary elements indicates field values and data descriptions but does not detail the edit checks within the Connecticut system. Connecticut relies on their vendor Morpho Trust to update system documentation.

- 9. Improve the data quality control program for the **driver data system**.

The State does not have a formal, comprehensive data quality management program for the driver system. Instead, it utilizes external tools/resources to improve data quality.

- 10. Improve the procedures/process flows for the **vehicle data system**.

Recommendations from 2017 Assessment

Status as of June 2018 -----

11. Improve the data quality control program for the **vehicle data system**.

Process flows have not been developed for error handling and correction in the Connecticut vehicle data system. The State reports that such diagrams are under development.

12. Linkage between the **driver and crash core data systems** would provide a great deal of information about what are the qualities of driver and driver behavior that are most often represented in crash involvement.

The State does not have a formal data quality management program for the vehicle data system.

13. Connecticut does not provide **driver system data quality management reports** to the TRCC for regular review. The driver data should be monitored, and performance recorded.

The Connecticut DMV driver system is not linked with the crash system. Back-end correlation of data takes place for analysis purposes, but no direct linkages exist between the systems.

14. Improve applicable guidelines for the **roadway core data system**; for example, to include all additional (non-Fundamental Data Element) MIRE data elements for all public roads and document in the State data dictionary?

When this information is reported to the TRCC, it can generate projects that may be undertaken with grant funding and discussions with groups who depend on driver data for program management, such as impaired driving, occupant protection, etc.

15. Recommendation to improve the data quality control program for the **roadway core data system**.

The State documents additional MIRE elements in the Roadway Inventory System (RIS). Plans are in process to develop collection techniques and data dictionaries for further MIRE non-FDEs.

16. Recommendation to improve the data dictionary for the **citation/adjudication core data system**.

17. Recommendation for the State to be able to track **DUI citations**.

The State acknowledges the lack of performance measures; however, indications are that performance measures will be developed following the full implementation of the new geospatial LRS.

18. Improve the interfaces with the **citation/adjudication core system data** with the other core data systems of the six-pack.

There are no data dictionaries available for the citation, case management, or prosecutors' information systems.

19. Recommendation to improve the procedures and process flows for the **citation/ adjudication core system** to reflect best practices identified in the TR Advisory.

The Judicial Branch tracks all DUI arrests from initiation through disposition and reports same to the DMV. There is no flowchart that documents the process.

This is performed electronically, providing on-demand connectivity in support of critical business processes for the DMV and law enforcement agencies. For data

Recommendations from 2017 Assessment**Status as of June 2018 -----**

20. Recommendation to improve the data quality control program for the **citation/adjudication core data system**.

integration to support in-depth analysis for highway safety, plans are underway by the CTSRC to link all of the TR six-pack component datasets.

The State track citations from issuance to an agency through to final disposition. The documented flow diagram describes the electronic process.

21. Recommendation for **injury surveillance system (ISS)** component system to have formal documentation regarding the collection, management, and maintenance of data.

Priority should be given to the restoration of the trauma registry.

The number of days a citation takes to be populated in the central database from the time of issuance is measured by the State. The measure was quantified showing the reduction of the time it took to populate the database with electronic and paper citation data. The percentage error of critical elements within the citation entry is captured. The State has reports where the errors are identified. There is a performance measure

to monitor the percentage of citations where the uniform violation codes are incorrect.

22. Recommendation to improve the data quality control program for the **injury surveillance system (ISS)**. ISS component systems to have edit checks and validation rules for data entering the system.

The State has been unable to collect trauma registry data after 2011 and existing data was lost for several years. The State is working on gathering lost data and restoring trauma registry functionality so that hospitals can begin submitting data again. No formal process has been in place to provide feedback to the data collectors and managers.

23. Recommendation for **injury surveillance system (ISS)** component system to have formal performance measures that enable them to track and quantify performance within their system.

The State is preparing to adopt NEMSIS version 3.4.0., and in the process of developing a data dictionary, working towards that standard. Aside from a data dictionary, which includes variable names, definitions and code lists, the ED dataset has no formal documentation that summarizes the dataset or how it is managed.

