Connecticut
Department of Transportation

2016

State of Connecticut

STATE OF CONNECTICUT

Highway Safety Plan

Prepared by

Connecticut Department of Transportation
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Executive Summary

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

This planning document provides historic, trend, and the most current crash data available in addition to other State-provided data detailing highway safety in Connecticut. The identified problem areas dictate the State's highway safety goals, objectives, and planned countermeasures. The basis for this examination is Connecticut's motor vehicle crash experience for the calendar year 2013 in comparison to the previous year(s). This document serves as Connecticut's application to the National Highway Traffic Safety Administration (NHTSA) for federal funds under Sections 402 and 405 of the Moving Ahead for Progress in the 21st Century (MAP-21) for the 2016 Federal Fiscal Year.

The HSO focuses on NHTSA program areas under the Federal 402 and 405 programs including Impaired Driving, Occupant Protection, Child Passenger Safety, Distracted Driving Police Traffic Services, Speed, Motorcycle Safety, Traffic Records, Driver Groups, Bicycle and Pedestrian Safety and Work Zone Safety. These program areas provide funding for countermeasures to combat key problems identified in each section. Key priority areas include; percentage of alcohol-related fatalities and injuries, percentage of unbelted fatalities, speed related fatalities and injuries, motorcycle fatalities and injuries, pedestrians fatalities and injuries and improving crash data collection and availability.

Major strategies include the execution of countermeasures developed to specifically target over-represented groups identified through data analysis. These strategies include participation in National "crack-down" mobilizations such as "Click it or Ticket" and "Drive Sober or Get Pulled Over" as well as the promotion of sustained enforcement year-round based on local problem identification by law enforcement agencies and other highway safety partners. Various training programs and technical support from law enforcement training based on better identification of impaired drivers to more timely and accurate reporting of crash data are implemented through the HSO to better identify areas where improvement will ultimately lead to less crashes injuries and fatalities on Connecticut's roadways.

The major program areas of Impaired Driving, Occupant Protection, Speed Enforcement and Distracted Driving, account for the majority of enforcement activities and paid media making up the largest component of high visibility and sustained enforcement efforts. Combined impaired driving and safety belt enforcement efforts are planned to effectively target these unsafe driving behaviors and achieve a 90 percent observed seat belt usage rate.

*Please note that the visual data pertaining to specific problem ID is located in the "Highway Safety Data Analysis" section, as well as in each respective program area.

CORE PERFORMANCE MEASURES

Performance Measures		2009	2010	2011	2012	2013
Traffic Fatalities	**Total**	**224**	**320**	**221**	**264**	**276**
	Rural	36	62	38	77	132
	Urban	188	258	183	186	142
	Unknown	0	0	0	1	2
Fatalities per 100 Million Vehicles Miles Driven	**Total**	**0.71**	**1.02**	**0.71**	**0.84**	**0.89**
	Rural	0.91	1.59	0.97	1.99	3.46
	Urban	0.68	0.94	0.67	0.68	0.52
Passenger Vehicle Occupant Fatalities (All Seat Positions)	**Total**	**150**	**203**	**144**	**165**	**182**
	Restrained	58	79	57	73	80
	Unrestrained	69	85	55	56	75
	Unknown	23	39	32	36	27
Alcohol-Impaired Driving Fatalities		**97**	**119**	**94**	**100**	**114**
Speeding-Related Fatalities		**103**	**124**	**74**	**64**	**64**
Motorcyclist Fatalities	**Total**	**45**	**52**	**37**	**48**	**53**
	Helmeted	17	16	10	15	22
	Unhelmeted	27	36	25	30	21
	Unknown	1	0	2	3	10
Drivers Involved in Fatal Crashes	**Total**	**302**	**423**	**292**	**372**	**369**
	Aged under 15	1	0	0	0	0
	Aged 15-20	32	32	25	27	35
	Aged under 21	33	32	25	27	35
	Aged 21 and Over	268	384	262	338	330
	Unknown Age	1	7	5	7	4
Pedestrian Fatalities		**26**	**46**	**26**	**43**	**36**

Source: FARS Final Files 2009-2012; Annual Report File 2013

PERFORMANCE REPORT

Core Performance Measures and Goals: 2015 HSP Progress Update and 2016 HSP Goals

2015 HSP Progress Update:

Overall Core Performance Goals (Shared DOT Goals – Strategic Highway Safety Plan/Highway Safety Improvement Plan Performance)

2015 HSP Goal - To reduce the five year (2008-2012) moving average of 266 in 2012 fatalities by 5 percent to a five year (2012-2016) moving average of 253 in 2016.
2015 HSP Update: 2013 Fatalities - 276

2015 HSP Goal - To reduce the Fatality rate per 100 M VMT from the five year (2008-2012) moving average of .85 in 2012 by 5 percent to a five year (2012-2016) moving average of .81 in 2016.
2015 HSP Update: 2013 Fatality rate per 100M VMT – .89

2015 HSP Goal - To reduce the Serious (A) Injuries in motor vehicle crashes from the five year (2008-2012) moving average of 1,990 in 2012 by 10 percent to a five year (2012-2016) moving average of 1,791 in 2016.
2015 HSP Update: 2013 Serious (A) Injuries –1,523

2015 HSP Goal - To reduce the Serious (A) Injury rate per 100 M VMT from the five year (2008-2012) moving average of 6.33 in 2012 by 5 percent to a five year (2012-2016) moving average of 6 in 2016.
2015 HSP Update: 2013 Serious (A) Injury rate per 100 M VMT - 4.92

Program Related Core Performance Goals

2015 HSP Goal - To decrease alcohol impaired driving fatalities (B.A.C. =.08+) from the five year (2008-2012) moving average of 113 in 2012 by 5 percent to a five year (2012-2016) moving average of 107 in 2016.
2015 HSP Update: 2013 Alcohol Impaired Driving Fatalities - 114

2015 HSP Goal - To decrease alcohol related driving serious injuries ("A") from the five year (2008-2012) moving average of 142 in 2012 by 5 percent to a five year (2012-2016) moving average of 135 in 2016.
2015 HSP Update: 2013 Alcohol Related Driving Serious Injuries ("A") - 137

2015 HSP Goal - To reduce the number of unrestrained occupants in fatal crashes from the five year (2008-2012) moving average of 68 in 2012 by 10 percent to a five year (2012-2016) moving average of 61 in 2016.
2015 HSP Update: 2013 Unrestrained Occupants in Fatal Crashes - 75

2015 HSP Goal - To increase the statewide observed seat belt use rate from 87 percent in 2013 to 90 percent or above in 2016.
2015 HSP Update: 2015 Safety Belt Usage Rate –85.6%

2015 HSP Goal - To reduce the number of speed related fatalities from the five year (2008-2012) moving average of 88 in 2012 by 5 percent to a five year (2012-2016) moving average of 84 in 2016.
2015 HSP Update: 2013 Speed Related Fatalities – 64

2015 HSP Goal - To decrease the number of un-helmeted fatalities below the five year (2008-2012) moving average of 31 in 2012 by 5 percent to a five year (2012-2016) projected moving average of 29 in 2016.
2015 HSP Update: 2013 Un-Helmeted Fatalities – 21

2015 HSP Goal - To decrease the number of motorcyclist fatalities below the five year (2008-2012) moving average of 49 in 2012 by 5 percent to a five year (2012-2016) projected moving average of 46 in 2016.
2015 HSP Update: 2013 Motorcyclist fatalities - 53

2015 HSP Goal - To decrease drivers age 20 or younger involved in fatal crashes from the five year (2008-2012) moving average of 25 in 2012 by 20 percent to a five year (2012-2016) moving average of 20 in 2016.
2015 HSP Update: 2013 Number of Driver Age 20 Or Younger Involved in Fatal Crashes - 27

2015 HSP Goal - To reduce the number of pedestrians killed in traffic crashes from the five year (2008-2012) moving average of 38 in 2012 by 10 percent to a five year moving average of (2012-2016) of 34 in 2016.
2015 HSP Update: 2013 Pedestrians killed in traffic crashes - 36

2015 HSP Goal - To reduce the number of bicyclists killed in traffic crashes from the five year (2008-2012) moving average of 5 in 2012 by 20 percent to a five year moving average of (2012-2016) of 4 in 2016.
2015 HSP Update: 2013 Bicyclists killed in traffic crashes – 3

Activity Measures:

During the 2014 (October 1, 2013 – September 31, 2014) Federal Fiscal Year, the following enforcement statistics were recorded during grant funded overtime:

Number of impaired driving arrests made during grant-funded enforcement activities: **1,599**

Number of seat belt citations issued during grant-funded enforcement activities: **9360**

Number of speeding citations issued during grant-funded enforcement activities: **11,363**

Attitude Measure:

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

2016 HSP Core Performance Goals:

Overall Core Performance Goals (Shared DOT Goals – Strategic Highway Safety Plan/Highway Safety Improvement Plan Performance)

To reduce the five year (2009-2013) moving average of 261 in 2013 fatalities 5 percent to a five year (2013-2017) moving average of 248 in 2017.

To reduce the Fatality rate per 100 M VMT from the five year (2009-2013) moving average of .84 in 2013 by 5 percent to a five year (2013-2017) moving average of .80 in 2017.

To reduce the Serious (A) Injuries in motor vehicle crashes from the five year (2009-2013) moving average of 1,833 in 2013 by 10 percent to a five year (2013-2017) moving average of 1,650 in 2017.

To reduce the Serious (A) Injury rate per 100 M VMT from the five year (2009-2013) moving average of 5.87 in 2013 by 5 percent to a five year (2013-2017) moving average of 5.6 in 2017.

Program Related Core Performance Goals

To decrease alcohol impaired driving fatalities (B.A.C. =.08+) from the five year (2009-2013) moving average of 105 in 2013 by 5 percent to a five year (2013-2017) moving average of 100 in 2017.

To decrease alcohol related driving serious injuries (“A”) from the five year (2009-2013) moving average of 135 in 2013 by 5 percent to a five year (2013-2017) moving average of 129 in 2017.

To reduce the number of unrestrained occupants in fatal crashes from the five year (2009-2013) moving average of 68 in 2013 by 10 percent to a five year (2013-2017) moving average of 61 in 2017.

To increase the statewide observed seat belt use rate from 85.1 percent in 2014 to 88 percent or above in 2017.

To reduce the number of speed related fatalities from the five year (2009-2013) moving average of 86 in 2013 by 10 percent to a five year (2013-2017) moving average of 77 in 2017.

To decrease the number of un-helmeted fatalities below the five year (2009-2013) moving average of 28 in 2013 by 5 percent to a five year (2013-2017) projected moving average of 27 in 2017.

To decrease the number of motorcyclist fatalities below the five year (2009-2013) moving average of 47 in 2013 by 5 percent to a five year (2013-2017) projected moving average of 45 in 2017.

To decrease drivers age 20 or younger involved in fatal crashes from the five year (2009-2013) moving average of 25 in 2013 by 20 percent to a five year (2013-2017) moving average of 20 in 2017.

To reduce the number of pedestrians killed in traffic crashes from the five year (2009-2013) moving average of 37 in 2013 by 5 percent to a five year moving average of (2013-2017) of 35 in 2017.

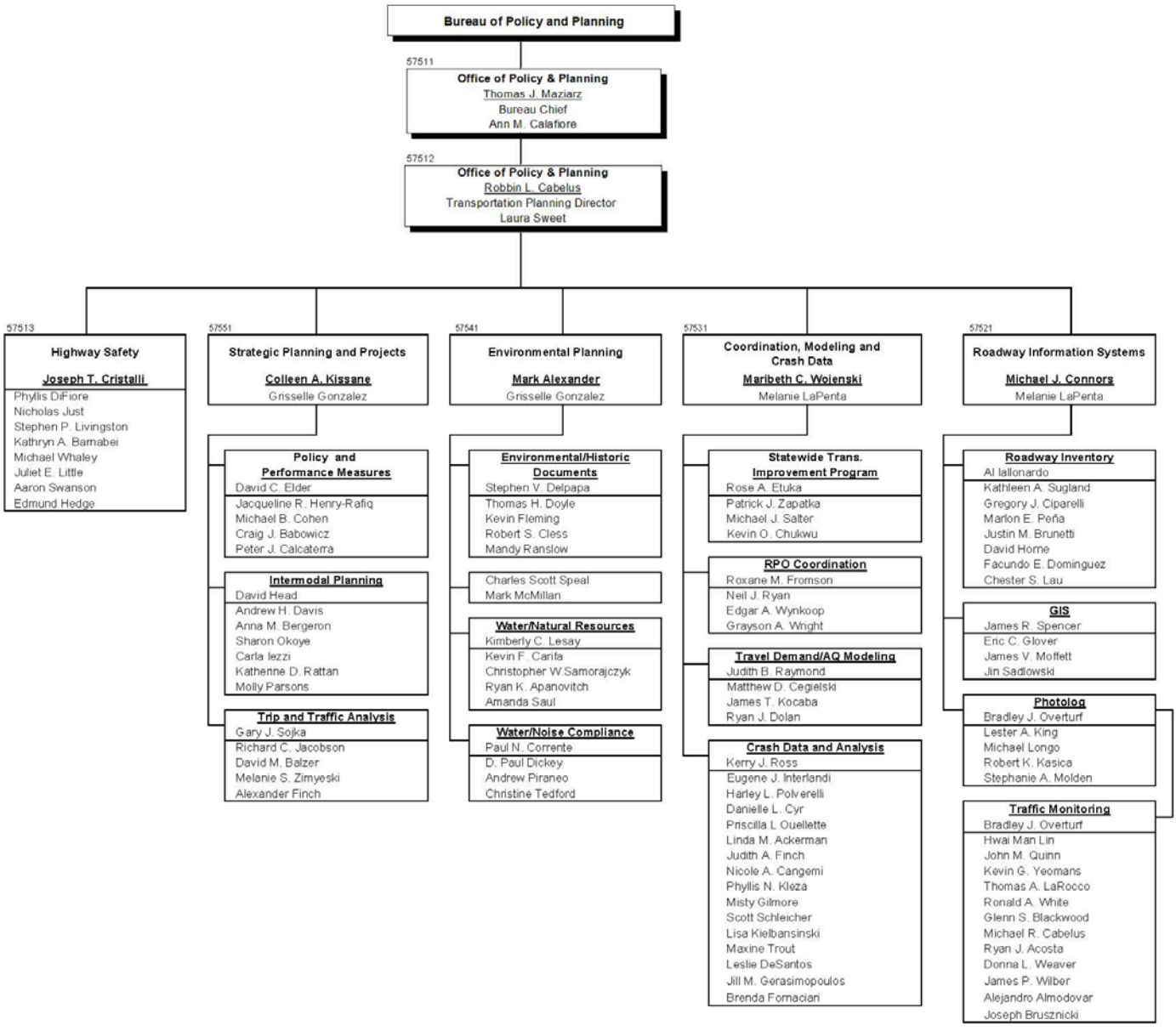
To reduce the number of bicyclists killed in traffic crashes from the five year (2009-2013) moving average of 5 in 2013 by 20 percent to a five year moving average of (2013-2017) of 4 in 2017.

Note: Core-Performance measures are highlighted in grey in respective program areas

BUREAU OF POLICY & PLANNING

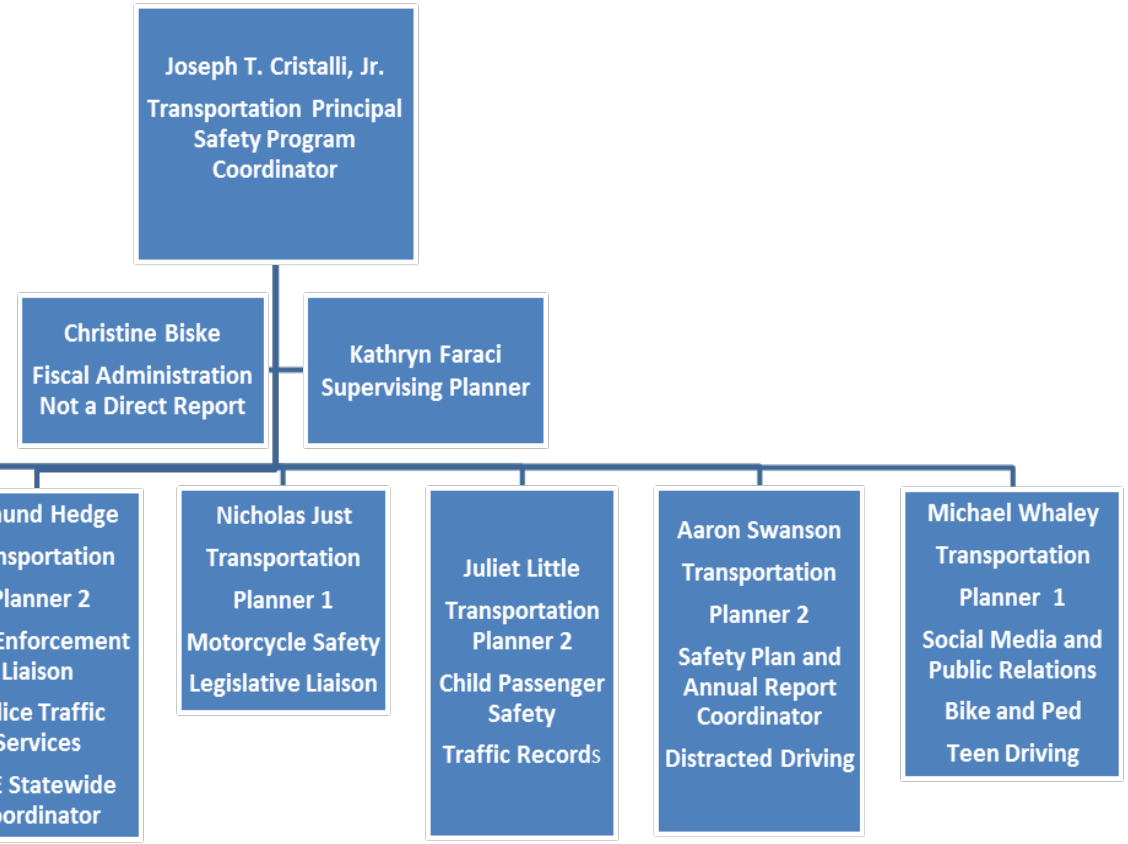
CURRENT ORGANIZATIONAL CHART

PERSONNEL



Run 5/15/2013 Planning Org Chart-As of May 8 2013.xls

Connecticut
Department of Transportation
Highway Safety Office



Process Description

Process Description

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.

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, and 9 colleges and universities.

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 405(c) funding.

Motorcycle safety professionals including motorcycle safety instructors, dealers, and other rider groups met in February 2014 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.

The next level of problem identification takes place when the most recent crash, injury and fatality data become available (currently 2013 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.

Please note that due to FARS Final File data availability (not available at the time of analysis by the HSO data analysis contractor) 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.). Some data in this plan may still be sourced from the FARS Annual Report File.