24. Recommendation for the State to create interfaces between **EMS data and trauma registry data**, as well as other ISS component systems.

No performance measures have been established for EMS or other ISS component system data. The vital records system in Connecticut is currently paper-based. As such, there is no capability for inclusion of automated editing and error-checking. No information was available on how the data managers may identify or correct errors.

25. Recommendation for each component system within the **injury surveillance system (ISS)** to have the opportunity to regularly share data with the TRCC to help identify potential collaborations.

The State plans to create an interface in the new EMS and trauma data systems. No interface currently exists between the vital statistics and hospital discharge databases

26. Recommendation to integrate all of the **traffic records core data systems**.

All of the ISS component systems have established procedures for making aggregate data available to outside parties, creating advocacy for development and improvement in the ISS datasets. The State's privacy

Recommendations from 2017 Assessment

Status as of June 2018 -----

laws appear to be in alignment with HIPAA. The statutes do not appear to pose a barrier to the sharing of data among State agencies for analysis and integration.

As noted previously, the State's CTSRC has initiated a large-scale traffic records data integration project aimed at ultimately linking all the six core datasets of the State's traffic records system.

The State has compiled a partial traffic records inventory of its available traffic records data system components. The inventory includes the sources and data custodians but does not provide the details of the individual data systems themselves. Follow-up from the traffic records assessment should provide a number of those documents.

A data governance policy is in place for the crash and citation systems. Additional components of the traffic records system will be addressed in the coming year.

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

Recommendations (13) from the 2017 Traffic Records Assessment for each of the Traffic Records System Core Datasets followed by the [j]Status for Connecticut as of July 2018

Crash Recommendations

1. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Connecticut's Transportation Safety Research Center (CTSRC) has initiated a large-scale traffic records data integration project aimed at ultimately linking all the six core datasets of the State's traffic records system.

Vehicle Recommendations

2. Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The documentation provided, a data dictionary, NMVTIS manual, and an AAMVA D20 manual, did not contain information about the Connecticut system related to edit checks. No information related to the procedure for applying title brands, nor a copy of the actual brands that are applied in Connecticut, was available for review.

3. Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Process flows have not been developed for error handling and correction in the Connecticut vehicle data system. The State reports that such diagrams are under development.

4. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The State does not have a formal data quality management program for the vehicle data system.

Driver Recommendations

5. Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The data dictionary, AAMVA D.20 manual, and a sample of additional data dictionary elements indicates field values and data descriptions but does not detail the edit checks within the Connecticut system. Connecticut relies on their vendor Morpho Trust to update system documentation.

6. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The State does not have a formal, comprehensive data quality management program for the driver system. Instead, it utilizes external tools/resources to improve data quality.

Roadway Recommendations

7. Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The State documents additional MIRE elements in the Roadway Inventory System (RIS). Plans are in process to develop collection techniques and data dictionaries for further MIRE non-FDEs.

8. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The State acknowledges the lack of performance measures; however, indications are that performance measures will be developed following the full implementation of the new geospatial LRS.

Citation / Adjudication Recommendations

9. Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

There are no data dictionaries available for the citation, case management, or prosecutors' information systems.

10. Improve the procedures/ process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The State track citations from issuance to an agency through to final disposition. The documented flow diagram describes the electronic process.

11. Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

This is performed electronically, providing on-demand connectivity in support of critical business processes for the DMV and law enforcement agencies. For data integration to support in-depth analysis for highway safety, plans are underway by the CTSRC to link all of the TR six-pack component datasets.

EMS / Injury Surveillance Recommendations

12. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The State plans to create an interface in the new EMS and trauma data systems. No interface currently exists between the vital statistics and hospital discharge databases.

- 13. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The State is preparing to adopt NEMSIS version 3.4.0., and in the process of developing a data dictionary, working towards that standard. Aside from a data dictionary, which includes variable names, definitions and code lists, the ED dataset has no formal documentation that summarizes the dataset or how it is managed.