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.

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.

Required match* is provided in various ways, depending on the nature of the grant/sub-grantee. The majority of matching funds are obtained through:

- Cash match provided by sub grantee (subtracted from reimbursable expense)
- Salary - from project manager/project staff/volunteers etc.
- Program match provided through non-grant funded activity (i.e. enforcement activity, eg. citation data)
- In-kind match i.e. equipment used for project

*All match provision is at the discretion of the Highway Safety Office with NHTSA guidance.

In addition to the highway safety stakeholders listed above, the following is a list of partners the HSO works closely with on an annual basis:

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 (CRCOG) 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 Mother's 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.

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 2010 SHSP process was approved and accepted by the Federal Highway Administration (FHWA) as a "bridge" document. This SHSP steering committee (of which the HSO is a part) is currently in the early stages of drafting a formally updated 2014 SHSP. Please note the above concerning shared goal setting coordination already taking place across these documents.

Proposed 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

Evidence Based Enforcement:

The HSO understands that accurate and timely traffic/crash of statewide data; the creation of realistic and achievable goals; the implementation of functional countermeasures; the utilization of applicable metrics and the election of projected outcomes are the classic components of effective strategic plan. 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, and 9 colleges and universities.

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.

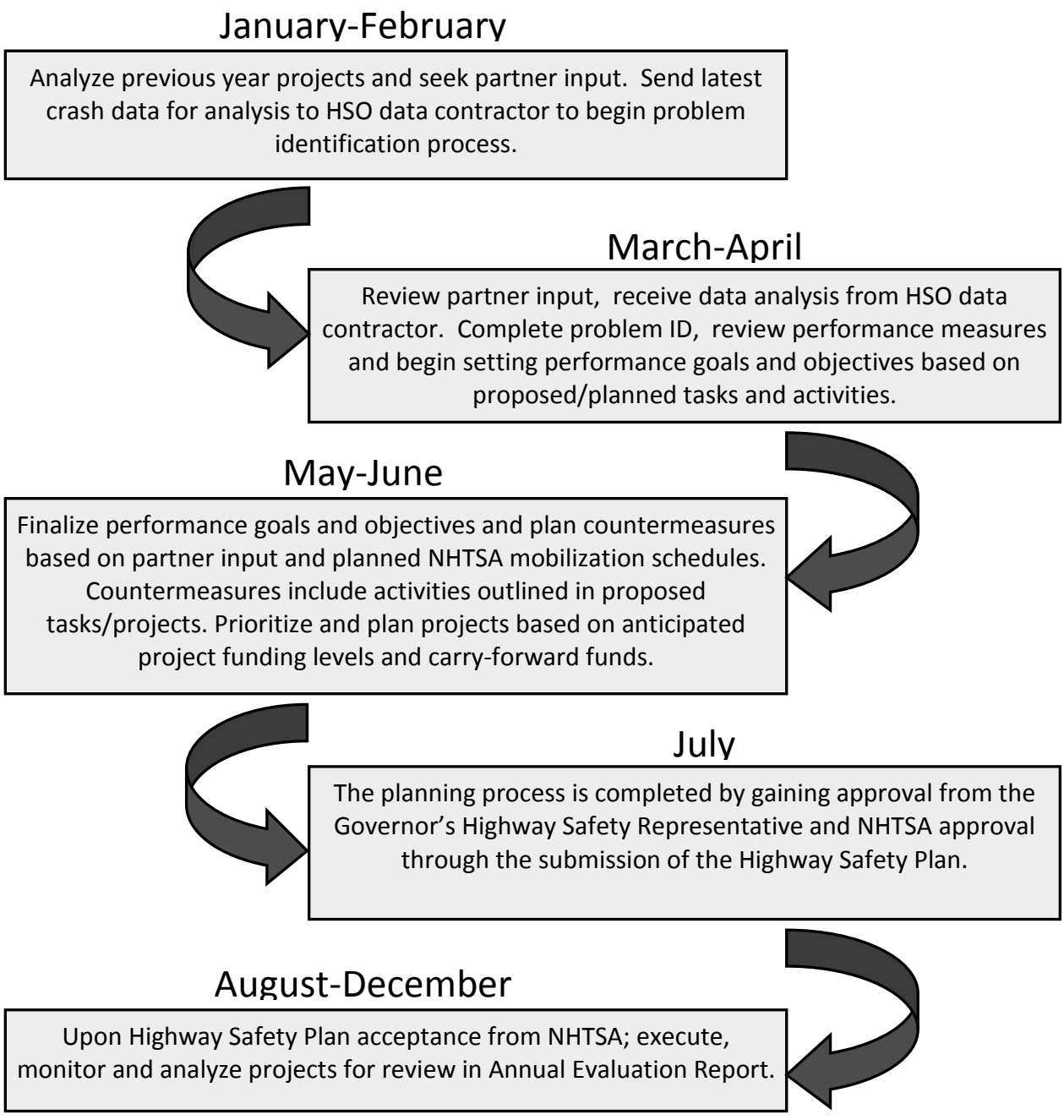
Still other projects may need monthly, weekly or daily scrutiny to accurately assess progress. As previously mentioned, the timeliness of the evaluation schedule should be incorporated into the initial development of strategic countermeasures.

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.

Risk Assessment – 2 CFR 200.331(b)

The HSO will evaluate each subrecipient's risk of non-compliance with Federal Statutes, regulations, and the terms and conditions of the sub-award for the purposes of determining the appropriate subrecipient monitoring.

Connecticut Highway Safety Timeline



Demographic Information

STATE OF CONNECTICUT DEMOGRAPHICS 2013

- State Capitol:
  Hartford

- Largest City Population:
  Bridgeport, 147,216

- Counties: 8
- Boroughs: 9
- Towns: 169
- Cities: 21

- Land Area: 4,845 Square Miles

- Connecticut Police Chiefs Association (CPCA)
  Organized Police Departments (107)
  State Troops (11)
  Local Town Agencies (91)
  Resident Trooper Towns (56)
  University Police Departments (8)
  Tribal Police Departments (2)
- State Police Barracks By Towns
  Troop A - Southbury
  Troop B - Canaan
  Troop C - Tolland
  Troop D - Danielson
  Troop E - Montville
  Troop F - Westbrook
  Troop G - Bridgeport
  Troop H - Hartford
  Troop I - Bethany
  Troop K - Colchester
  Troop L - Litchfield

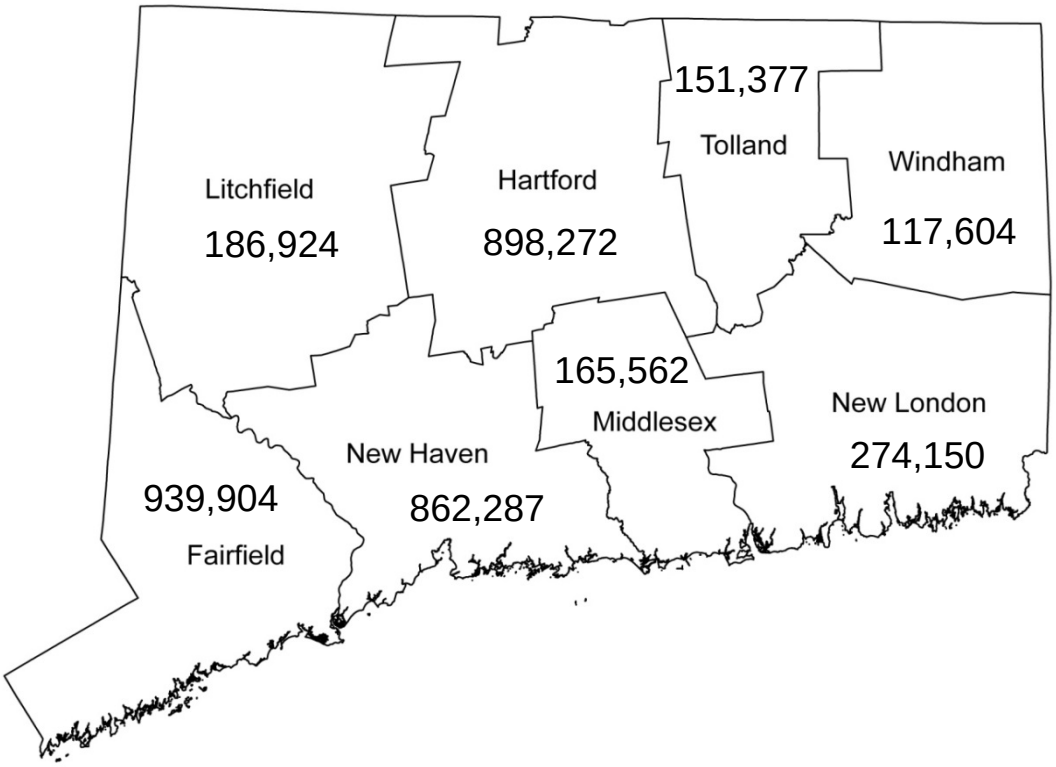
- Annual Miles of Travel Per-Driver CT: 12,210 Per Licensed Driver (2013)
- Daily Vehicle Miles Traveled: 84,770,376 (2013)
- Annual Vehicle Miles Traveled: 30,941,187,240 (2013)
- Miles of Roads (2013)
  (21,474) Public Roads
  (4,135) State Roads
  (1,442) National Highway System Roads
  (346) Interstate Roads

CONNECTICUT POPULATION 2013

(US Census Bureau Estimates)

	Connecticut	Region	USA
Population Estimate (2013)	**3,596,080**	**14,618,806**	**316,128,839**
Under 5 Years Old (2013)	**5.3%**	**5.3%**	**6.3%**
Under 18 Years Old (2013)	**21.8%**	**20.8%**	**23.3%**
65 Years Old and Older (2013)	**15.1%**	**15.3%**	**14.1%**
Caucasian Persons	**77.3%**	**82.4%**	**73.7%**
African American	**10.3%**	**6.5 %**	**12.6%**
American Indian and Alaska Native	**0.2%**	**0.3%**	**0.8%**
Asian	**4.1%**	**4.3%**	**5.1%**
Native Hawaiian & Other Pacific Islander	**0.0%**	**0.0%**	**0.2%**
Hispanic or Latino Origin	**14.7%**	**9.9%**	**17.1%**

COUNTY POPULATION 2013



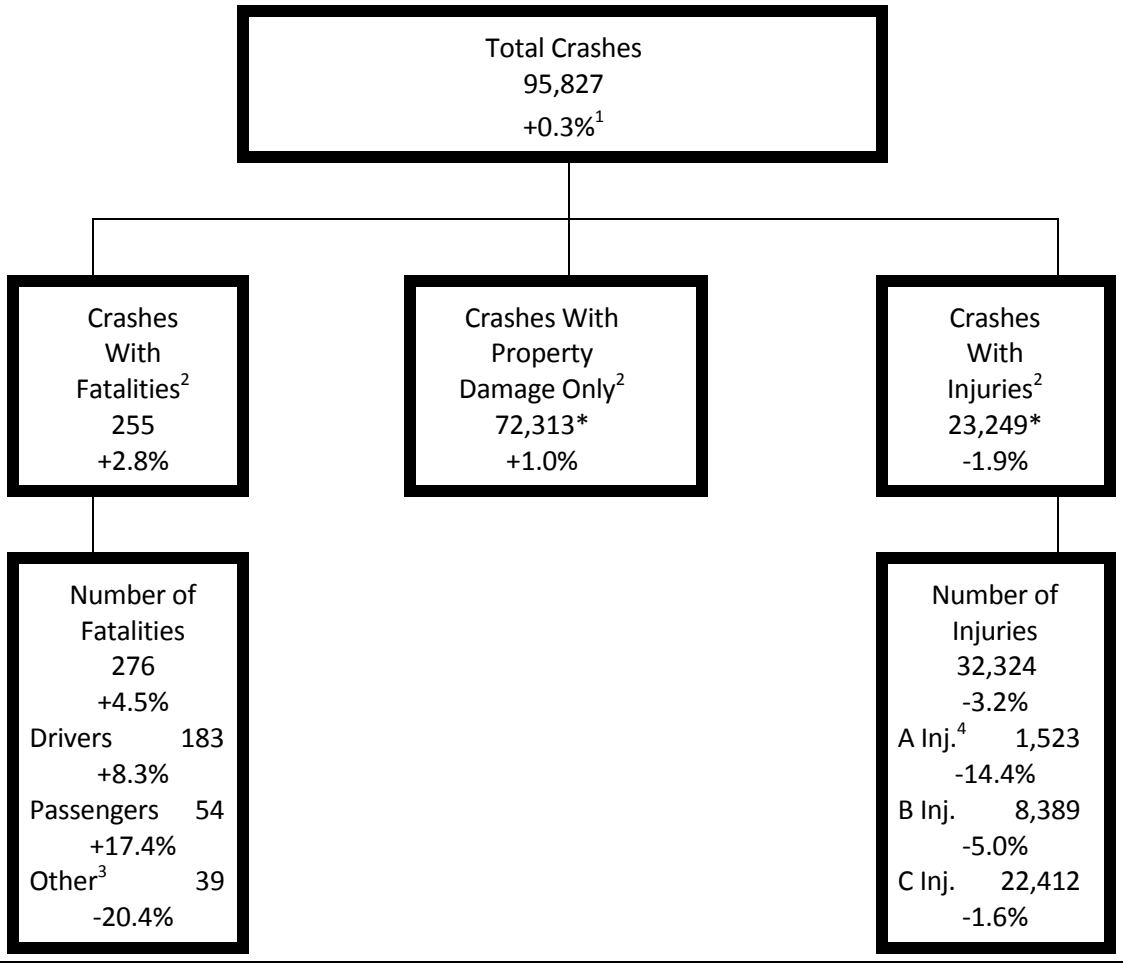
Highway Safety Data Analysis

Highway Safety Data Analysis

Figure 1 shows Connecticut's motor vehicle crash experience for the year 2013 and compares it with the prior year. Overall, the number of police reported crashes in the State remained stable (+0.3%) compared to the year 2012. A slight increase was observed in property damage only crashes (+1.0 percent) and a decrease was observed in injury crashes (-1.9 percent). Fatal Crashes showed an increase (+2.8 percent).

In 2013, there were 255 fatal crashes in which 276 persons were killed. The fatality total was 4.5 percent higher than in the previous year. Serious "A" injuries decreased by 14.4 percent in 2013, while "B" level injuries decreased by 5.0 percent and "C" level injuries decreased by 1.6 percent.

Figure 1. 2013 Connecticut Motor Vehicle Crash Profile



1. Percent change 2013 vs. 2012
2. Data on fatal crashes are from the NHTSA Fatality Analysis Reporting System (FARS). Data on injury and property damage only crashes are from the Connecticut Department of Transportation's Collision Analysis System
3. "Other" includes pedestrians, bicyclists and other non-motorists
4. Injury severity codes: "A" = severe injury, "B" = moderate injury, "C" = minor injury

*-The Collision Analysis System data used in this report is considered preliminary and may exclude data from a small number of towns

Table 1. U.S., New England Region, Connecticut Fatalities Overview

	2009	2010	2011	2012	2013	Change 2009-13 %
Total Fatalities						
U.S. Total	**33,883**	**32,999**	**32,479**	**33,782**	**32,719**	**-3.4%**
Region Total	**990**	**1,094**	**942**	**1,060**	**1,016**	**2.6%**
Connecticut	**224**	**320**	**221**	**264**	**276**	**23.2%**
Driver Fatalities*						
U.S. Total	**17,670**	**16,864**	**16,474**	**16,838**	**16,472**	**-6.8%**
Region Total	**514**	**557**	**518**	**534**	**536**	**4.3%**
Connecticut	**115**	**157**	**117**	**123**	**131**	**13.9%**
Passenger Fatalities*						
U.S. Total	**6,856**	**6,507**	**6,036**	**6,179**	**5,911**	**-13.8%**
Region Total	**183**	**182**	**146**	**165**	**162**	**-11.5%**
Connecticut	**37**	**55**	**33**	**44**	**53**	**43.2%**
Motorcyclist Fatalities						
U.S. Total	**4,469**	**4,518**	**4,630**	**4,986**	**4,668**	**4.5%**
Region Total	**172**	**181**	**129**	**176**	**149**	**-13.4%**
Connecticut	**45**	**52**	**37**	**48**	**53**	**17.8%**
Pedestrian Fatalities						
U.S. Total	**4,109**	**4,302**	**4,457**	**4,818**	**4,735**	**15.2%**
Region Total	**112**	**148**	**127**	**157**	**146**	**30.4%**
Connecticut	**26**	**46**	**26**	**43**	**36**	**38.5%**
Bicyclist Fatalities						
U.S. Total	**628**	**623**	**680**	**734**	**743**	**18.3%**
Region Total	**8**	**24**	**17**	**23**	**20**	**150.0%**
Connecticut	**1**	**7**	**8**	**4**	**3**	**200.0%**

* excludes motorcyclists

Source: FARS Final Files 2009-2012; Annual Report File 2013

Over the 5-year period of 2009 to 2013, the number of fatalities in Connecticut increased by 23.2 percent, compared to an increase of 2.6 percent in NHTSA's New England Region, and a 3.4 percent decrease for the entire nation. The largest increases were in the bicyclist and passenger categories (+200 percent and +43 percent, respectively). None of the categories showed a decrease in Connecticut.

2013 Crash Rates

Table 2 shows Connecticut's fatality and injury rates for 2013 based on population, licensed drivers and vehicle miles of travel, along with similar rates for the United States. The table indicates that the State's fatality rates are below national levels. Connecticut's fatality rate was 7.3 fatalities per 100,000 population compared to 10.7 per 100,000 for the U.S. as a whole. Connecticut's fatality rate per 100 million miles of travel was 0.9 compared to the national figure of 1.1 fatalities per 100 million miles of travel. On the other hand, the non-fatal injury crash rates in Connecticut were higher than those for the nation as a whole.

Table 2. Connecticut and U.S. 2013 Fatality and Injury Rates

CT Data for 2012	Rate Base	Fatality Rate	Injury Rate
Population **3,590,347**	**Per 100,000 Population**	CT: 7.3 US: 10.7	CT: 898 US: 730
Licensed Drivers **2,485,708**	**Per 100,000 Licensed Drivers**	CT: 10.4 US: 15.9	CT: 1,276* US: 1,089
Vehicle Miles of Travel **31,269,000,000**	**Per 100 Million Miles of Travel**	CT: 0.9 US: 1.1	CT: 104 US: 77

Sources: U.S. Census Bureau; NHTSA; Federal Highway Administration (FHWA).
* FHWA does not include restricted licenses in their count—recent upgrades in CT teen driving laws may lower their number of persons licensed to FHWA and inflate the rate.