[i] As referenced in the State of Connecticut Strategic Plan for Traffic Records 2018-2019

- Coordinate activities with the State TRCC and any data governance processes that are established for the injury surveillance and traffic records data sources, and
- Develop a report writer to assist EMS agencies and the State with quality metric reporting and aggregate data analyses of the pre-hospital data. Adding analytical resources will enhance the quality of the EMS system as a component of the State Traffic Records Injury Surveillance System.

Discussed during the February and March 2018 meetings of the TRCC, plans are underway for another GO-Team, supported by NHTSA, which will focus on technical assistance with redeployment of the 2017 pre-hospital EMS database, including lack of a Project Manager to oversee the IT process, determine appropriate timelines, oversight, and responsibilities.

Traffic Records Assessment: Legislation requires that States have performed a Traffic Records Assessment within the past five years for all grant applications after the first year.

As noted in the 2017 Strategic Plan, a NHTSA approved Traffic Records Assessment was conducted in January - April 2017. A copy of the Assessment is included.

The Traffic Records Assessment provided the following major recommendations, listed below in the first column. Actions taken by the State, either through the TRCC or separately by an individual agency will be continually updated and documented in the second column over the next five years.

2017 Traffic Records Assessment

Recommendations from 2017 Assessment

Status as of June 2018 -----

1. Connecticut is encouraged to create and establish an **executive TRCC committee**. The executive group provides the opportunity to better understand the importance of traffic records systems in the State's safety programs and gives them the required background when called upon to support funding and resources necessary to maintain the systems.

Designated for its noteworthy practices in a 2015 study by the FHWA, the TRCC takes a bottom-up approach to stress the importance of traffic records initiatives, representing the goals and objectives of the TRCC, and presenting proposed system upgrades to obtain buy-in by individual agency management. New initiative by NGA focusing on data integration, involving agency commissioners and the Governor's Office.

2. Continue the development of a formal **traffic records system inventory**, including all traffic records data sources, system custodians, data elements and attributes, linkage variables, linkages useful to the State and data access policies.

As noted in the Traffic Records Assessment, the TRCC is currently in the process of updating its traffic records system inventory. Content for a partial inventory is in place and can be accessed on the TRCC website. ConnDOT in the process of developing a data governance process for the transportation enterprise database

3. The TRCC is encouraged to implement formal **performance measures for**

Recommendations from 2017 Assessment

Status as of June 2018 -----

- each of the six core systems.** Once implemented, the performance measure can provide immediate feedback for the TRCC vision, project selection, and evaluation.
4. The TRCC is encouraged to consider the following suggestions to further **strengthen its Traffic Records Strategic Plan:**
- Project timelines
 - System lifecycle costs, where applicable
 - Process for coordinating system improvements with federal data systems
5. Connecticut is encouraged to explore opportunities for improvement in its **crash core data system** through data linkages, interfaces and integration with other core datasets of the State's traffic records system.
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- For the 2018-2019 safety data improvement 405c grant application, the TRCC is highlighting the performance measure – crash accessibility, specifically the customer satisfaction for principal users of the Crash Data Repository – their ability to obtain the data requested and their satisfaction with the timeliness of the response.
- As noted in the Traffic Records Assessment, project timelines appear to be established by the agencies sponsoring the projects and through oversight provided by project steering committees.
- Regarding lifecycle costs, the CT-TRCC relies on the agency responsible for the system to determine lifecycle costs.
- CT-TRCC membership includes key federal agencies representatives, who help strengthen communications regarding federal data systems.
- Connecticut's CTSRC has initiated a large-scale traffic records data integration project aimed at ultimately linking all the six core datasets of the State's traffic records system.
- The documentation provided, a data dictionary, NMVTIS manual, and an AAMVA D20 manual, did not contain information about the Connecticut system related to edit checks. No information related to the procedure for applying title brands, nor a copy of the actual brands that are applied in Connecticut, was available for review.
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Status as of June 2018 -----