Crash Trends

Table 3 contains data on the annual number of fatal crashes, the number of persons killed, injury crashes, and the number injured for the 22-year period from 1992 to 2013. Also shown are the number of licensed drivers and annual vehicle miles of travel for the State. The table shows that the 276 fatalities recorded in 2013 is the fourth lowest figure in the 22-year period. Fatalities increased from 264 in 2012, a 5 percent increase. Total injuries (32,324) in 2013 is the lowest figure in the period reported. The number of severe injuries ("A" injuries) reported (1,523) in 2013 is the lowest figure reported in 22 years.

In the 255 fatal crashes that occurred in 2013, 53 drivers were reported as speeding or operating too fast for conditions and 58 were reported as driving under the influence of alcohol or other drugs (see Table PT-2). Of the vehicles involved in fatal crashes, 193 were automobiles, 103 were light trucks (including 59 SUVs, 8 vans, and 34 pickup trucks), and 54 were motorcycles.

Of the 276 fatalities that occurred in 2013, 39 (14 percent) were non-occupants such as pedestrians and bicyclists, 184 (67 percent) were vehicle occupants, and 53 (19 percent) were motorcyclists.

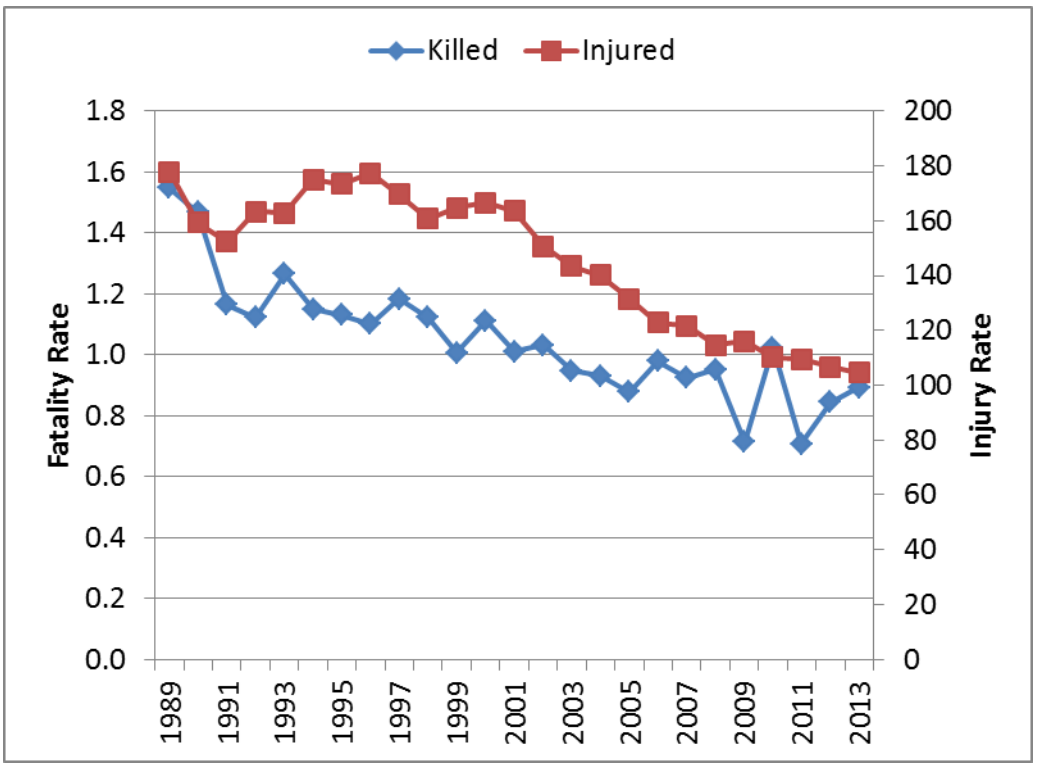
Table 3. Trend Data 1992-2013

Year	Fatal Crashes	Killed	Injury Crashes	Injured				Miles of Travel (100 Million)	Licensed Drivers (000)
				All	A Injury	B Injury	C Injury		
1992	267	297	29,414	43,184	6,490	9,435	27,259	264.6	2,357.6
1993	324	342	29,619	43,965	6,276	9,439	28,250	270.1	2,180.3
1994	286	312	32,116	47,514	6,263	9,663	31,588	271.4	2,318.5
1995	287	317	32,594	48,595	5,602	12,522	30,471	280.4	2,349.1
1996	296	310	33,849	49,916	4,898	12,277	32,741	281.4	2,343.8
1997	314	338	32,623	48,432	4,671	11,832	31,929	285.5	2,270.2
1998	306	329	31,470	47,115	4,187	11,481	31,447	293.2	2,349.3
1999	270	301	32,909	49,304	3,927	12,229	33,148	299.3	2,373.7
2000	318	342	34,449	51,260	3,976	12,245	35,039	307.6	2,652.6
2001	285	312	34,133	50,449	3,598	12,052	34,799	308.4	2,650.4
2002	298	322	31,634	47,049	2,997	11,226	32,826	312.1	2,672.8
2003	277	298	30,952	45,046	2,731	10,881	31,434	314.3	2,659.9
2004	280	294	30,863	44,267	2,683	10,487	31,097	316.1	2,694.6
2005	262	278	29,429	41,657	2,465	10,442	28,750	316.8	2,740.3
2006	293	311	27,367	38,955	2,415	10,950	25,590	317.4	2,805.1
2007	269	296	27,367	38,955	2,415	10,950	25,590	320.5	2,848.6
2008	279	302	26,050	36,386	2,311	11,384	22,691	317.4	2,883.3
2009	211	224	25,720	36,447	2,155	10,981	23,311	314.2	2,916.1
2010	299	320	24,457	34,476	2,033	11,150	21,293	312.9	2,934.6
2011	208	221	24,436	34,186	1,673	9,602	22,911	312.0	2,986.3
2012	248	264	23,690	33,388	1,779	8,826	22,783	312.7	2,485.7
2013	255	276	23,249	32,324	1,523	8,389	22,412	309.4	2,534.1

Sources: Fatal crash and fatality figures are from the FARS Final Files 2009-2012, Annual Report File 2013; Injury Data from CT DOT.

Figure 2 shows the trends in Connecticut's fatality and injury rates per 100 million vehicle miles traveled over the 1989 to 2013 period. These rates generally declined during the 1990s and into the 2000s, reached a historic low of 0.70 fatalities per 100 million miles in 2009 and 2011, and increased to 0.90 in 2013. The injury rates declined from 2002 to 2006 after several years of little change and increased slightly from 2006 to 2007 only to drop again between 2008 and 2013.

Figure 2. Killed & Injured per 100 Million Vehicle Miles Traveled: 1989-2013



Sources: Fatal crash and fatality figures are from the FARS Final Files 1989-2012, Annual Report File 2013; Injury Data from CT DOT.

Table 4 shows fatal, injury, and property damage-only crash rates per 100,000 population in Connecticut's eight counties during the 2009 to 2013 period, while Table 5 presents total number of fatalities by county. Not surprisingly, the greatest number of fatalities occurred in the most populous counties of Hartford, New Haven, and Fairfield (Table 5). On the other hand, in recent years, Fairfield and New Haven counties generally have had fatal population-based crash rates that are below the statewide figures.

Table 4. Crash Rates by County

County	Crash Type	Rates per 100,000 Population by Year				
		2009	2010	2011	2012	2013
Fairfield	Fatal	4.5	6.1	5.0	5.2	5.4
	Injury	721.3	675.5	698.8	660.8	649.2
	Property Damage	2,335.1	2,180.9	1,569.7	2,183.7	2,134.8
Hartford	Fatal	5.0	7.4	5.8	7.5	7.7
	Injury	817.7	741.5	748.9	721.2	714.5
	Property Damage	2,335.3	2,064.7	1,511.0	2,025.6	2,071.9
Litchfield	Fatal	3.7	11.6	6.9	9.6	8.6
	Injury	430.8	517.0	566.2	527.9	466.0
	Property Damage	1,374.5	1,697.5	1,287.7	1,580.0	1,646.7
Middlesex	Fatal	8.4	10.9	7.2	8.5	8.5
	Injury	607.1	507.0	531.2	498.2	468.1
	Property Damage	1,360.9	1,155.3	1,166.6	1,240.9	1,231.0
New Haven	Fatal	6.2	8.2	4.6	6.7	5.9
	Injury	867.8	829.1	780.3	774.7	766.8
	Property Damage	2,529.3	2,376.4	1,622.8	2,201.6	2,258.9
New London	Fatal	8.6	10.6	6.6	8.0	9.9
	Injury	574.1	533.5	527.2	507.0	504.1
	Property Damage	2,115.6	1,884.3	1,562.3	1,967.4	1,957.0
Tolland	Fatal	4.7	11.8	7.2	10.6	9.9
	Injury	419.4	446.7	436.7	413.8	409.6
	Property Damage	1,180.4	1,222.7	1,160.6	1,282.8	1,324.5
Windham	Fatal	18.7	16.0	13.5	3.4	10.2
	Injury	339.5	437.4	413.0	452.4	432.1
	Property Damage	1,116.4	1,409.3	1,146.0	1,412.4	1,545.0
Statewide	Fatal	6.0	8.4	5.8	6.9	7.1
	Injury	731.0	684.3	682.4	659.8	646.1
	Property Damage	2,209.7	2,036.5	1,502.3	1,993.7	2,009.7

Sources: FARS Final Files 2009-2012, Annual Report File 2013; Connecticut Department of Transportation

Table 5. Connecticut Fatalities by County

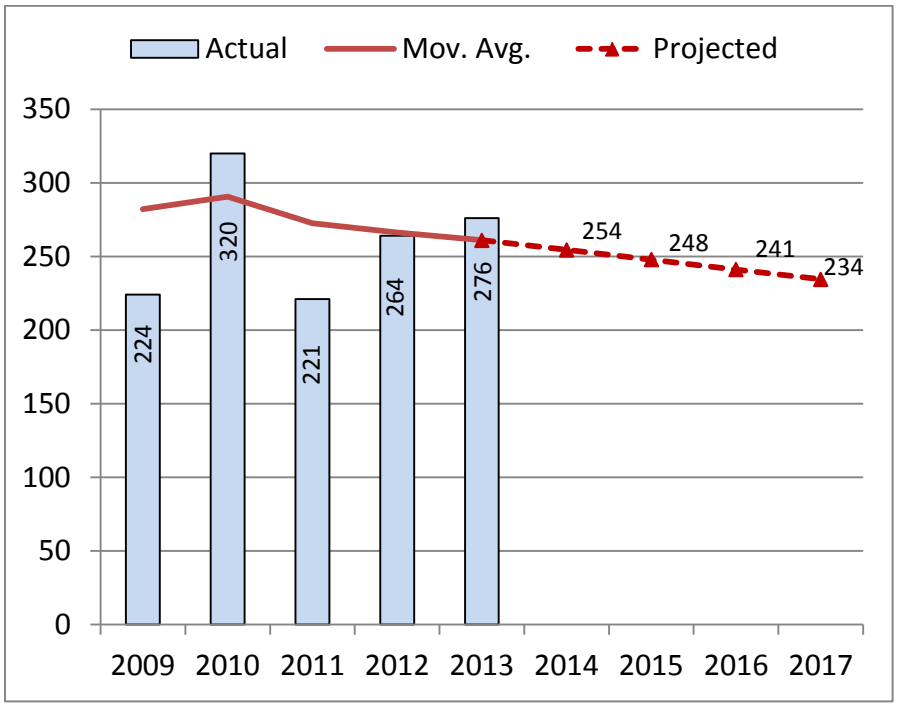
County	2009	2010	2011	2012	2013
Fairfield	42	57	51	53	51
Hartford	46	69	54	72	76
Litchfield	7	25	14	19	19
Middlesex	14	19	12	15	17
New Haven	58	77	41	60	55
New London	25	33	20	24	30
Tolland	7	21	11	17	16
Windham	25	19	18	4	12
Total	**224**	**320**	**221**	**264**	**276**

Source: FARS Final Files 2009-2012, Annual Report File 2013

Figure 3 shows Connecticut's fatalities for the years 2009 to 2013, the five-year moving averages, and projects this trend through 2017. If Connecticut's moving averages trend for 2009 to 2013 continues, the projection would be 248 fatalities in 2015, 241 in 2016, and 234 in 2017. If the fatality rate per 100 million vehicle miles of travel continues (Figure 4), it would project to 0.80 in 2015, 0.78 in 2016, and 0.77 in 2017.

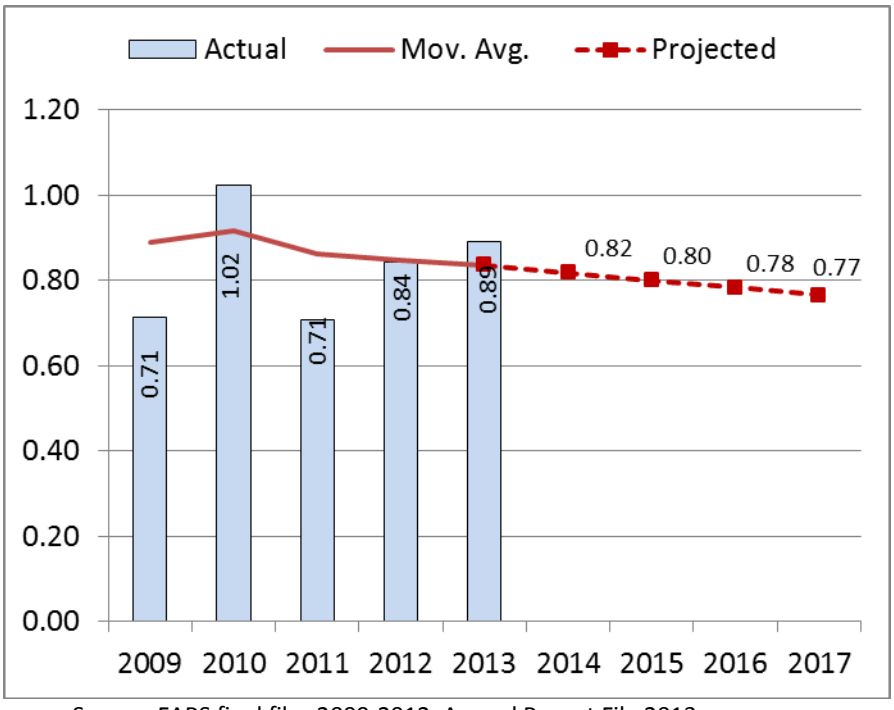
Figure 5 shows the trend in serious "A" injuries based on 2009 to 2013 data. If that trend continues, it would project to 1,586 "A" injuries in 2015, 1,454 in 2016, and 1,323 in 2017. Figure 6 shows the "A" injury rate per 100 million miles of travel would project to 5.13 in 2015, 4.74 in 2016, and 4.35 in 2017.

Figure 3. Fatality Trend



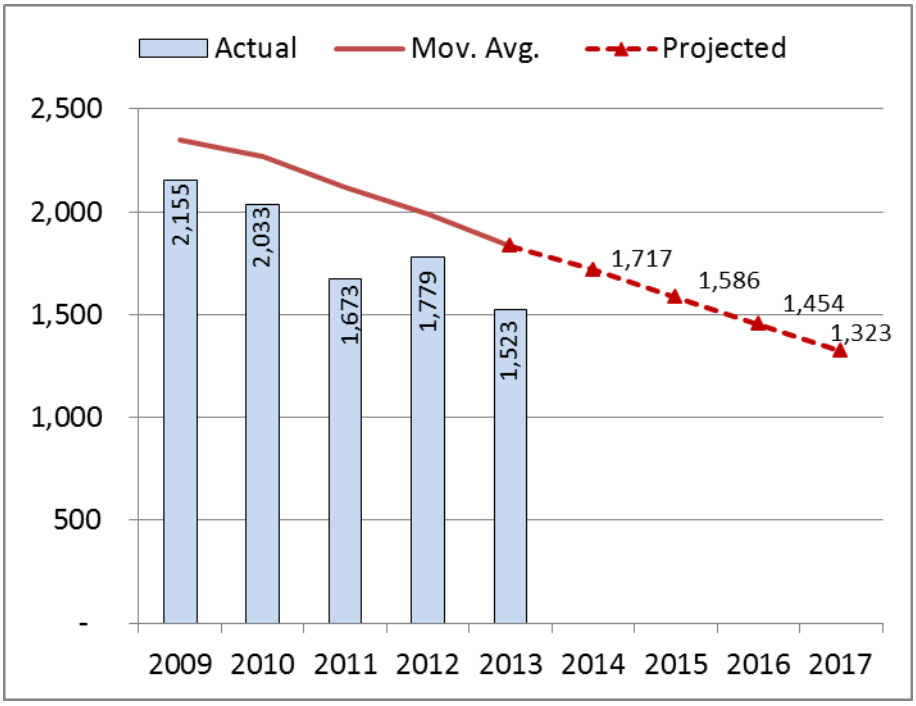
Source: FARS final files 2009-2012, Annual Report File 2013

Figure 4. Fatalities per 100M VMT Trend



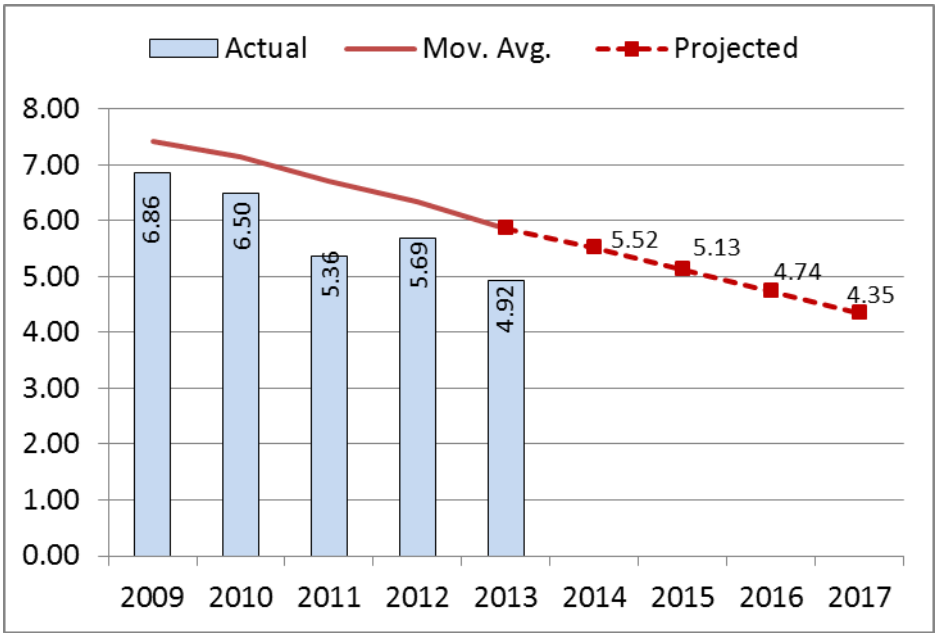
Source: FARS final files 2009-2012, Annual Report File 2013