- | | |
|--|--|
| <p>State-developed data edits and null values are included in the documentation.</p> | <p>on their vendor Morpho Trust to update system documentation.</p> |
| <p>9. Improve the data quality control program for the driver data system.</p> | <p>The State does not have a formal, comprehensive data quality management program for the driver system. Instead, it utilizes external tools/resources to improve data quality.</p> |
| <p>10. Improve the procedures/process flows for the vehicle data system.</p> | <p>Process flows have not been developed for error handling and correction in the Connecticut vehicle data system. The State reports that such diagrams are under development.</p> |
| <p>11. Improve the data quality control program for the vehicle data system.</p> | <p>The State does not have a formal data quality management program for the vehicle data system.</p> |
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| <p>13. Connecticut does not provide driver system data quality management reports to the TRCC for regular review. The driver data should be monitored, and performance recorded.</p> | <p>When this information is reported to the TRCC, it can generate projects that may be undertaken with grant funding and discussions with groups who depend on driver data for program management, such as impaired driving, occupant protection, etc.</p> |
| <p>14. Improve applicable guidelines for the roadway core data system; for example, to include all additional (non-Fundamental Data Element) MIRE data elements for all public roads and document in the State data dictionary?</p> | <p>The State documents additional MIRE elements in the Roadway Inventory System (RIS). Plans are in process to develop collection techniques and data dictionaries for further MIRE non-FDEs.</p> |
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| <p>16. Recommendation to improve the data dictionary for the citation/adjudication core data system.</p> | |

17. Recommendation for the State to be able to track **DUI citations**.
Recommendations from 2017 Assessment

Status as of June 2018 -----

18. Improve the interfaces with the **citation/ adjudication core system data** with the other core data systems of the six-pack.

There are no data dictionaries available for the citation, case management, or prosecutors' information systems.

The Judicial Branch tracks all DUI arrests from initiation through disposition and reports same to the DMV. There is no flowchart that documents the process.

19. Recommendation to improve the procedures and process flows for the **citation/ adjudication core system** to reflect best practices identified in the TR Advisory.

This is performed electronically, providing on-demand connectivity in support of critical business processes for the DMV and law enforcement agencies. For data integration to support in-depth analysis for highway safety, plans are underway by the CTSRC to link all of the TR six-pack component datasets.

20. Recommendation to improve the data quality control program for the **citation/ adjudication core data system**.

The State track citations from issuance to an agency through to final disposition. The documented flow diagram describes the electronic process.

21. Recommendation for **injury surveillance system (ISS)** component system to have formal documentation regarding the collection, management, and maintenance of data.

The number of days a citation takes to be populated in the central database from the time of issuance is measured by the State. The measure was quantified showing the reduction of the time it took to populate the database with electronic and paper citation data. The percentage error of critical elements within the citation entry is captured. The State has reports where the errors are identified. There is a performance measure

to monitor the percentage of citations where the uniform violation codes are incorrect.

Priority should be given to the restoration of the trauma registry.

The State has been unable to collect trauma registry data after 2011 and existing data was lost for several years. The State is working on gathering lost data and restoring trauma registry functionality so that hospitals can begin submitting data again. No formal process has been in place to provide feedback to the data collectors and managers.

22. Recommendation to improve the data quality control program for the **injury surveillance system (ISS)**. ISS component systems to have edit checks and validation rules for data entering the system.

The State is preparing to adopt NEMESIS version 3.4.0., and in the process of developing a data dictionary, working towards that standard. Aside from a data dictionary, which includes variable names, definitions and code lists, the ED dataset has no formal documentation that summarizes the dataset or how it is managed.

23. Recommendation for **injury surveillance system (ISS)** component system to have formal performance measures that enable them to track and quantify performance within their system.

No performance measures have been established for EMS or other ISS component system data. The vital records system in Connecticut is currently paper-based. As such, there is no capability for inclusion of automated editing and error-checking. No information was available on how the data managers may identify or correct errors.

24. Recommendation for the State to create **Recommendations from 2017 Assessment** interfaces between **EMS data and trauma registry data**, as well as other ISS component systems.