Figure 5. Serious (A) Injury Trend



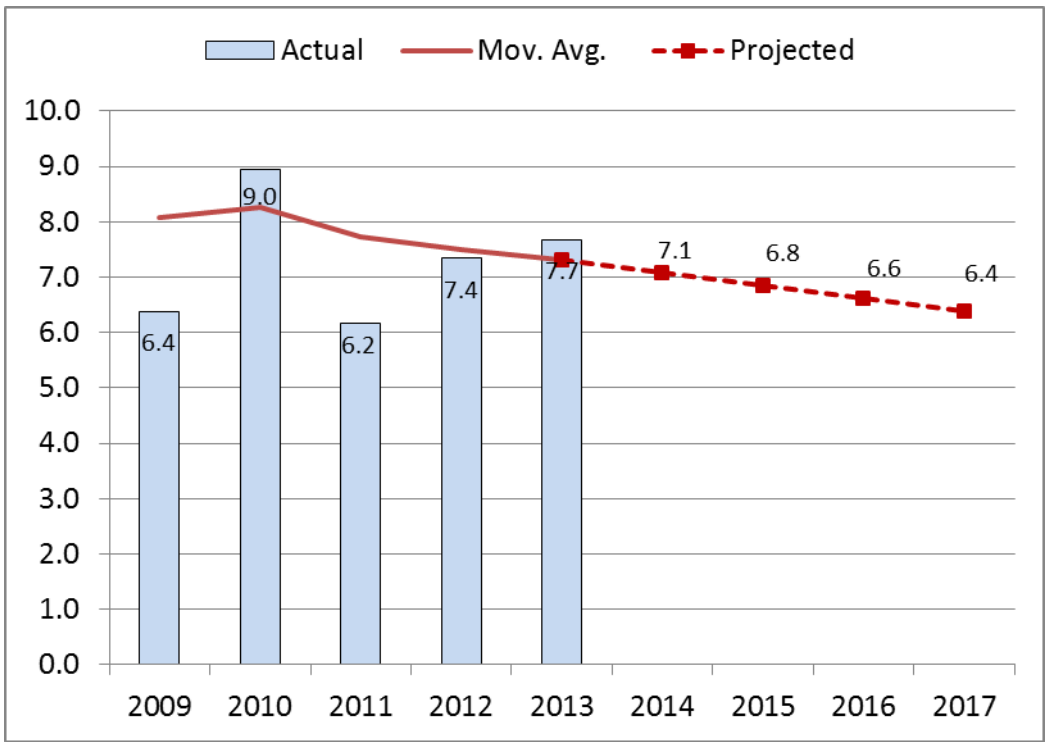
Connecticut Department of Transportation

Figure 6. Serious (A) Injuries per 100M VMT Trend



Connecticut Department of Transportation

Figure 7. Fatality Rate per 100,000 Population



Source: FARS final files 2009-2012, Annual Report File 2013

Geographical Data

Table 6 shows geographical area (county) and municipal crash data. For each of the State's geographic counties, the table shows the total number of fatal and injury crashes during 2009 to 2013, the percentage change in these crash levels from 2009 to 2013, and the 2011, 2012 and 2013 fatal/injury crash rates per 100,000 residents. Also shown are the 3 municipalities within each geographic county with the highest 2013 crash rates.

Table 6. Fatal/Injury Crashes: Geographical County/Municipality, 2009-2013

County	City/Town with Highest 2013 Rate	Fatal/Injury Crashes 2009-2013	Pct. Change 2009-2013	Fatal/Injury Crashes Per 100,000 Pop.		
				2011	2012	2013
Fairfield		32,465	-10%	710	678	670
	Westport	1,534	-13%	1,156	1,171	1,110
	Bridgeport	6,556	-6%	884	871	917
	Darien	858	-2%	925	607	916
Hartford		34,491	-10%	754	731	725
	Hartford	7,936	-7%	1,249	1,260	1,258
	East Hartford	2,199	4%	873	791	935
	Plainville	985	-31%	1,066	1,140	891
Litchfield		4,991	-6%	569	530	467
	Canaan	36	200%	404	727	969
	Litchfield	282	-8%	721	555	685
	Thomaston	163	231%	228	482	672
Middlesex		4,642	-19%	539	506	476
	Cromwell	680	-3%	947	926	997
	Westbrook	218	32%	648	604	777
	Old Saybrook	385	-15%	861	694	694
New Haven		35,173	-4%	783	781	773
	Orange	1,206	-2%	1,604	1,575	1,883
	North Haven	1,108	4%	635	1,087	1,157
	New Haven	7742	-6%	1,145	1,178	1,095
New London		7,455	-12%	532	515	513
	Franklin	104	40%	728	1,197	1,457
	Preston	237	-4%	952	931	952
	Lisbon	136	29%	529	483	829
Tolland		3,505	-13%	443	420	416
	Union	75	-44%	2339	1754	1170
	Vernon	935	-2%	609	609	661
	Bolton	147	244%	864	603	623
Windham		2,790	-17%	424	452	409
	Eastford	30	150%	457	228	571
	Putnam	244	-2%	406	510	521
	Plainfield	489	-29%	603	707	499

Source: Connecticut Department of Transportation

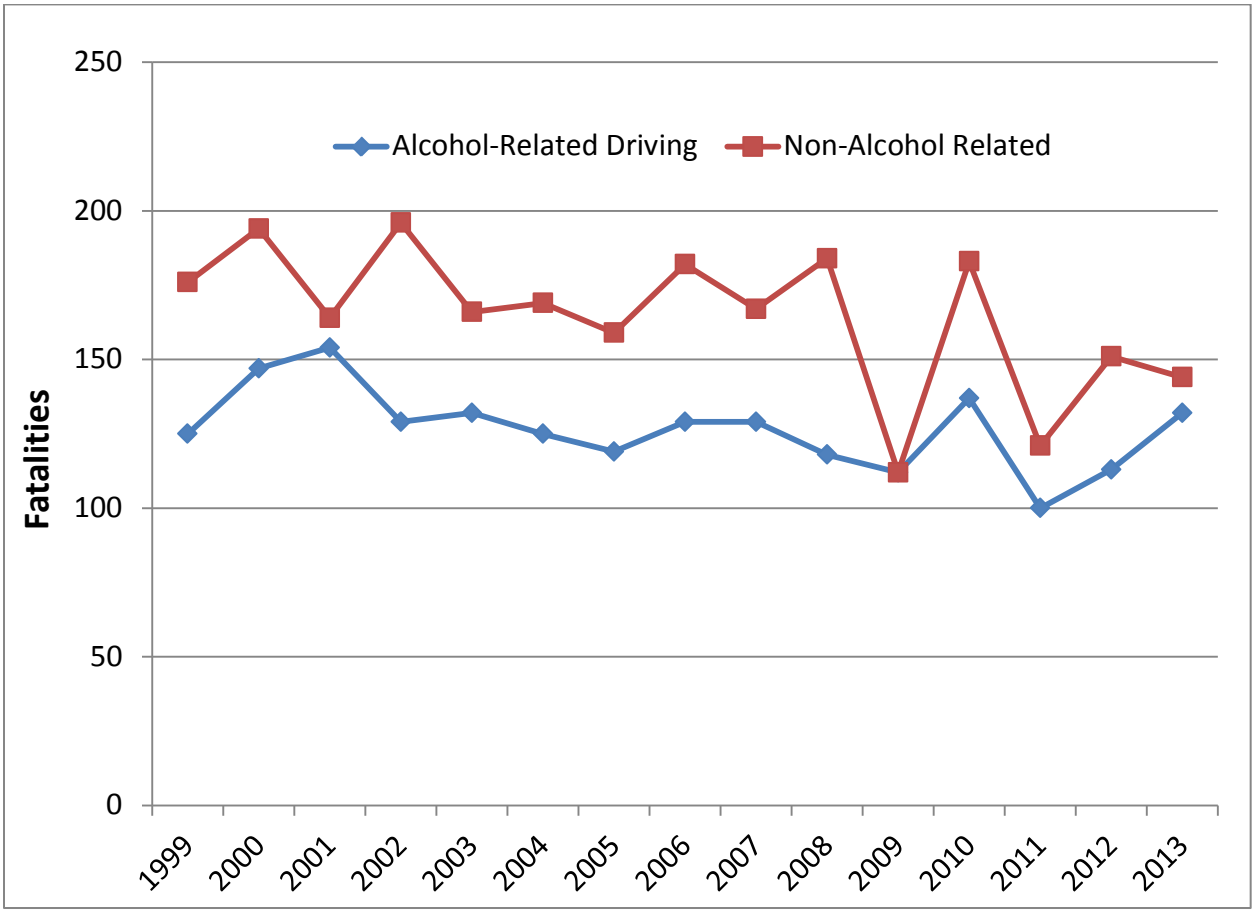
Impaired Driving

Impaired Driving (AL)

Problem Identification

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 of higher.** The 15-year trends in Connecticut's alcohol-related driving and non-alcohol-related driving fatalities are shown in Figure 8. Alcohol-related driving fatalities increased slightly in the early part of 2000's, decreased through 2005, and increased slightly through 2006 and 2007 and had a generally decreasing trend until 2011. The year 2011 had the lowest number of alcohol-related driving fatalities (100). Alcohol-related driving fatalities increased to 113 in 2012 and reached 132 in 2013.

Figure 8. Fatalities by Alcohol Involvement, 1999-2013



Source: FARS Alcohol Imputed Data Final Files 1999-2012, Annual Report File 2013

In 2013, Connecticut recorded BAC test results for 45 percent of fatally injured drivers and 27 percent of surviving drivers involved in fatal crashes. State rates were below the national figure of 71 percent for fatally injured drivers and below the national figure of 28 percent for surviving drivers (when it was known if the test was given). This represents a decrease over the 77 percent recorded in 2012 for fatally injured drivers. It should be noted however, that there is typically a large difference in the number of unknowns between the FARS annual report file and the final data file, thus these data can be misleading.

Table AL-1 shows that the percentage of alcohol-related driving (BAC ≥ 0.01) fatalities in Connecticut during 2013 (48 percent) was higher than the national average of 36 percent and above the 43 percent in the other states of the New England Region. Forty-one percent (41%) of Connecticut's fatal crashes were estimated to have been alcohol-impaired driving crashes (BAC≥ 0.08), a higher rate than that seen nationwide (31 percent) and in the other New England states (36 percent).

Table AL-1. Alcohol-Related (BAC ≥ 0.01+) Driving Fatalities/ Alcohol-Impaired (BAC ≥ 0.08+) Driving Crashes, 2013

	Connecticut	U.S.	New England
Percentage of Alcohol-Related Driving Fatalities	47.6%	36.4%	42.5%
Percentage of Alcohol-Impaired Driving Crashes	41.3%	30.5%	35.7%

Source: FARS Imputed Alcohol Data Annual Report File 2013

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	2009	2010	2011	2012	2013
Number of Alcohol-Impaired Driving Fatal *Crashes*	88	111	85	92	105
Percent Alcohol-Impaired Driving Fatal *Crashes*	42%	37%	41%	37%	41%
Number of Alcohol-Impaired Driving *Fatalities*	97	119	94	100	114
Percent Alcohol-Impaired Driving *Fatalities*	43%	37%	43%	38%	41%

Source: FARS Imputed Alcohol Data Final Files 2009-2012, Annual Report File 2013

Between 2009 and 2010, there was an increase in the number of alcohol-impaired driving fatal crashes, followed by a decrease in 2011 and another increase between 2011 and 2013. In 2013, the number of alcohol-impaired driving fatal crashes increased to the second highest level in five years. The number of alcohol-related driving fatalities showed a similar pattern, increasing from 2009 to 2010, and then decreasing to its lowest level in five years in 2011, only to increase again from 2011 to 2013. The

percentage of all crashes related to alcohol-impaired driving was the second highest in the five-year period reviewed and the percentage of all fatalities related to alcohol-impaired driving was the third highest in the period. 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 2009 to 2013.

Table AL-3. BACs of Fatally Injured Drivers

BAC	2009	2010	2011	2012	2013
0.00	60	88	67	71	38
0.01-0.07	9	9	4	7	3
0.08 –Up	55	66	54	49	41
No/Unknown Result	33	44	27	42	101

Source: FARS Final Files 2009-2012, Annual Report File 2013

Table AL-4 shows the number of alcohol-related driving fatalities both by county and statewide for the years 2009 to 2013, 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. Tolland, Middlesex, and Litchfield Counties had the highest percentage of alcohol-related driving fatalities for the year 2013 (59, 58, and 55 percent, respectively). 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 42.8 to 50.0 percent.

Middlesex, New London and Windham counties consistently have 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	2009	2010	2011	2012	2013
Fairfield Total	42	57	51	53	51
% Alcohol	52.4%	36.0%	54.3%	40.9%	42.4%
Alcohol Rate/100,000	2.44	2.24	2.99	2.32	2.29
Hartford Total	46	69	54	72	76
% Alcohol	47.8%	48.6%	53.5%	44.9%	49.3%
Alcohol Rate/100,000	2.50	3.75	3.22	3.60	4.17
Litchfield Total	7	25	14	19	19
% Alcohol	42.9%	26.8%	44.3%	38.9%	55.3%
Alcohol Rate/100,000	1.59	3.53	3.28	3.95	5.63
Middlesex Total	14	19	12	15	17
% Alcohol	50.0%	61.6%	47.5%	37.3%	57.6%
Alcohol Rate/100,000	4.22	7.06	3.43	3.38	5.93
New Haven Total	58	77	41	60	55
% Alcohol	51.7%	36.1%	24.4%	38.2%	50.5%
Alcohol Rate/100,000	3.54	3.22	1.16	2.65	3.22
New London Total	25	33	20	24	30
% Alcohol	60.0%	44.5%	57.0%	47.1%	30.7%
Alcohol Rate/100,000	5.62	5.36	4.16	4.12	3.36
Tolland Total	7	21	11	17	16
% Alcohol	42.9%	61.9%	30.0%	50.0%	59.4%
Alcohol Rate/100,000	1.99	8.51	2.16	5.61	6.26
Windham Total	25	19	18	4	12
% Alcohol	40.0%	46.8%	40.0%	85.0%	46.7%
Alcohol Rate/100,000	8.51	7.52	6.09	2.89	4.76
Statewide					
Total Fatalities	224	320	221	264	276
% Alcohol	50.0%	42.8%	45.2%	42.8%	47.8%
Alcohol Rate/100,000	3.18	3.83	2.79	3.15	3.67

Source: FARS Imputed Alcohol Data Final Files 2009-2012, Annual Report File 2013

The number of alcohol-related driving fatalities has decreased statewide from 112 in 2009 to 98 in 2012, but has increased to 132 in 2013 (+35 percent between 2012 and 2013, see "Performance Measures" table at the end of this section). Overall fatalities have increased from 224 in 2009 to 276 in 2013 (+23 percent). The percentage of fatalities that are alcohol-related has decreased (50.0 percent in 2009, 47.8 percent in 2013). The trend line for the statewide alcohol-related driving fatality rate has shown a slight incline over the 5-year reporting period, from 3.18 per 100,000 population in 2008 to 3.67 in 2013.

Table AL-5 shows the age groups of drinking drivers (BAC ≥ .01) killed during the 5-year period of 2009 to 2013, 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 21 and 34 made up 45 percent of the fatalities. The table shows that approximately 9 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 16-20, 21-24, and 25-34 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 ≥ 0.01)

Age	Drinking Drivers Killed (2009-2013)		Licensed Drivers (2013)		Rate[3]
	Number[1]	Percent of Total	Number[2]	Percent of Total	
<16	0	0.0%	0	0.0%	n/a
16-20	35	9.2%	128,213	5.1%	27.6
21-24	72	18.6%	164,717	6.5%	43.6
25-34	100	26.0%	404,374	16.0%	24.8
35-44	66	17.1%	412,156	16.3%	16.0
45-54	74	19.3%	520,058	20.5%	14.3
55-64	23	5.8%	443,901	17.5%	5.1
65-69	6	1.5%	159,446	6.3%	3.7
>69	10	2.5%	301,225	11.9%	3.2
Total	386	100.0%	2,534,090	100.0%	15.2

1. Source: FARS, Imputed alcohol data Final Files 2009-2012, Annual Report File 2013
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 and were most often killed in single vehicle crashes. Overall, 86.9 percent of the victims had valid licenses, 6.4 percent had a previous DUI conviction, and 90.0 percent were Connecticut residents. Approximately 62.5 percent of the fatalities took place on arterial type roadways, 17.7 percent were on collector roadways, and 19.8 percent were on local roadways. The second part of Table AL-6 shows that during the period of 2009-2013 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 64 percent of all alcohol-related driving fatalities. The table shows that 47.2 percent of the fatalities occurred during the late night hours of midnight to 5:59 a.m., 25.4 percent took place between 8:00 p.m. and midnight, and 27.4 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), 2009-2013

	2009 (N=77)	2010 (N=89)	2011 (N=69)	2012 (N=69)	2013 (N=82)	Total (N=386)
Age						
<21	11.7%	8.0%	8.1%	6.5%	11.8%	9.3%
21-34	41.6%	40.0%	57.9%	42.3%	43.1%	44.6%
35-49	31.2%	33.1%	19.6%	27.7%	30.8%	28.8%
50+	15.6%	18.9%	14.4%	23.5%	14.3%	17.3%
Sex						
Male	84.2%	86.0%	88.0%	81.4%	75.7%	83.0%
Female	15.8%	14.0%	12.0%	18.6%	24.3%	17.0%
Number of Vehicles						
Single Vehicle	68.4%	75.9%	78.4%	60.2%	77.0%	72.3%
Multiple Vehicle	31.6%	24.1%	21.6%	39.8%	23.0%	27.7%
License Valid	88.2%	85.0%	89.3%	88.5%	84.4%	86.9%
Previous DUI	7.9%	8.4%	4.3%	5.3%	5.4%	6.4%
Connecticut Resident	89.5%	90.8%	88.5%	96.4%	85.6%	90.0%
Road Type						
Arterial	68.4%	55.6%	64.1%	65.8%	60.6%	62.5%
Collector	19.7%	22.7%	18.2%	13.4%	13.4%	17.7%
Local	11.8%	21.6%	17.7%	20.8%	26.0%	19.8%