Status as of June 2018 -----
 The State plans to create an interface in the new EMS and trauma data systems. No interface currently exists between the vital statistics and hospital discharge databases

25. Recommendation for each component system within the **injury surveillance system (ISS)** to have the opportunity to regularly share data with the TRCC to help identify potential collaborations.

All of the ISS component systems have established procedures for making aggregate data available to outside parties, creating advocacy for development and improvement in the ISS datasets. The State's privacy laws appear to be in alignment with HIPAA. The statutes do not appear to pose a barrier to the sharing of data among State agencies for analysis and integration.

26. Recommendation to integrate all of the **traffic records core data systems**.

As noted previously, the State's CTSRC has initiated a large-scale traffic records data integration project aimed at ultimately linking all the six core datasets of the State's traffic records system.

The State has compiled a partial traffic records inventory of its available traffic records data system components. The inventory includes the sources and data custodians but does not provide the details of the individual data systems themselves. Follow-up from the traffic records assessment should provide a number of those documents.

A data governance policy is in place for the crash and citation systems. Additional components of the traffic records system will be addressed in the coming year.

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
OP-CR Task 1	Child Restraint Administration	Child Restraint Administration
TR Task 2	Electronic Citation - Technology/Software Support for Local Law Enforcement	Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments
TR Task 3	On-line Disposition System	Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments
TR Task 4	Electronic Citation Department Analysis	Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments
TR Task 5	E-Charging – Citation / Summons Arrest / Warning	Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Crash Recommendations

1. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Connecticut's Transportation Safety Research Center (CTSRC) has initiated a large-scale traffic records data integration project aimed at ultimately linking all the six core datasets of the State's traffic records system.

Vehicle Recommendations

2. Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The documentation provided, a data dictionary, NMTIS manual, and an AAMVA D20 manual, did not contain information about the Connecticut system related to edit checks. No information related to the procedure for applying title brands, nor a copy of the actual brands that are applied in Connecticut, was available for review.

3. Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Process flows have not been developed for error handling and correction in the Connecticut vehicle data system. The State reports that such diagrams are under development.

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The State does not have a formal data quality management program for the vehicle data system.

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5. Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The data dictionary, AAMVA D.20 manual, and a sample of additional data dictionary elements indicates field values and data descriptions but does not detail the edit checks within the Connecticut system. Connecticut relies on their vendor Morpho Trust to update system documentation.

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The State does not have a formal, comprehensive data quality management program for the driver system. Instead, it utilizes external tools/resources to improve data quality.

Roadway Recommendations

7. Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The State documents additional MIRE elements in the Roadway Inventory System (RIS). Plans are in process to develop collection techniques and data dictionaries for further MIRE non-FDEs.

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The State acknowledges the lack of performance measures; however, indications are that performance measures will be developed following the full implementation of the new geospatial LRS.

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- a. Project timelines
- b. System lifecycle costs, where applicable

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Recommendations from 2017 Assessment
 In the State data dictionary?

Status as of June 2018 -----

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Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

State Traffic Safety Information System Improvements Grant Interim Progress Report	
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 specify:
Performance Measure used to track Improvement(s)	Narrative Description of the Measure Assessment of the principal users of the crash database to determine their success in accessing the database.
Relevant Project(s) in the State's Strategic Plan	Title, number, and Strategic Plan (2017) page reference for each Traffic Records System improvement project to which this performance measure relates. Title: Crash Data Repository (CDR) – Data Integration Linkage of Six Core Traffic Records Data Systems, page 179. Project Background: Expand CDR functionality, query tools/canned output reports for individual departments; trends/ranking in the state/crash factors; add functionality including GIS tools, allow for retrieval of geospatial data for DDACTS/other applications. This project established a repository structure which provides users online access to these repositories through a common integrated portal. Analysis of highway safety is probably the most data-intensive activity carried out by highway and transportation agencies. It requires more than just archiving police crash reports. To be effective, information recorded on the crash reports must be captured into a searchable database. Roadway inventory, traffic volumes and even land use information are all critical for evaluating the safety of any road segment or intersection. These were added as part of phase 3 of the CDR. However, other safety analysis exercises require data such as driver history, motor vehicle registration information, and vehicle miles traveled (VMT). Data linkage is an efficient strategy for expanding the data available, while avoiding the expense, delay and redundancy associated with collecting the same information separately. State systems that link data from each of the six components of the traffic records system provide important new sources of data that can be used to identify risk factors, design strategies to address these risk factors, and evaluate the strategies once implemented. Understanding the facilitators and barriers to an effective and useful linkage system can optimize the system's utility for public health and transportation safety. Data integration linkages of the six-pack components of a traffic records system support in-depth analysis impossible to achieve if based solely on the contents of any singular data system. The Connecticut Transportation Safety Research Center (CTSRC), supported by the State Department of Transportation (ConnDOT), has been successful in linking motor vehicle crash with roadway and traffic volume data. Current CTSRC efforts include establishing a repository for the state's toxicology lab results to be able to track DUI and drug offenses with relation to crashes, and a citation data repository to aid in the evaluation of state programs on driver behavior. Plans by the CTSRC include opportunities to link other databases, e.g., injury and treatment outcome data to aid in the evaluation of crash outcomes, and the linkage of all related roadway databases into a linear referencing system. Expected Impact: Real-time on-line capability to <u>access</u> data from the Crash Data Repository (CDR).
Note: For documentation regarding the method of data collection for this performance measure, please refer to 2018 Data Accessibility and Customer Satisfaction Survey, page 41 in the 2018 Traffic Records Strategic Plan.	

Performance Measure Status Update__State __Connecticut__ Date: 7/01/2018__Page 2 of 2				
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s) Improvement of the success for principal users – accessibility of crash records in the Crash Data Repository (CDR) from 93.5 percent during July 2016-June 2017 to 96.0 percent during July 2017-June 2018.			
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method Assessment of the success for principal users – accessibility of crash records in the CDR during July 2016-June 2017 (baseline period) compared to the assessment of the success for principal users – accessibility of crash records in the CDR during July 2017-June 2018 (performance period).			
Date and Baseline Value for the Measure – Success for Accessibility of Crash Records in the CDR	Percentage Success for Principal Users Accessibility of Crash Records in the CDR July 2016 – June 2017			
	<table border="1"> <thead> <tr> <th></th> <th align="center">Percentage Success</th> </tr> </thead> <tbody> <tr> <td>Percentage of Success for Principal Users – Accessibility of Crash Records in the CDR</td> <td align="center">93.5%</td> </tr> </tbody> </table>		Percentage Success	Percentage of Success for Principal Users – Accessibility of Crash Records in the CDR
	Percentage Success			
Percentage of Success for Principal Users – Accessibility of Crash Records in the CDR	93.5%			
Date and Current Value for the Measure – Success for Accessibility of Crash Records in the CDR	Percentage Success for Principal Users ⁱⁱAccessibility of Crash Records in the CDR July 2017-June 2018			
	<table border="1"> <thead> <tr> <th></th> <th align="center">Percentage Success</th> </tr> </thead> <tbody> <tr> <td>Percentage of Success for ⁱⁱⁱPrincipal Users – Accessibility of Crash Records in the CDR</td> <td align="center">96.0%</td> </tr> </tbody> </table>		Percentage Success	Percentage of Success for ⁱⁱⁱ Principal Users – Accessibility of Crash Records in the CDR
	Percentage Success			
Percentage of Success for ⁱⁱⁱ Principal Users – Accessibility of Crash Records in the CDR	96.0%			
Regional Reviewer's Conclusion	Check one <input type="checkbox"/> Quantitative performance improvement <i>has</i> been documented <input type="checkbox"/> Quantitative 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	Principal users responding to the Data Accessibility and Customer Satisfaction Survey, previously mentioned, expressed their satisfaction with the CDR website, 95.8% during the baseline period, increasing to 96.2% during the performance period.			