Source: FARS Alcohol Imputed Data Final Files 2009-2012, Annual Report File 2013

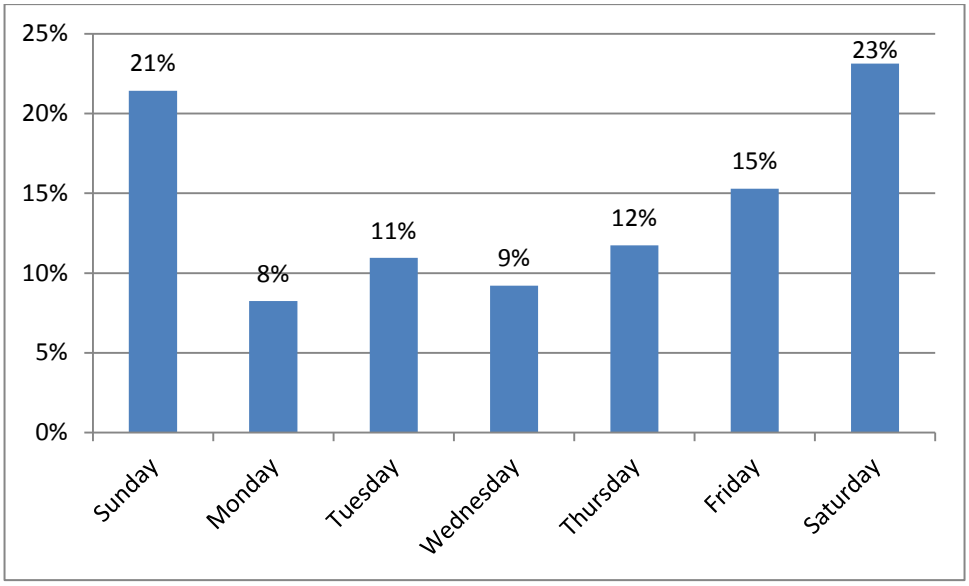
Table AL-6. Characteristics of Fatality Injured Drinking Drivers (BAC ≥ 0.01) 2008-2012 (Continued)

	2009 (N=77)	2010 (N=89)	2011 (N=69)	2012 (N=69)	2013 (N=82)	Total (N=386)
Day						
Sunday	24.6%	21.6%	20.9%	21.8%	26.7%	23.2%
Monday	6.2%	7.1%	11.7%	14.0%	3.7%	8.2%
Tuesday	9.9%	9.7%	9.8%	7.1%	13.3%	10.1%
Wednesday	4.7%	5.2%	3.9%	5.2%	6.2%	5.1%
Thursday	17.5%	11.4%	16.2%	12.3%	7.7%	12.8%
Friday	14.3%	19.3%	12.3%	9.7%	12.8%	13.9%
Saturday	22.8%	25.8%	25.3%	30.0%	29.5%	26.7%
Time						
Midnight-05:59	42.9%	44.3%	54.5%	41.3%	53.8%	47.2%
06:00-19:59	28.2%	27.3%	27.4%	36.9%	18.5%	27.4%
20:00-23:59	28.9%	28.5%	18.0%	21.8%	27.7%	25.4%
Month						
January	8.0%	7.3%	8.6%	6.1%	4.2%	6.8%
February	3.5%	3.6%	4.3%	12.0%	4.4%	5.3%
March	4.5%	4.5%	7.9%	2.9%	10.6%	6.1%
April	10.0%	9.8%	9.5%	6.9%	12.3%	9.8%
May	13.8%	13.7%	6.8%	6.5%	12.1%	10.9%
June	16.6%	16.3%	5.8%	10.1%	8.7%	11.9%
July	10.2%	10.4%	13.3%	9.4%	7.4%	10.1%
August	8.2%	8.3%	11.7%	5.9%	14.5%	9.7%
September	7.3%	7.7%	6.8%	7.8%	7.2%	7.3%
October	9.2%	9.2%	9.4%	12.1%	6.7%	9.2%
November	2.4%	1.8%	9.3%	8.7%	6.1%	5.3%
December	6.6%	7.3%	6.6%	11.7%	5.7%	7.5%

Source: FARS Alcohol Imputed Data Final Files 2009-2012, Annual Report File 2013

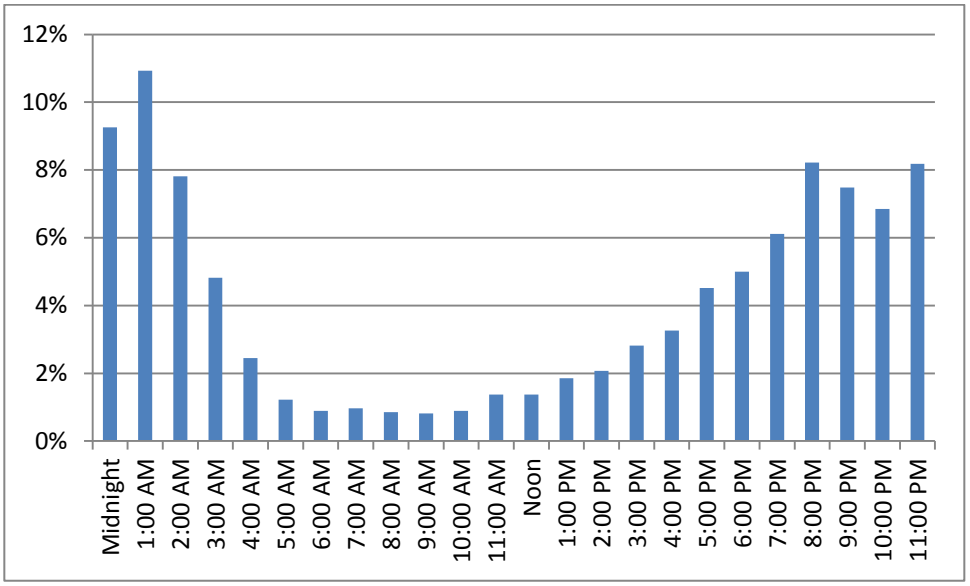
The distributions of alcohol-related crashes by time of day and day of week are shown in Figures 9 and 9a. Monday through Thursday have fewer crashes and the frequency then builds through the weekend days. The frequency of crashes builds up in the afternoon and evening hours, peaking during the 11p.m. to 2 a.m. period.

Figure 9. Alcohol-Related Crashes by Day of Week 2013



Source: Connecticut Department of Transportation

Figure 9a. Alcohol-Related Crashes by Time of Day 2013



Source: Connecticut Department of Transportation

NHTSA defines a non-fatal crash as being alcohol-related if police indicate on the police crash report that there was evidence that alcohol was present. Table AL-7 shows the percentage of Connecticut non-fatal crashes in the years 2009 to 2013 in which police reported that alcohol was involved. The table shows that alcohol is a greater factor in severe crashes than less severe crashes. For instance, 2013 results indicate 7.6

percent of "A"-injury crashes and 5.6 percent of "B"-injury crashes involved alcohol compared to 2.5 percent of "C"-injury and 2.2 percent of Property Damage Only crashes.

The lower percentage of alcohol 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 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.

Table AL-7. Percent of Crashes Police Reported Alcohol Involved

Maximum Severity Level	2009	2010	2011	2012	2013
A Injury	7.0%	6.2%	7.2%	6.3%	7.6%
B Injury	6.2%	4.8%	5.1%	6.2%	5.6%
C Injury	2.4%	2.3%	2.4%	2.5%	2.5%
No Injury	2.2%	2.1%	1.9%	2.2%	2.2%
Injury Crashes	3.9%	3.4%	3.5%	3.8%	3.7%
Total Crashes	2.7%	2.4%	2.4%	2.6%	2.6%

Source: Connecticut Department of Transportation

Table AL-8 summarizes DUI enforcement levels during the 2009 to 2013 period. DUI arrest totals in 2013 (10,811) were 12 percent lower than in 2009 (12,272). DUI arrests were down about 7 percent from 2012 (11,645). The average BAC has remained relatively constant over the years, however the percentage of chemical test refusals has increased to 24.2 percent. Arrests following motor vehicle crashes have increased slightly from 2009 to 2013. The percentage of adjudications other than guilty has increased compared to 2009, but has remained relatively stable from 2010 to 2013.

Table AL-8. DUI Enforcement Levels

	2009	2010	2011	2012	2013
DUI Arrests	12,272	12,474	12,093	11,645	10,811
Average BAC	0.164	0.165	0.164	0.173	n/a
DUI Arrest per 10,000 Licensed Drivers	42	43	40	47	43
Percent Test Refusal	17.4%	18.1%	21.8%	24.2%	n/a
DUI Arrests from Crashes	24.4%	23.2%	26.6%	25.9%	n/a
Percent Adjudications Other Than Guilty	61.5%	68.6%	68.6%	67.6%	68.1%

Source: Connecticut Department of Emergency Services and Public Protection Toxicology Lab and Superior Court Operations

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-8a. Impaired Driving Summary

The following is a list of tracking information utilized to chart the State's progress for the number of alcohol-related crashes and fatalities, and the percent of alcohol-related crashes and fatalities as a percentage of total crashes.

	Town	2012 Population	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)	Rank (N Night)	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)/ 100K Population	Rank (Rate Night)	Alcohol Related Crashes	Rank (N Alc Rel)	Alcohol Related Crashes/ 100K Population	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank	Rank (N Night)	Rank (Rate Night)	Rank (N Alc Rel)	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank
1	Redding	9,312	17	14	182.6	1	10	10	107.4	9	8.5	1	64	19	113	115	77.75	**79**
1	Sherman	3,670	4	23	109.0	6	4	1	109.0	7	9.25	2	145	86	148	112	122.75	**147**
1	Westport	27,308	38	8	139.2	2	48	31	175.8	1	10.5	3	23	49	25	48	36.25	**9**
1	Trumbull	36,571	50	7	136.7	3	45	31	123.0	5	11.5	4	15	53	27	94	47.25	**18**
1	Darien	21,330	21	13	98.5	9	34	22	159.4	3	11.75	5	50	101	41	64	64	**53**
1	Easton	7,616	8	22	105.0	8	7	7	91.9	14	12.75	6	123	93	135	135	121.5	**143**
1	Monroe	19,834	23	12	116.0	4	21	25	105.9	11	13	7	46	75	70	119	77.5	**77**
1	New Fairfield	14,145	13	17	91.9	11	3	7	21.2	23	14.5	8	86	112	155	168	130.25	**157**
1	Bethel	19,264	16	15	83.1	17	20	15	103.8	12	14.75	9	66	126	72	121	96.25	**112**
1	Weston	10,372	11	21	106.1	7	7	12	67.5	20	15	10	103	89	135	155	120.5	**141**
1	New Canaan	20,194	13	17	64.4	20	16	9	79.2	17	15.75	11	86	149	90	146	117.75	**136**
1	Newtown	28,113	25	11	88.9	14	19	19	67.6	19	15.75	11	39	115	75	154	95.75	**111**
1	Brookfield	16,860	13	17	77.1	19	13	13	77.1	18	16.75	13	86	134	99	147	116.5	**135**
1	Wilton	18,657	12	20	64.3	21	18	18	96.5	13	18	14	96	150	78	131	113.75	**132**
1	Shelton	40,999	35	9	85.4	16	27	29	65.9	21	18.75	15	29	122	54	160	91.25	**104**
1	Ridgefield	25,164	16	15	63.6	22	11	17	43.7	22	19	16	66	152	105	166	122.25	**145**
1	Stratford	52,112	33	10	63.3	23	56	49	107.5	8	22.5	17	32	155	21	114	80.5	**88**
1	Danbury	83,684	77	4	92.0	10	89	69	106.4	10	23.25	18	8	110	10	117	61.25	**49**
1	Greenwich	62,396	56	5	89.7	12	73	81	117.0	6	26	19	13	113	16	98	60	**48**
1	Fairfield	60,855	54	6	88.7	15	86	85	141.3	4	27.5	20	14	116	11	77	54.5	**33**
1	Bridgeport	147,216	131	1	89.0	13	130	108	88.3	15	34.25	21	4	114	5	137	65	**54**
1	Norwalk	87,776	100	3	113.9	5	145	130	165.2	2	35	22	6	78	4	58	36.5	**10**
1	Stamford	126,456	102	2	80.7	18	108	165	85.4	16	50.25	23	5	130	6	138	69.75	**64**
3	Marlborough	6,431	9	23	139.9	1	19	15	295.4	1	10	1	117	48	75	10	62.5	**51**
3	East Granby	5,212	7	27	134.3	2	9	5	172.7	8	10.5	2	127	55	119	51	88	**101**
3	Windsor Locks	12,573	12	20	95.4	11	30	24	238.6	2	14.25	3	96	104	48	22	67.5	**60**
3	East Windsor	11,406	15	18	131.5	4	25	33	219.2	4	14.75	4	73	59	59	26	54.25	**32**
3	Berlin	20,590	20	12	97.1	10	42	39	204.0	5	16.5	5	54	103	31	32	55	**35**
3	Hartland	2,131	1	29	46.9	27	4	6	187.7	6	17	6	165	164	148	41	129.5	**154**
3	South Windsor	25,846	20	12	77.4	22	30	15	116.1	20	17.25	7	54	133	48	100	83.75	**93**
3	Granby	11,323	10	22	88.3	15	12	8	106.0	25	17.5	8	112	117	101	118	112	**129**
3	Burlington	9,494	9	23	94.8	12	8	11	84.3	27	18.25	9	117	105	127	140	122.25	**145**
3	Windsor	29,142	23	11	78.9	21	37	26	127.0	16	18.5	10	46	132	38	90	76.5	**76**
3	Plainville	17,820	18	16	101.0	9	29	41	162.7	9	18.75	11	61	97	51	60	67.25	**58**
3	Canton	10,357	9	23	86.9	16	10	11	96.6	26	19	12	117	119	113	130	119.75	**139**
3	Simsbury	23,824	19	14	79.8	20	26	19	109.1	24	19.25	13	58	131	56	111	89	**102**
3	Glastonbury	34,768	30	10	86.3	17	39	30	112.2	22	19.75	14	36	120	34	107	74.25	**71**
3	Southington	43,661	46	6	105.4	8	59	55	135.1	15	21	15	19	92	19	82	53	**28**
3	Bloomfield	20,673	19	14	91.9	14	23	34	111.3	23	21.25	16	58	111	69	109	86.75	**100**
3	Farmington	25,613	32	9	124.9	6	58	67	226.4	3	21.25	16	33	65	20	25	35.75	**8**
3	Rocky Hill	19,915	12	20	60.3	25	24	23	120.5	19	21.75	18	96	158	64	95	103.25	**118**
3	Wethersfield	26,510	17	17	64.1	24	38	34	143.3	13	22	19	64	151	36	75	81.5	**90**
3	East Hartford	51,199	58	4	113.3	7	78	70	152.3	11	23	20	12	80	14	70	44	**16**
3	Avon	18,386	8	26	43.5	29	8	12	43.5	29	24	21	123	166	127	167	145.75	**165**
3	Enfield	44,748	38	8	84.9	18	71	60	158.7	10	24	21	23	123	17	66	57.25	**41**
3	Newington	30,756	15	18	48.8	26	35	36	113.8	21	25.25	23	73	163	40	104	95	**108**
3	Suffield	15,788	7	27	44.3	28	10	22	63.3	28	26.25	24	127	165	113	161	141.5	**161**
3	Bristol	60,568	80	2	132.1	3	107	105	176.7	7	29.25	25	7	58	7	46	29.5	**5**

	Town	2012 Population	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)	Rank (N Night)	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)/ 100K Population	Rank (Rate Night)	Alcohol Related Crashes	Rank (N Alc Rel)	Alcohol Related Crashes/ 100K Population	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank	Rank (N Night)	Rank (Rate Night)	Rank (N Alc Rel)	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank
3	New Britain	72,939	69	3	94.6	13	106	102	145.3	12	32.5	26	9	106	8	74	49.25	24
3	West Hartford	63,371	44	7	69.4	23	78	85	123.1	18	33.25	27	21	146	14	93	68.5	62
3	Hartford	125,017	161	1	128.8	5	155	123	124.0	17	36.5	28	1	61	1	91	38.5	13
3	Manchester	58,211	49	5	84.2	19	80	121	137.4	14	39.75	29	16	124	13	79	58	44
5	Salisbury	3,693	13	4	352.0	1	9	8	243.7	8	5.25	1	86	4	119	19	57	40
5	Harwinton	5,593	12	7	214.6	4	18	11	321.8	3	6.25	2	96	13	78	6	48.25	21
5	Barkhamsted	3,745	11	8	293.7	2	8	6	213.6	10	6.5	3	103	6	127	28	66	55
5	Sharon	2,743	5	14	182.3	6	11	5	401.0	1	6.5	3	139	20	105	3	66.75	56
5	Canaan	1,214	3	19	247.1	3	4	3	329.5	2	6.75	5	154	9	148	5	79	81
5	Kent	2,939	6	13	204.2	5	8	6	272.2	5	7.25	6	134	14	127	14	72.25	68
5	Roxbury	2,229	4	16	179.5	7	6	0	269.2	6	7.25	6	145	22	139	15	80.25	87
5	New Hartford	6,886	11	8	159.7	8	18	13	261.4	7	9	8	103	33	78	16	57.5	42
5	Litchfield	8,333	13	4	156.0	9	20	16	240.0	9	9.5	9	86	38	72	20	54	31
5	North Canaan	3,241	5	14	154.3	10	9	13	277.7	4	10.25	10	139	39	119	13	77.5	77
5	Colebrook	1,457	2	20	137.3	12	2	4	137.3	15	12.75	11	159	52	160	80	112.75	130
5	Woodbury	9,822	13	4	132.4	15	17	19	173.1	13	12.75	11	86	57	85	49	69.25	63
5	Goshen	2,945	4	16	135.8	13	2	2	67.9	23	13.5	13	145	54	160	153	128	153
5	Washington	3,526	4	16	113.4	19	6	6	170.2	14	13.75	14	145	79	139	55	104.5	120
5	Norfolk	1,678	2	20	119.2	16	2	4	119.2	17	14.25	15	159	70	160	97	121.5	143
5	Plymouth	12,047	10	10	83.0	20	10	9	83.0	21	15	16	112	127	113	142	123.5	148
5	Cornwall	1,412	1	24	70.8	21	3	5	212.5	11	15.25	17	165	145	155	29	123.5	148
5	Thomaston	7,761	9	11	116.0	18	8	14	103.1	19	15.5	18	117	74	127	123	110.25	126
5	Bridgewater	1,696	2	20	117.9	17	0	0	0.0	26	15.75	19	159	73	169	169	142.5	162
5	Watertown	22,228	34	2	153.0	11	40	41	180.0	12	16.5	20	30	41	33	44	37	12
5	Morris	2,345	1	24	42.6	26	3	3	127.9	16	17.25	21	165	168	155	89	144.25	164
5	Warren	1,447	1	24	69.1	22	1	1	69.1	22	17.25	21	165	147	168	152	158	167
5	Bethlehem	3,553	2	20	56.3	25	2	2	56.3	24	17.75	23	159	160	160	164	160.75	168
5	New Milford	27,767	37	1	133.3	14	26	44	93.6	20	19.75	24	26	56	56	132	67.5	60
5	Winchester	11,013	7	12	63.6	24	5	24	45.4	25	21.25	25	127	153	143	165	147	166
5	Torrington	35,611	24	3	67.4	23	39	57	109.5	18	25.25	26	44	148	34	110	84	94
7	Haddam	8,363	21	2	251.1	1	17	11	203.3	4	4.5	1	50	8	85	35	44.5	17
7	Durham	7,361	12	8	163.0	2	18	13	244.5	1	6	2	96	30	78	18	55.5	37
7	Deep River	4,589	6	13	130.7	8	11	5	239.7	2	7	3	134	60	105	21	80	85
7	Middlefield	4,425	7	10	158.2	4	9	11	203.4	3	7	3	127	36	119	34	79	81
7	East Hampton	12,912	19	4	147.1	6	26	20	201.4	5	8.75	5	58	44	56	36	48.5	22
7	Old Saybrook	10,246	16	5	156.2	5	11	14	107.4	11	8.75	5	66	37	105	116	81	89
7	Killingworth	6,490	8	9	123.3	9	5	4	77.0	14	9	7	123	68	143	148	120.5	141
7	Portland	9,456	15	6	158.6	3	15	20	158.6	7	9	7	73	35	92	67	66.75	56
7	Westbrook	6,906	7	10	101.4	11	9	9	130.3	8	9.5	9	127	96	119	87	107.25	123
7	Cromwell	14,178	20	3	141.1	7	24	23	169.3	6	9.75	10	54	47	64	56	55.25	36
7	East Haddam	9,147	7	10	76.5	13	11	7	120.3	9	9.75	10	127	136	105	96	116	134
7	Chester	4,343	5	14	115.1	10	4	6	92.1	13	10.75	12	139	76	148	134	124.25	150
7	Clinton	13,180	13	7	98.6	12	15	19	113.8	10	12	13	86	100	92	103	95.25	109
7	Essex	6,633	5	14	75.4	14	5	8	75.4	15	12.75	14	139	140	143	150	143	163
7	Middletown	47,333	30	1	63.4	15	47	64	99.3	12	23	15	36	154	26	127	85.75	97
9	Seymour	16,571	37	9	223.3	2	33	27	199.1	2	10	1	26	12	44	38	30	6
9	Orange	13,953	34	10	243.7	1	42	30	301.0	1	10.5	2	30	10	31	9	20	1
9	Middlebury	7,571	11	22	145.3	7	10	7	132.1	11	11.75	3	103	45	113	84	86.25	98
9	Southbury	19,859	22	15	110.8	14	34	13	171.2	5	11.75	3	49	84	41	53	56.75	39
9	Woodbridge	8,955	15	19	167.5	4	10	11	111.7	14	12	5	73	26	113	108	80	85
9	Derby	12,801	16	17	125.0	9	24	20	187.5	3	12.25	6	66	63	64	42	58.75	47
9	Oxford	12,874	16	17	124.3	10	17	13	132.0	12	13	7	66	66	85	85	75.5	73
9	Bethany	5,540	9	26	162.5	5	6	9	108.3	15	13.75	8	117	31	139	113	100	115
9	Beacon Falls	6,052	11	22	181.8	3	4	7	66.1	25	14.25	9	103	21	148	159	107.75	124
9	Guilford	22,417	25	14	111.5	13	18	24	80.3	22	18.25	10	39	83	78	145	86.25	98

	Town	2012 Population	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)	Rank (N Night)	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)/ 100K Population	Rank (Rate Night)	Alcohol Related Crashes	Rank (N Alc Rel)	Alcohol Related Crashes/ 100K Population	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank	Rank (N Night)	Rank (Rate Night)	Rank (N Alc Rel)	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank
9	Oxford	12,874	16	17	124.3	10	17	13	132.0	12	13	7	66	66	85	85	75.5	73
9	Bethany	5,540	9	26	162.5	5	6	9	108.3	15	13.75	8	117	31	139	113	100	115
9	Beacon Falls	6,052	11	22	181.8	3	4	7	66.1	25	14.25	9	103	21	148	159	107.75	124
9	Guilford	22,417	25	14	111.5	13	18	24	80.3	22	18.25	10	39	83	78	145	86.25	98
9	North Haven	23,939	38	8	158.7	6	38	54	158.7	7	18.75	11	23	34	36	65	39.5	14
9	Prospect	9,671	9	26	93.1	19	9	11	93.1	19	18.75	11	117	107	119	133	119	138
9	Cheshire	29,150	21	16	72.0	25	24	17	82.3	21	19.75	13	50	143	64	144	100.25	116
9	North Branford	14,353	11	22	76.6	24	9	8	62.7	26	20	14	103	135	119	162	129.75	155
9	Wolcott	16,725	14	21	83.7	22	17	21	101.6	17	20.25	15	83	125	85	124	104.25	119
9	Branford	27,988	31	12	110.8	15	43	49	153.6	8	21	16	35	85	30	69	54.75	34
9	East Haven	29,121	29	13	99.6	18	29	35	99.6	18	21	16	38	99	51	126	78.5	80
9	Naugatuck	31,707	32	11	100.9	17	53	52	167.2	6	21.5	18	33	98	23	57	52.75	27
9	Madison	18,297	15	19	82.0	23	14	23	76.5	23	22	19	73	129	94	149	111.25	127
9	Ansonia	19,020	11	22	57.8	27	11	19	57.8	27	23.75	20	103	159	105	163	132.5	158
9	Meriden	60,456	69	3	114.1	11	104	85	172.0	4	25.75	21	9	77	9	52	36.75	11
9	West Haven	55,046	47	5	85.4	21	37	53	67.2	24	25.75	21	18	121	38	156	83.25	92
9	Wallingford	45,141	46	6	101.9	16	61	79	135.1	9	27.5	23	19	95	18	81	53.25	29
9	Hamden	61,607	44	7	71.4	26	51	59	82.8	20	28	24	21	144	24	143	83	91
9	Waterbury	109,676	159	1	145.0	8	147	114	134.0	10	33.25	25	2	46	3	83	33.5	7
9	Milford	53,137	49	4	92.2	20	55	97	103.5	16	34.25	26	16	109	22	122	67.25	58
9	New Haven	130,660	147	2	112.5	12	148	132	113.3	13	39.75	27	3	82	2	105	48	20
11	Old Lyme	7,592	15	10	197.6	3	16	11	210.7	4	7	1	73	17	90	30	52.5	26
11	North Stonington	5,291	8	14	151.2	8	12	5	226.8	3	7.5	2	123	42	101	24	72.5	69
11	Voluntown	2,611	4	17	153.2	7	8	4	306.4	2	7.5	2	145	40	127	7	79.75	83
11	Preston	4,755	20	7	420.6	1	31	24	651.9	1	8.25	4	54	1	45	1	25.25	3
11	Franklin	1,987	4	17	201.3	2	2	4	100.7	17	10	5	145	16	160	125	111.5	128
11	Salem	4,201	5	16	119.0	13	8	4	190.4	7	10	5	139	72	127	39	94.25	107
11	Griswold	11,959	18	8	150.5	9	25	19	209.0	5	10.25	7	61	43	59	31	48.5	22
11	Ledyard	15,094	25	2	165.6	5	21	19	139.1	15	10.25	7	39	28	70	78	53.75	30
11	Lebanon	7,319	12	13	164.0	6	11	11	150.3	14	11	9	96	29	105	73	75.75	75
11	Lisbon	4,348	6	15	138.0	10	7	8	161.0	12	11.25	10	134	50	135	62	95.25	109
11	Lyme	2,401	3	19	124.9	11	2	2	83.3	19	12.75	11	154	64	160	141	129.75	155
11	Bozrah	2,639	2	20	75.8	18	5	8	189.5	8	13.5	12	159	138	143	40	120	140
11	Colchester	16,210	15	10	92.5	15	28	22	172.7	9	14	13	73	108	53	50	71	66
11	East Lyme	18,937	14	12	73.9	19	25	11	132.0	16	14.5	14	83	141	59	86	92.25	105
11	Montville	19,713	21	6	106.5	14	31	29	157.3	13	15.5	15	50	88	45	68	62.75	52
11	Sprague	2,979	1	21	33.6	21	2	2	67.1	20	16	16	165	169	160	157	162.75	169
11	Stonington	18,541	23	5	124.0	12	30	43	161.8	11	17.75	17	46	67	48	61	55.5	37
11	Waterford	19,505	16	9	82.0	17	13	26	66.6	21	18.25	18	66	128	99	158	112.75	130
11	Groton	40,176	25	2	62.2	20	34	35	84.6	18	18.75	19	39	156	41	139	93.75	106
11	New London	27,545	24	4	87.1	16	45	49	163.4	10	19.75	20	44	118	27	59	62	50
11	Norwich	40,347	67	1	166.1	4	81	87	200.8	6	24.5	21	11	27	12	37	21.75	2
13	Willington	5,965	16	3	268.2	2	18	11	301.8	2	4.5	1	66	7	78	8	39.75	15
13	Union	848	3	12	353.8	1	5	5	589.6	1	4.75	2	154	2	143	2	75.25	72
13	Bolton	4,948	10	9	202.1	3	14	8	282.9	3	5.75	3	112	15	94	11	58	44
13	Tolland	14,915	25	1	167.6	4	24	14	160.9	6	6.25	4	39	25	64	63	47.75	19
13	Stafford	11,928	15	4	125.8	5	18	13	150.9	7	7.25	5	73	62	78	71	71	66
13	Andover	3,273	4	11	122.2	6	3	5	91.7	13	8.75	6	145	69	155	136	126.25	152
13	Hebron	9,588	10	9	104.3	8	25	14	260.7	4	8.75	6	112	94	59	17	70.5	65

	Town	2012 Population	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)	Rank (N Night)	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)/ 100K Population	Rank (Rate Night)	Alcohol Related Crashes	Rank (N Alc Rel)	Alcohol Related Crashes/ 100K Population	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank	Rank (N Night)	Rank (Rate Night)	Rank (N Alc Rel)	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank
13	Ellington	15,786	12	6	76.0	10	27	15	171.0	5	9	8	96	137	54	54	85.25	**96**
13	Columbia	5,460	3	12	54.9	12	7	5	128.2	9	9.5	9	154	161	135	88	134.5	**160**
13	Somers	11,320	11	7	97.2	9	14	13	123.7	10	9.75	10	103	102	94	92	97.75	**113**
13	Coventry	12,411	14	5	112.8	7	14	24	112.8	11	11.75	11	83	81	94	106	91	**103**
13	Mansfield	25,774	11	7	42.7	13	25	21	97.0	12	13.25	12	103	167	59	128	114.25	**133**
13	Vernon	29,161	18	2	61.7	11	44	38	150.9	8	14.75	13	61	157	29	72	79.75	**83**
15	Ashford	4,281	13	4	303.7	2	12	5	280.3	2	3.25	1	86	5	101	12	51	**25**
15	Scotland	1,699	6	9	353.1	1	3	5	176.6	8	5.75	3	134	3	155	47	84.75	**95**
15	Chaplin	2,276	4	12	175.7	5	9	6	395.4	1	6	4	145	23	119	4	72.75	**70**
15	Canterbury	5,096	7	8	137.4	8	12	10	235.5	3	7.25	5	127	51	101	23	75.5	**73**
15	Hampton	1,868	2	15	107.1	10	4	1	214.1	4	7.5	6	159	87	148	27	105.25	**121**
15	Pomfret	4,198	5	11	119.1	9	6	2	142.9	9	7.75	7	139	71	139	76	106.25	**122**
15	Thompson	9,354	15	2	160.4	7	17	18	181.7	6	8.25	8	73	32	85	43	58.25	**46**
15	Eastford	1,736	3	14	172.8	6	2	3	115.2	12	8.75	9	154	24	160	102	110	**125**
15	Sterling	3,780	4	12	105.8	11	4	1	105.8	13	9.25	10	145	90	148	120	125.75	**151**
15	Putnam	9,465	10	7	105.7	12	11	10	116.2	10	9.75	11	112	91	105	99	101.75	**117**
15	Killingly	17,233	13	4	75.4	13	20	22	116.1	11	12.5	12	86	139	72	101	99.5	**114**
15	Plainfield	15,228	36	1	236.4	3	31	45	203.6	5	13.5	13	28	11	45	33	29.25	**4**
15	Brooklyn	8,280	6	9	72.5	14	8	18	96.6	14	13.75	14	134	142	127	129	133	**159**
15	Woodstock	7,897	15	2	189.9	4	14	7	177.3	7	5	14	73	18	94	45	57.5	**42**
15	Windham	25,213	13	4	51.6	15	19	31	75.4	15	16.25	15	86	162	75	151	118.5	**137**

County Stats

9	**New Haven**	862,287	968	1	112.3	5	1048	2	121.5	7	3.75	2
11	**New London**	274,150	328	4	119.6	3	437	4	159.4	1	3	1
1	**Fairfield**	939,904	868	2	92.3	8	990	3	105.3	8	5.25	6
5	**Litchfield**	186,924	236	5	126.3	2	277	5	148.2	3	3.75	2
15	**Windham**	117,604	152	7	129.2	1	172	8	146.3	4	5	5
3	**Hartford**	898,272	857	3	95.4	7	1250	1	139.2	5	4	4
13	**Tolland**	151,377	152	7	100.4	6	238	6	157.2	2	5.25	6
7	**Middlesex**	165,562	191	6	115.4	4	227	7	137.1	6	5.75	8
	Connecticut	**3,596,080**	**3752**		**104.3**		**4639**		**129.0**			

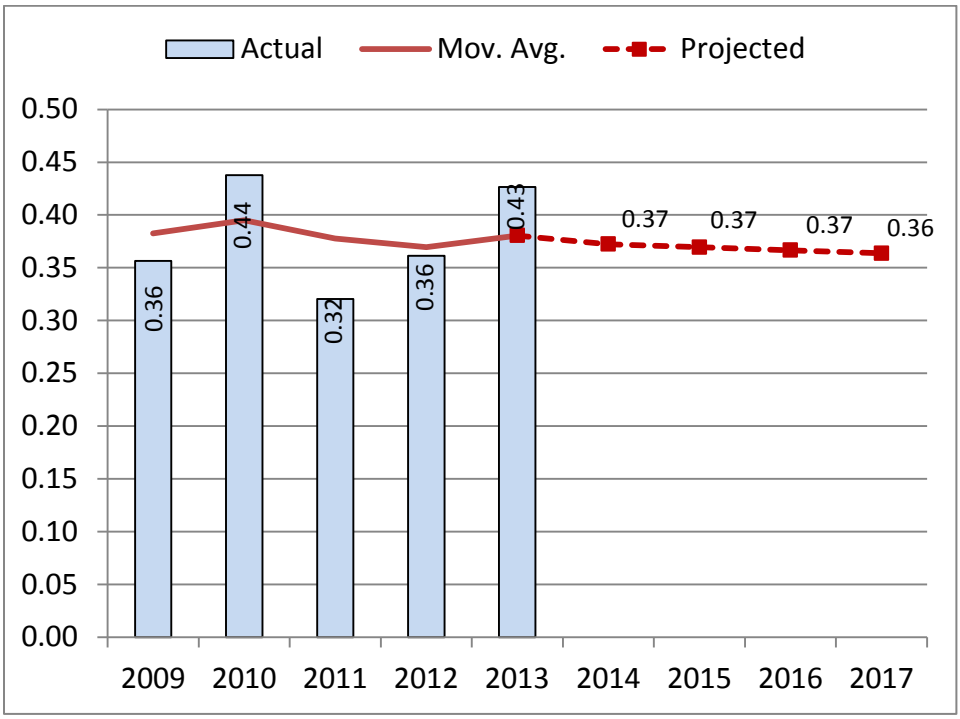
Performance Measures

The following performance measures have been selected based on their ability to indicate trends in impaired driving over extended periods of time. While some absolute numbers may be higher from year to year, moving average and trend data may show modest projected decreases over time. These projections are then applied during the goal selection process.

Performance Measures	2009	2010	2011	2012	2013
Alcohol-Impaired Driving Fatalities	97	119	94	100	114
Alcohol-Impaired Driving Fatal Crashes	88	111	85	92	105
Percent Alcohol-Impaired Driving Fatal Crashes	41.7%	37.1%	40.9%	37.1%	34.8%
Alcohol-Related Driving Fatalities	112	137	100	98	132
Percent Alcohol-Related Driving Fatalities	50.0%	42.8%	45.2%	37.1%	47.8%
Alcohol-Related Driving Fatalities per 100 Million VMT	0.36	0.44	0.32	0.31	0.43
Alcohol-Related Driving Injury Crashes	1,014	842	863	904	854
Percent Alcohol-Related Driving Injury Crashes	3.9%	3.4%	3.5%	3.8%	3.7%

Figure 10 shows Connecticut's alcohol-related driving fatalities per 100 million vehicle miles of travel. If the fatality rate per 100 million vehicle miles of travel continues, it would project to 0.37 in 2015 and 2016, and 0.36 in 2017.

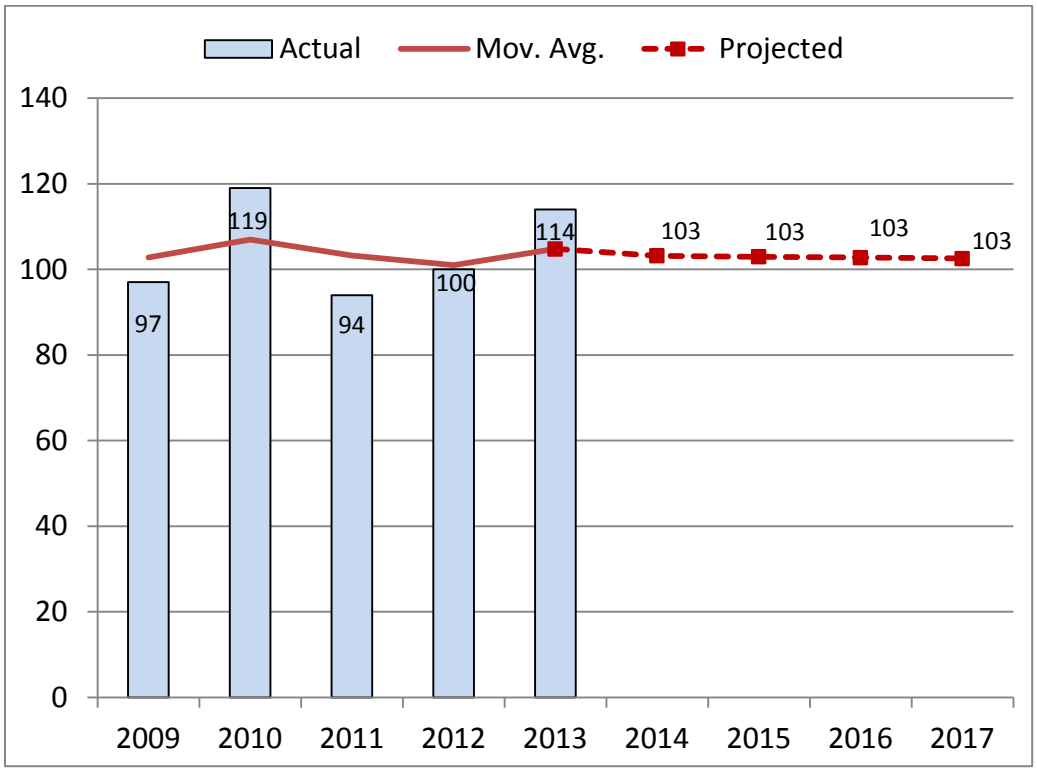
Figure 10. Alcohol-Related (BAC ≥0.01) Driving Fatalities per 100M VMT



Source: FARS

Figure 11 shows Connecticut's alcohol-impaired driving fatalities and indicates that, If the trend continues, the number of alcohol-impaired driving fatalities would project to a stable 103 in 2015, 2016, and 2017.