ⁱ Principal user identified as the primary person responsible for performing crash data queries for his/her organization, visiting CDR on average once a week

ⁱⁱ Data Accessibility and Customer Satisfaction Survey - p.41 in Traffic Records Strategic Plan

ⁱⁱⁱ Percentage of success - accessibility of crash records in the CDR - based on 50 Principal Users

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded

2018 - 2019 Traffic Records Strategic Plan.pdf

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 4/18/2017

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Authority to operate

Enter a direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

On September 23, 2013, the Connecticut Governor's Highway Safety Representative officially established the Connecticut Impaired Driving Task Force and granted the Task Force authority to address the detrimental effects of driving under the influence on State roadways. The Task Force shall be composed of key stakeholders from a variety of transportation, law enforcement and other related backgrounds and disciplines. The chairman shall set the agenda for the Task Force meetings. The Task Force shall review existing Connecticut data, laws and programs to improve current or develop new impaired driving initiatives. The Department of Transportation shall provide all administrative support required by the Task Force.

This Strategic Plan will be updated annually and will be based on current data trends and analyses. The Task Force chairman will update the plan with input from Task Force members. Data information will be obtained from the latest Connecticut Highway Safety Plan and will be based on the most current data available.

Input the date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 6/6/2018

Task force member information

Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.

Christopher Henry – Federal Motor Carrier Safety Administration Division Administrator

Robbin Cabelus – CT Highway Safety Office Director

Joseph Cristalli – CT Highway Safety Office Principal Program Coordinator

Eugene Interlandi – CT Highway Safety Office Impaired Driving Program Coordinator

Edmund Hedge – CT Highway Safety Office Law Enforcement Liaison

Nicholas Just – CT Highway Safety Office Program Manager

Diana Lejardi – CT Department of Mental Health and Addiction Services Public Information Officer

Dawn Grodzki – CT Department of Mental Health and Addiction Services Manager

Thomas Donohue – CT Department of Motor Vehicles Per Se Attorney

Ilisa Ring – CT Department of Motor Vehicles Per Se Attorney

Donald Bridge – CT Department of Motor Vehicles Commercial Vehicle Safety Division

Brenda Hans – Office of the Chief State’s Attorney Traffic Safety Resource Prosecutor

Chief Thomas Flaherty – CT Department of Emergency Services and Public Protection POSTC

Dr. Michael Rickenbach – CT Department of Emergency Services and Public Protection DSS

Sgt. John Jacobi – CT State Police

Sgt. Corey Eppers – CT State Police

Officer Michael Diana – Hartford Police Department

Sgt. Jamie Taylor – Manchester Police Department

Officer Scott Plourde – Manchester Police Department

Lt. Thomas Duncan – Stafford Police Department

Chief Edward Lennon – East Haven Police Department

Lt. Terrence Blake – Norwalk Police Department

Charles Grasso – Transportation Safety Research Center Crash Data Liaison

Marisa Auguste – Transportation Safety Research Center Behavior Analyst

Dr. Robert Powers – University of New Haven

Kevin Borrup – Connecticut Children’s Medical Center

Monique Price-Taylor – Governor’s Prevention Partnership

Johanna Krebs – Mothers Against Drunk Driving (MADD)

Frances B. Mayko – American Automobile Association (AAA)

Amy Parmenter – American Automobile Association (AAA)

Julie Tison – Preusser Research Group

Tara Casanova Powell – Casanova Powell Consulting

Strategic plan details

Select whether the State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Click link to view Highway Safety Guidelines No. 8

<http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

Continue to use previously submitted plan

No

List the page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:

Prevention:

Page 25

Criminal justice system:

229 Page 26

Communication program:	Page 29
Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation:	Page 30
Program evaluation and data:	Page 31

Upload a copy of the Statewide impaired driving plan. The strategic plan must contain the following information, in accordance with part 3 of appendix B: (i) Section that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval; (ii) List that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication; (iii) Strategic plan based on the most recent version of Highway Safety Program Guideline No. 8—Impaired Driving, which, at a minimum, covers the following— (A) Prevention; (B) Criminal justice system; (C) Communication programs; (D) Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation; and (E) Program evaluation and data.