Figure 11. Alcohol-Impaired (BAC ≥0.08) Driving Fatalities



Source: FARS

Figure 12 shows the number of alcohol related driving fatalities for the 2009 to 2013 period, along with the moving averages, and projected fatalities. If the fatality trend continues (Fig. 12), the projection would be 114 alcohol-related fatalities in 2015, 113 in 2016, and 112 in 2017.

Figure 12. Alcohol-Related (BAC ≥ 0.01) Driving Fatalities

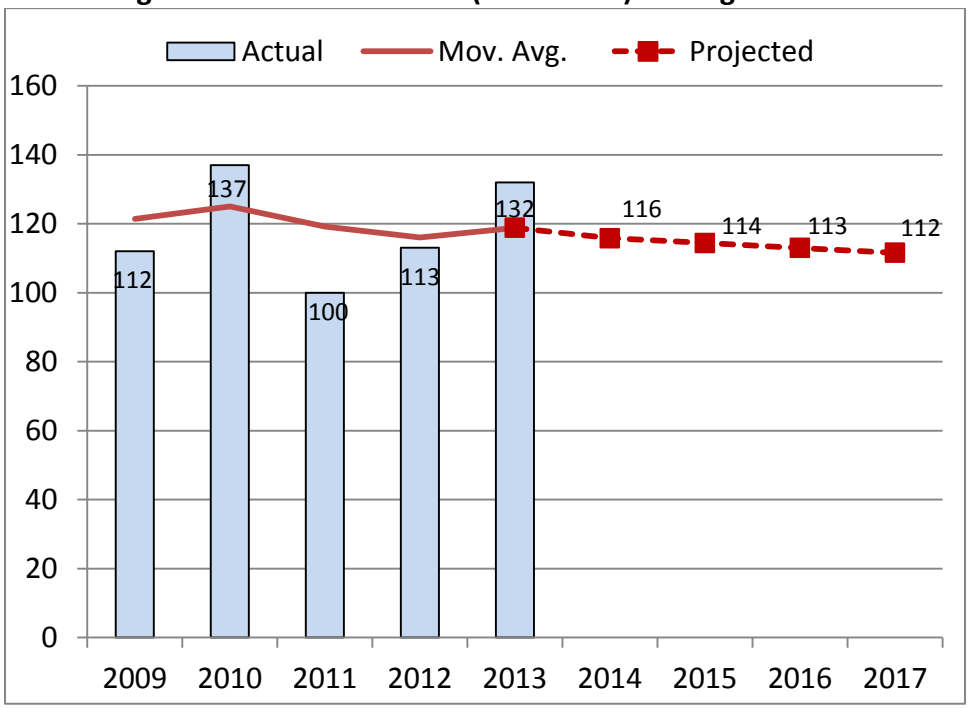
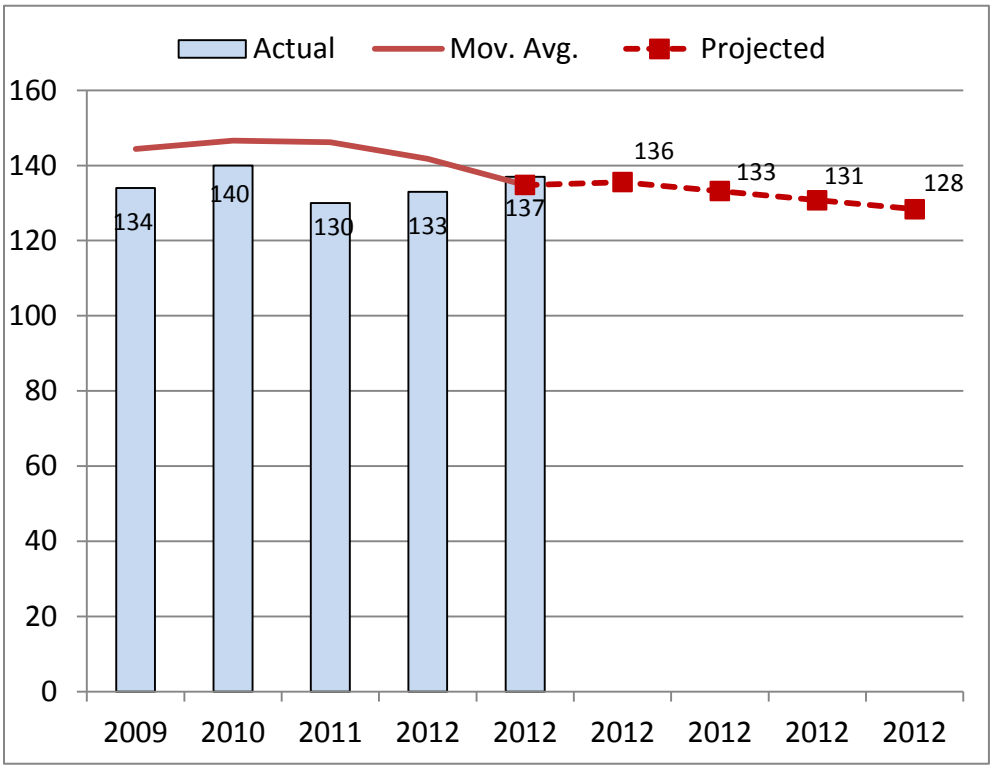


Figure 13. Alcohol-Related (BAC ≥ 0.01) Severe ("A") Injuries



Source: Connecticut Department of Transportation

Performance Goals

To decrease alcohol impaired driving fatalities (BAC =.08+) from the five year (2009-2013) moving average of 105 in 2013 by 5% to a five year (2013-2017) moving average of 100 in 2017.

To decrease alcohol related driving serious injuries ("A") from the five year (2009-2013) moving average of 135 in 2013 by 5% to a five year (2013-2017) moving average of 129 in 2017.

Performance Objectives

Decrease alcohol related crashes, injuries and fatalities through high visibility enforcement and successful prosecution of DUI offenders by:

Increasing the number of law enforcement agencies receiving impaired driving enforcement grants beyond the 82 that participated in 2015.

Increasing the number of cooperating law enforcement agencies participating in high-visibility regional DUI enforcement.

Increasing the number of certified Standardized Field Sobriety Test (SFST) Practitioners and Instructors by providing ongoing statewide coordination of SFST training to law enforcement.

Increasing law enforcement recognition and conviction of various types of impaired driving beyond alcohol impairment by providing Advanced Roadside Impaired Driving Enforcement (ARIDE) Drug Recognition Expert (DRE) training.

Supporting all national high-visibility impaired driving holiday mobilizations by providing funding for overtime enforcement and media buys.

Increase successful prosecution and conviction of DUI offenders which will lower the percent of adjudications other than guilty.

Planned Countermeasures

The countermeasures for this program area directly correlate to the problem ID data listed above. Countermeasures are based on proven programs and NHTSA mobilizations and are often selected from NHTSA's *Countermeasures That Wo*rk 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 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 Fatal Accident Reports (FARS) list to determine if the municipality has any outstanding reports that must be concluded prior to the grant process moving forward.

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.

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.

The Drink-Drive-Lose.com interactive web site, which utilizes a variety of tools to educate visitors on the risks and consequences of impaired driving, will reach target audience groups. The site will undergo enhancements to make it more informative and current to deliver improved messaging to the target audience. The site will further enhance enforcement messaging by using content from the national campaigns listed above via www.trafficsafetymarketing.gov

Paid media efforts will be enhanced through public outreach and education campaigns. 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.

SFST training for police officers will be offered for the purpose of increasing the pool of SFST trainers and to ensure that field officer practitioners making DUI arrests are properly trained in the detection and apprehension of drunk drivers, and follow standardized arrest 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 2016 Fiscal year is to provide training High Visibility Enforcement (HVE) and Advance Roadside Impaired Driving Enforcement (ARIDE) and continue training for the State of Connecticut's

ongoing Drug Evaluation and Classification (DEC)Program. The goal of the DEC program is to train and certify law enforcement officers in drug recognition and provide the 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.

Efforts will continue to increase successful prosecution of DUI offenders and decrease recidivism rates by providing funding for two administrative per se hearing attorneys

The Highway Safety Office will continue to support the passage of legislation that discourages impaired driving through enforcement, sanctions aimed at reduction of recidivism, passage of an open container statute, and work with other State agencies to increase current Interlock Ignition Device (IID) installation rates and increased penalties for first time and repeat DUI offenders.

Task 1
Project Title: Impaired Driving Administration
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen Livingston/Michael Whaley

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 1 Office. Funding will be provided for personnel, employee-related expenses and overtime, professional contracted data consultant services and additional outside professional services if the need arises, staff members travel; classroom and teaching materials, 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 for and program operating expenses.

Funding Source	Project number	Agency	Title	$ Amount
402(AL)	**0196-0704-AA**	**CT-DOT/HSO**	**Alcohol Program Management**	**$135,000**
154AL	**0196-0722-AA**	**CT-DOT/HSO**	**Alcohol Program Management (154)**	**$300,000**

Task 2
Project Title: DUI Overtime Enforcement
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen Livingston/Michael Whaley
Countermeasure: 2.1 High Visibility Sobriety Checkpoints, 2.2 High Visibility Saturation Patrols
Countermeasures That Work

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 Crackdown, Christmas and New Year holidays as well as summer holiday weekends. These grants will be available to police departments for the holiday/high travel periods and for non-holiday travel periods creating year-round sustained enforcement. Enforcement will be targeted at high DUI activity periods identified in the statewide problem identification and by 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 95 agencies will participate as sub-grantees in an estimated 300 DUI checkpoints and over approximately 5,000 roving/saturation patrols will be conducted statewide throughout 2015-2016. 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.

Funding Source	Project number	Agency	Title	$ Amount
154AL	0196-0722-AE	BETHANY	COMPREHENSIVE DUI ENFORCEMENT	$20,000
154AL	0196-0722-AF	KILLINGLY	COMPREHENSIVE DUI ENFORCEMENT	$65,000
154AL	0196-0722-AG	GLASTONBURY	COMPREHENSIVE DUI ENFORCEMENT	$20,000
154AL	0196-0722-AH	DURHAM	COMPREHENSIVE DUI ENFORCEMENT	$22,000
154AL	0196-0722-AI	MIDDLEFIELD	COMPREHENSIVE DUI ENFORCEMENT	$20,000
154AL	0196-0722-AJ	BRISTOL	COMPREHENSIVE DUI ENFORCEMENT	$160,000
154AL	0196-0722-AK	LEDYARD	COMPREHENSIVE DUI ENFORCEMENT	$50,000
154AL	0196-0722-AL	GREENWICH	COMPREHENSIVE DUI ENFORCEMENT	$65,000
154AL	0196-0722-AM	WATERTOWN	COMPREHENSIVE DUI ENFORCEMENT	$25,000
154AL	0196-0722-AN	NEW BRITAIN	COMPREHENSIVE DUI ENFORCEMENT	$145,000
154AL	0196-0722-AO	ELLINGTON	COMPREHENSIVE DUI ENFORCEMENT	$55,000

154AL	**0196-0722-AP**	**SOMERS**	**COMPREHENSIVE DUI ENFORCEMENT**	**$40,000**
154AL	**0196-0722-AQ**	**NAUGATUCK**	**COMPREHENSIVE DUI ENFORCEMENT**	**$45,000**
154AL	**0196-0722-AR**	**WETHERSFIELD**	**COMPREHENSIVE DUI ENFORCEMENT**	**$40,000**
154AL	**0196-0722-AS**	**PROSPECT**	**COMPREHENSIVE DUI ENFORCEMENT**	**$17,500**
154AL	**0196-0722-AT**	**FAIRFIELD**	**COMPREHENSIVE DUI ENFORCEMENT**	**$60,000**
154AL	**0196-0722-AU**	**MERIDEN**	**COMPREHENSIVE DUI ENFORCEMENT**	**$30,000**
154AL	**0196-0722-AV**	**CITY OF GROTON**	**COMPREHENSIVE DUI ENFORCEMENT**	**$27,000**
154AL	**0196-0722-AW**	**DEEP RIVER**	**COMPREHENSIVE DUI ENFORCEMENT**	**$45,000**
154AL	**0196-0722-AX**	**SEYMOUR**	**COMPREHENSIVE DUI ENFORCEMENT**	**$60,000**
154AL	**0196-0722-BB**	**STAFFORD**	**COMPREHENSIVE DUI ENFORCEMENT**	**$60,000**
154AL	**0196-0722-BC**	**CROMWELL**	**COMPREHENSIVE DUI ENFORCEMENT**	**$50,000**
154AL	**0196-0722-BD**	**NORWALK**	**COMPREHENSIVE DUI ENFORCEMENT**	**$85,000**
154AL	**0196-0722-BE**	**BETHEL**	**COMPREHENSIVE DUI ENFORCEMENT**	**$30,000**
154AL	**0196-0722-BF**	**KILLINGWORTH**	**COMPREHENSIVE DUI ENFORCEMENT**	**$12,000**
154AL	**0196-0722-BH**	**MANCHESTER**	**COMPREHENSIVE DUI ENFORCEMENT**	**$100,000**
154AL	**0196-0722-BI**	**BRANFORD**	**COMPREHENSIVE DUI ENFORCEMENT**	**$35,000**
154AL	**0196-0722-BJ**	**NORTH HAVEN**	**COMPREHENSIVE DUI ENFORCEMENT**	**$25,000**
154AL	**0196-0722-BK**	**TOWN OF GROTON**	**COMPREHENSIVE DUI ENFORCEMENT**	**$65,000**
154AL	**0196-0722-BL**	**COVENTRY**	**COMPREHENSIVE DUI ENFORCEMENT**	**$20,000**
154AL	**0196-0722-BM**	**NORWICH**	**COMPREHENSIVE DUI ENFORCEMENT**	**$70,000**
154AL	**0196-0722-BN**	**WINDSOR**	**COMPREHENSIVE DUI ENFORCEMENT**	**$55,000**
154AL	**0196-0722-BO**	**EAST HAVEN**	**COMPREHENSIVE DUI ENFORCEMENT**	**$20,000**
154AL	**0196-0722-BP**	**GRANBY**	**COMPREHENSIVE DUI ENFORCEMENT**	**$10,000**
154AL	**0196-0722-BQ**	**OLD LYME**	**COMPREHENSIVE DUI ENFORCEMENT**	**$40,000**
154AL	**0196-0722-BR**	**BLOOMFIELD**	**COMPREHENSIVE DUI ENFORCEMENT**	**$65,000**

154AL	0196-0722-BT	JEWETT CITY	COMPREHENSIVE DUI ENFORCEMENT	$60,000
154AL	0196-0722-BU	NEW CANAAN	COMPREHENSIVE DUI ENFORCEMENT	$15,000
154AL	0196-0722-BV	CCSU	COMPREHENSIVE DUI ENFORCEMENT	$35,000
154AL	0196-0722-BW	DARIEN	COMPREHENSIVE DUI ENFORCEMENT	$50,000
154AL	0196-0722-BX	DANBURY	COMPREHENSIVE DUI ENFORCEMENT	$55,000
154AL	0196-0722-BY	BERLIN	COMPREHENSIVE DUI ENFORCEMENT	$66,000
154AL	0196-0722-BZ	WILTON	COMPREHENSIVE DUI ENFORCEMENT	$60,000
154AL	0196-0722-CA	EAST LYME	COMPREHENSIVE DUI ENFORCEMENT	$60,000
154AL	0196-0722-CB	HARTFORD	COMPREHENSIVE DUI ENFORCEMENT	$210,000
154AL	0196-0722-CC	WALLINGFORD	COMPREHENSIVE DUI ENFORCEMENT	$20,000
154AL	0196-0722-CD	EAST HADDAM	COMPREHENSIVE DUI ENFORCEMENT	$34,000
154AL	0196-0722-CE	NORTH STONINGTON	COMPREHENSIVE DUI ENFORCEMENT	$40,000
154AL	0196-0722-CF	TOLLAND	COMPREHENSIVE DUI ENFORCEMENT	$40,000
154AL	0196-0722-CG	CHESTER	COMPREHENSIVE DUI ENFORCEMENT	$28,000
154AL	0196-0722-CH	VERNON	COMPREHENSIVE DUI ENFORCEMENT	$15,000
154AL	0196-0722-CI	MONROE	COMPREHENSIVE DUI ENFORCEMENT	$65,000
154AL	0196-0722-CJ	WILLIMANTIC	COMPREHENSIVE DUI ENFORCEMENT	$45,000
154AL	0196-0722-CK	HADDAM	COMPREHENSIVE DUI ENFORCEMENT	$22,400
154AL	0196-0722-CL	TRUMBULL	COMPREHENSIVE DUI ENFORCEMENT	$60,000
154AL	0196-0722-CO	NEWINGTON	COMPREHENSIVE DUI ENFORCEMENT	$42,000
154AL	0196-0722-CP	COLCHESTER	COMPREHENSIVE DUI ENFORCEMENT	$30,000
154AL	0196-0722-CQ	LISBON	COMPREHENSIVE DUI ENFORCEMENT	$25,000
154AL	0196-0722-CR	UCONN	COMPREHENSIVE DUI ENFORCEMENT	$15,000
154AL	0196-0722-CS	MONTVILLE	COMPREHENSIVE DUI ENFORCEMENT	$50,000
154AL	0196-0722-CT	MADISON	COMPREHENSIVE DUI ENFORCEMENT	$30,000
154AL	0196-0722-CU	WESTPORT	COMPREHENSIVE DUI ENFORCEMENT	$7,000