Statewide impaired driving plan type:

Revised

Documents Uploaded
ID-1.pdf

11 405(d) Alcohol-Ignition Interlock Law

Alcohol-ignition interlock laws

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

- The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.
 - 14-111-P.A. 14-227a

12 405(e) Distracted Driving

Sample distracted driving questions

Enter sample distracted driving questions from the State's driver's license examination.

The following are two examples of Distracted Driving questions found on driver licensing examinations:

1.If you see a distracted driver, you should give that distracted driver plenty of room and maintain a safe following distance of:

- 2 seconds
- 3 seconds
- 4 seconds

2. A driver distraction is:

- Anything that causes evasive action while driving.
- Anything that takes your attention away from driving.
- Anything that causes you to pay more attention to driving.

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: Primary Offense

Date Enacted:

10/5/2010

Date Amended: 1/10/2013

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Prohibition on texting while driving.

- Prohibition on texting while driving.
 - C.G.S. Section 14-296aa (b) (1) (as amended by P.A. 13-277 Sec. 10. (b) (1))
- Definition of covered wireless communication devices.
 - C.G.S. Section 14-296aa (a) (8) (as amended by P.A. 13-277 Sec. 10. (a) (8))
- Minimum fine of at least \$25 for an offense.
 - C.G.S. Section 14-296aa (h) (as amended by P.A. 13-277 Sec. 10. (h))

Click Add New to provide legal citations for exemption(s) to the State's texting ban.

Citation	Amended Date
C.G.S. Section 14-296aa (b) (4) / (c) (d) (e) (as amended by P.A. 13-277 Sec. 10. (b) (4) / (c) (d))	1/10/2013

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: Primary Offense

Date Enacted: 10/5/2013

Date Amended: 1/10/2013

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Prohibition on youth cell phone use while driving.

- Prohibition on youth cell phone use while driving.
 - C.G.S. Section 14-296aa (d) (as amended by P.A. 13-277 Sec. 10. (e) (3))
- Definition of covered wireless communication devices.
 - C.G.S. Section 14-296aa (a) (8) (as amended by P.A. 13-277 Sec. 10. (a) (8))
- Minimum fine of at least \$25 for an offense.
 - C.G.S. Section 14-296aa (h) (as amended by P.A. 13-277 Sec. 10. (h))

Click Add New to provide legal citations for exemption(s) to the State's youth cell phone use ban.

Citation	Amended Date
C.G.S. Section 14-296aa (b) (4) / (c) (d) (e) (as amended by P.A. 13-277 Sec. 10. (b) (4) / (c) (d))	1/10/2013

13 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	No
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	Yes

Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: Department of Transportation

State authority name/title: James Redeker/ Commissioner

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Fairfield	17152
Hartford	22452
New Haven	22327
New London	8026
Windham	5983

Enter the total number of registered motorcycles in State.

91119

Use of fees collected from motorcyclists for motorcycle programs

A State shall have a process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs. A State may qualify under this criterion as either a Law State or a Data State.

Use of fees criterion

Law State

+ Enter legal citations for each law state criteria.

- The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
 - Public Act No 82-333 Sec. 14-49
- The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.
 - Public Act No 82-333

14 405(h) Nonmotorized

Nonmotorized information

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

15 1906 Racial Profiling Data Collection Grants

Racial profiling data collection grant

Is the State applying as an official documents or assurance State? (Note: The State is not eligible for a grant as an assurance State if the State has received a grant as an assurance State for two fiscal years after October 1, 2015.)

Official documents

Official documents

Select what type of official documents will be uploaded that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those

classified as local or minor rural roads.

Law	Yes
Regulation	No
Binding policy directive	No
Letter from the Governor	No
Court order	No
Other	No

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

- Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.
 - CGS 54-1m

Upload official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Documents Uploaded
RP-1.pdf

16 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded
Appendix B - signed.pdf
Certification & Assurances - signed.pdf
Final Project List FY '19.xlsx
CONNECTICUT - Highway Safety Plan - FY 2019 - Submitted 1.0.pdf