154AL	0196-0722-DH	CHESHIRE	COMPREHENSIVE DUI ENFORCEMENT	$30,000
154AL	0196-0722-DI	NEW HAVEN	COMPREHENSIVE DUI ENFORCEMENT	$150,000
154AL	0196-0722-DJ	SOUTH WINDSOR	COMPREHENSIVE DUI ENFORCEMENT	$55,000
154AL	0196-0722-DK	PLAINFIELD	COMPREHENSIVE DUI ENFORCEMENT	$35,000
154AL	0196-0722-DM	BROOKLYN	COMPREHENSIVE DUI ENFORCEMENT	$17,000
154AL	0196-0722-DO	NORTH BRANFORD	COMPREHENSIVE DUI ENFORCEMENT	$15,000
154AL	0196-0722-DP	HAMDEN	COMPREHENSIVE DUI ENFORCEMENT	$35,000
154AL	0196-0722-DQ	WINDSOR LOCKS	COMPREHENSIVE DUI ENFORCEMENT	$75,000
154AL	0196-0722-DR	WEST HARTFORD	COMPREHENSIVE DUI ENFORCEMENT	$120,000
154AL	0196-0722-DS	FARMINGTON	COMPREHENSIVE DUI ENFORCEMENT	$70,000
154AL	0196-0722-AD	STAMFORD	COMPREHENSIVE DUI ENFORCEMENT	$105,000
154AL	0196-0722-CM	STRATFORD	COMPREHENSIVE DUI ENFORCEMENT	$34,000
154AL	0196-0722-CN	ENFIELD	COMPREHENSIVE DUI ENFORCEMENT	$100,000
154AL	0196-0722-CV	WATERFORD	COMPREHENSIVE DUI ENFORCEMENT	$22,500
154AL	0196-0722-DL	OLD SAYBROOK	COMPREHENSIVE DUI ENFORCEMENT	$60,000
154AL	0196-0722-DU	MANSFIELD	COMPREHENSIVE DUI ENFORCEMENT	$65,000
154AL	0196-0722-DN	ORANGE	COMPREHENSIVE DUI ENFORCEMENT	$30,000
154AL	0196-0722-DV	ROCKY HILL	COMPREHENSIVE DUI ENFORCEMENT	$40,000
154AL	0196-0722-DW	EAST WINDSOR	COMPREHENSIVE DUI ENFORCEMENT	$35,000
154AL	0196-0722-DX	ESSEX	COMPREHENSIVE DUI ENFORCEMENT	$30,000
154AL	0196-0722-DY	EAST HARTFORD	COMPREHENSIVE DUI ENFORCEMENT	$17,000
154AL	0196-0722-DZ	NEW LONDON	COMPREHENSIVE DUI ENFORCEMENT	$21,000
154AL	0196-0722-EA	REDDING	COMPREHENSIVE DUI ENFORCEMENT	$18,000
154AL	0196-0722-EB	SPRAGUE	COMPREHENSIVE DUI ENFORCEMENT	$14,000
154AL	0196-0722-EC	PRESTON	COMPREHENSIVE DUI ENFORCEMENT	$10,000
154AL	0196-0722-ED	WATERBURY	COMPREHENSIVE DUI ENFORCEMENT	$45,000

405(d)-1 (M5HVE)	**0196-0743-DM**	**DESPP**	**COMPREHENSIVE DUI ENFORCEMENT**	**$805,000**
405(d)-1 (M5HVE)	**0196-0743-DL**	**NEWTOWN**	**COMPREHENSIVE DUI ENFORCEMENT**	**$75,000**

Task 3

Project Title: SFST Training

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Stephen Livingston/Edmund Hedge

Countermeasure: 2.1 High Visibility Sobriety Checkpoints, 2.2 High Visibility Saturation Patrols

Countermeasures that Work

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 nine training sessions (six 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 travel and lodging and polo shirts for training instructors (to increase program visibility). Funding will also be provided for SFST curriculum manuals, SFST stimulus pens and SFST reference notebooks. Laptop and 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, travel and lodging for instructors as well as materials to support this task, including SFST stimulus pens and SFST reference notebooks.

Funding Source	Project number	Agency	Title	$ Amount
154AL	**0196-0722-AB**	**CT-DOT/ HSO**	**Alcohol Related Program Training**	**$370,000**

Fund	Project number	Agency	Item/Quantity	$ Sub-Amount Equipment
154AL	**0196-0722-AB**	**CT-DOT/HSO**	**SFST Curriculum Manuals 600 x $XX**	**$7,500**
154AL	**0196-0722-AB**	**CT-DOT/HSO**	**Stylus Pens (300 x $20)**	**$6,000**
154AL	**0196-0722-AB**	**CT-DOT/HSO**	**Laptop for training classes**	**$1,700**
154AL	**0196-0722-AB**	**CT-DOT/HSO**	**Portable color printer & accessories**	**$1,000**
154AL	**0196-0722-AB**	**CT-DOT/HSO**	**Training Instructor Polo Shirts**	**$1,000**

Task 4
Project Title: Traffic Safety Resource Prosecutor (TSRP)
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen Livingston/Edmund Hedge
Countermeasure: 3.1 DWI Courts – Other Issues *Countermeasures That Work*

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

Funding Source	Project number	Agency	Title	$ Amount
154AL	0196-0722-AC	CT-DOT/HSO	Criminal Justice	$275,000

Task 5
Project Title: Impaired Driving Public Information and Education
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen Livingston/Michael Whaley
Countermeasure: 5. Prevention Intervention Communications and Outreach *Countermeasures that Work*

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, Thompson International Speedway and the Waterford Speed Bowl) through the paid media project. In support of the visual messages (see task 9), public outreach will be conducted at these venues through tabling opportunities which will provide the opportunity to educate motorists about the importance of not driving impaired.

This task provides funding for administration of the web site www.drink-drive-lose.com to further support existing public outreach and education campaigns. This interactive site utilizes a variety of tools to engage visitors in scenarios that illustrate the risks and dangers associated with impaired driving. *Please note, this task does not include the purchase of ANY promotional items.*

Funding Source	Project number	Agency	Title	$ Amount
154AL	**0196-0722-EG**	**CT-DOT/HSO**	**Creation/Administration of Website**	**$50,000**
154AL	**0195-0722-BG**	**CT-DOT/HSO**	**Impaired Driving Public Information and**	**$50,000**

Task 6

Project Title: Mothers Against Drunk Driving (MADD) Initiatives

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Stephen Livingston/Michael Whaley

Countermeasure: 5. Prevention Intervention Communications and Outreach, *Countermeasures That Work*

Power of Parent's It's Your Influence

Mothers Against Drunk Driving (MADD) educational outreach programs, such as Power of Parent's, It's Your Influence would receive funding consideration under this task. This 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.

MADD Law Enforcement Recognition Ceremony

Mothers Against Drunk Driving (MADD) is the nation's largest nonprofit working to protect families from drunk driving and underage drinking. With the help of those who want a safer future, MADD's Campaign Eliminate Drunk Driving will end the danger on America's roads. In 2012, 85 people died in alcohol-related crashes in Connecticut. MADD's Campaign to Eliminate Drunk Driving focuses on: the support of our heroes in law enforcement; the support high-visibility law enforcement efforts to catch drunk drivers and discourage others from driving drunk. MADD Connecticut has conducted a Law Enforcement Recognition Ceremony for the past 28 years to honor police officers and troopers statewide for their exceptional efforts to make our roadways safer through drunk driving enforcement, education, community involvement , training and volunteering with MADD. Items listed below will be purchased in support of the Law Enforcement Recognition Ceremony.

Funding Source	Project number	Agency	Title	$ Amount
405(d)-3 (M5OT)	0196-0743-AK	MADD	Power of Parents	$60,000
405(d)-3 (M5OT)	0196-0743-BG	MADD	Law Enforcement Recognition Ceremony	$7,000

Fund	Project number	Agency	Item/Quantity	$ Sub-Amount for PI&E Items
405(d)-3 (M5OT)	0196-0743-BG	MADD	Certificate (160 x $1.25)	$200
405(d)-3 (M5OT)	0196-0743-BG	MADD	Frames (160 x $.75)	$120
405(d)-3 (M5OT)	0196-0743-BG	MADD	Letterhead (500 x $1.60)	$800
405(d)-3 (M5OT)	0196-0743-BG	MADD	Signage (15 x $20)	$300
405(d)-3 (M5OT)	0196-0743-BG	MADD	Program Books (400 x $2.00)	$800
405(d)-3 (M5OT)	0196-0743-BG	MADD	PAS Flashlight (3)	$2,400
405(d)-3 (M5OT)	0196-0743-BG	MADD	Letter/Postage	$810
405(d)-3 (M5OT)	0196-0743-BG	MADD	Plaques Actives (30 x $35)	$1,050
405(d)-3 (M5OT)	0196-0743-BG	MADD	Plaques Retired (12 x $40)	$480

***All products purchased under this task will be in accordance with the Certifications and Assurances (including Buy America provision) signed by the Governor's Highway Safety Representative in this document.**

Task 7
Project Title: DUI Enforcement Equipment/Testing Equipment
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen Livingston/Edmund Hedge
Countermeasure: 2.1 Publicized Sobriety Checkpoint Programs *Countermeasures That Work*

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). Reflective cones are used for DUI Checkpoints (officer safety, motorist safety and channelization of traffic). Additionally, many Law Enforcement agencies do not own safety specific cones and must borrow them from public works or other municipal departments. Approval for capital equipment acquisition(s) (as defined in 23 CFR 1200.21) will be addressed when specific needs analysis is complete and program structure is determined.

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:

Draeger 9510 Breath Alcohol Instrument Loaner Program: The Department of Emergency Services and Public Protection's Scientific Services Division, will purchase twenty five Draeger 9510 Breath Alcohol Instruments to use as loaners when a unit assigned to a police department or State Police Troop is in need of repair. Prior to the Draeger, the laboratory maintained a supply of Intoxolizer 5000EN units as loaners.

Standard Paper Printers for CT Draeger 9510 Breath Alcohol Testing Units/Server: The Draeger Alcotest 9510 Breath Alcohol Testing Units as configured in the State of Connecticut utilizes a strip-chart printer for output. These paper strips are a non-standard size and pose an inconvenience to handle and file. The print size and quality can be an issue when using the printouts in legal forums. However the 9510 device is capable of utilization of full-size standard laser printer, yielding a quality print-out that is compatible with case files and court documents. A server is also required for the coordination of BAC/arrest data from state and municipal police agencies.

Quadripole-Orbitrap Mass Spectrometer: Funding will be provided to DESPP to purchase this equipment for improved DUI blood/urine testing in support of the Connecticut criminal justice community.

Fund	Project Number	Agency	Item (#'s)	$ Amount
405(d)-5 (M5BAC)	0196-0743-DJ	DESPP – TOXICOLOGY LAB	Q Exactive Benchtop Quadrupole Orbitrap Mass Spectrometernter (1)	$400,000
405(d)-1 (M5HVE)	0196-0743-BJ	DESPP	Drager Intox/Server	$125,000
405(d)-1 (M5HVE)	0196-0743-BD	DESPP	Draeger Printers	$20,000
405(d)-1 (M5HVE)	0196-0743-AB	HARTFORD	Mobile Command Center (1)	$200,000
405(d)-1 (M5HVE)	0196-0743-AC	NEW BRITAIN	Traffic Cones (25x$120)	$3,000
405(d)-1 (M5HVE)	0196-0743-AU	SOMERS	Traffic Cones (25x$120)	$3,000
405(d)-1 (M5HVE)	0196-0743-AV	NEW LONDON	Traffic Cones (25x$120)	$3,000
405(d)-1 (M5HVE)	0196-0743-AW	REDDING	Traffic Cones (25x$120)	$3,000
405(d)-1 (M5HVE)	0196-0743-BA	TOLLAND	Traffic Cones (25x$120)	$3,000

Task 8
Project Title: DUI Media Campaign
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen Livingston/Michael Whaley
Countermeasure: 5.2 Mass Media Campaigns *Countermeasures That Work*

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. 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, Thompson International Speedway and the Waterford Speed Bowl. 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 21, 2015 - January 1, 2016) - $800,000
- Memorial Day/July 4th/Labor Day crackdown (July 1, 2016 to September 1, 2016) – $100,000
- Super bowl, St. Patrick's Day, Halloween, Cinco De Mayo etc. (Various Dates around holidays) - $100,000
- Venue Advertising (October 1, 2015 – September 30, 2016) - $400,000
- Spanish Language Media Campaign – Comprehensive Media campaigns to be used in conjunction with crackdown and mobilization advertising buys – $100,000

Funding Source	**Project number**	**Agency**	**Title**	**$ Amount**
154PM	**0196-0720-AA**	**CT-DOT/HSO**	**DUI Media Campaign**	**$1,500,000**

Task 9
Project Title: Administrative Per Se Hearing Attorney(s)
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen Livingston/Michael Whaley
Countermeasure: Administrative License Revocation or Suspension *Countermeasures that Work*

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.

Connecticut has greatly expanded its Ignition Interlock Device (IID) program. Recent legislation, which goes into effect in July 2015, will tie the IID program to the administrative suspension of a license. Specifically, it will expand 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.

There is potential for an additional 6500 IIDs to be used in the state under this legislation. 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.

Funding Source	**Project number**	**Agency**	**Title**	**$ Amount**
405(d)-4 (M5CS)	**0196-0743-1-BF**	**DMV**	**(2) DMV Admin. Per Se Hearing Attorney(s)**	**$600,000**

Task 10

Project Title: Ignition Interlock Program Analysts

Oversight: Department of Transportation, Highway Safety Office

Staff Person: Stephen Livingston

Countermeasure: Administrative License Revocation or Suspension *Countermeasures that Work*

Funding will be provided for two analyst 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. Analyst will analyze requests for reconsideration prior to hearing to determine if violations should be removed or referred for administrative review. Analyst will prepare documentation and appear to represent CT DMV at any administrative hearing.

Funding Source	**Project number**	**Agency**	**Title**	**$ Amount**
405(d)-6 (M5II)	**0196-0743-DI**	**DMV**	**(2) DMV Admin. IID Ignition Interlock Analysts**	**$200,000**

Task 11

Project Title: Drug Evaluation and Classification Program (DECP) *Administrative*

Oversight: Department of Transportation, Highway Safety Office

Staff Person: Stephen Livingston/Edmund Hedge

Countermeasure: 7.14 Enforcement of Drugged Driving Countermeasures *That Work*

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. It is anticipated that once the program is reviewed and approved by the IACP, Connecticut will be able to host approximately two training sessions during the fiscal year and in turn, 40 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. Funding can include overtime expenses, travel and lodging for instructors as well as materials to support this task.

Funding Source	Project number	Agency	Title	$ Amount
405(d)-2 (M5-TR)	**0196-0743-BH**	**CT-DOT/HSO**	**DRE Training**	**$280,000**

Task 12
Project Title: Drug Recognition Expert Field Materials
Countermeasure: 2.1 Publicized Sobriety Checkpoint Programs *Countermeasures that Work*

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), Pupillometer, Digital Thermometer including 50 sleeves, magnified Light, Drug Identification Bible or other printed drug reference guide. 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 25 tablets will be provided to each DRE 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.

Funding Source	Project number	Agency	Title	$ Amount
405(d)-1 (M5HVE)	**0196-0743-BM**	**CT-DOT/HSO**	**(50 x $500) Drug Recognition Expert Field Kits**	**$25,000**
405(d)-1 (M5HVE)	**0196-0743-DK**	**CT-DOT/HSO**	**(25 x $700) tablets for evaluation and reporting to national data base.**	**$17,500**

Task 13
Project Title: Underage Alcohol Enforcement Grant Program
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen Livingston/Michael Whaley
Countermeasure: 6.2 Zero-Tolerance Law Enforcement *Countermeasures that Work.*

Funding for approximately 16 municipal, college, and university law enforcement agencies for underage drinking 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: compliance checks, party patrols, surveillance patrols, Cops in Shops, and shoulder taps. Grant award will range from $25,000 to $40,000 per department for overtime enforcement.

Funding Source	Project number	Agency	Title	$ Amount
405(d)-1 (M5HVE)	0196-0743-AM	CENTRAL CT STATE UNIVERSITY	Underage Alcohol Enforcement Grant	$30,000
405(d)-1 (M5HVE)	0196-0743-AN	EASTERN CT STATE UNIVERSITY	Underage Alcohol Enforcement Grant	$30,000
405(d)-1 (M5HVE)	0196-0743-AP	SOUTHERN CT STATE UNIVERSITY	Underage Alcohol Enforcement Grant	$30,000
405(d)-1 (M5HVE)	0196-0743-AQ	UNIVERSITY OF CONNECTICUT	Underage Alcohol Enforcement Grant	$40,000
154 AL	0196-0722-AR	STAFFORD	Underage Alcohol Enforcement Grant	$25,000
154 AL	0196-0722-AS	CHESHIRE	Underage Alcohol Enforcement Grant	$25,000
154 AL	0196-0722-AT	NORTH BRANFORD	Underage Alcohol Enforcement Grant	$25,000
154 AL	0196-0722-AW	HARTFORD	Underage Alcohol Enforcement Grant	$30,000
154 AL	0196-0722-AX	REDDING	Underage Alcohol Enforcement Grant	$25,000
154 AL	0196-0722-AY	NEWINGTON	Underage Alcohol	$40,000

154 AL	**0196-0722-AZ**	**BERLIN**	**Underage Alcohol Enforcement Grant**	**$25,000**
154 AL	**0196-0722-BB**	**NEW MILFORD**	**Underage Alcohol Enforcement Grant**	**$30,000**
154 AL	**0196-0722-BC**	**WEST HARTFORD**	**Underage Alcohol Enforcement Grant**	**$30,000**
154 AL	**0196-0722-BN**	**MANSFIELD**	**Underage Alcohol Enforcement Grant**	**$50,000**
154 AL	**0196-0722-BO**	**GLASTONBURY**	**Underage Alcohol Enforcement Grant**	**$25,000**
154 AL	**0196-0722-BP**	**MADISON**	**Underage Alcohol Enforcement Grant**	**$25,000**

Task 14

Project Title: Toxicology Laboratory Personnel

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Stephen Livingston/Michael Whaley

Countermeasure: 2.1 High Visibility Sobriety Checkpoints, 2.2 High Visibility Saturation Patrols

Countermeasures That Work

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. Activities in casework analysis will include determination of alcohol concentration in blood and urine samples using Headspace-GC analysis, EMIT screening for drugs of abuse and pharmaceuticals that may impair driving, and LC- and GC-mass spectrometry analysis of samples for detection and confirmation of such drugs, as well as drugs not detected by EMIT screen procedures. These funds provide funding for an additional new position.

Funding Source	**Project number**	**Agency**	**Title**	**$ Amount**
405(d)-5 (M5BAC)	**0196-0743-BQ**	**DESPP**	**Toxicology Lab Personnel**	**$150,000**

Task 15

Project Title: School Resource Officer Program

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Stephen Livingston/Michael Whaley

Countermeasure: 5 Prevention Intervention Communications and Outreach,6.2 Zero-Tolerance Law Enforcement 3.1 DWI Courts *Countermeasures That Work*

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. 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.

Fund	Project number	Agency	Item/Quantity	$ Amount
405(d)-1 (M5HVE)	0196-0743-BR	WETHERSFIELD	Fatal Vision Kit (2)	$4,000
405(d)-1 (M5HVE)	0196-0743-BS	NEWINGTON	Fatal Vision Kit	$2,000
405(d)-1 (M5HVE)	0196-0743-BT	NORWICH	Fatal Vision Kit (2)	$4,000
405(d)-1 (M5HVE)	0196-0743-BU	ELLINGTON	Fatal Vision Kit	$2,000
405(d)-1 (M5HVE)	0196-0743-BV	CHESHIRE	Fatal Vision Kit	$2,000
405(d)-1 (M5HVE))	0196-0743-BW	TOLLAND	Fatal Vision Kit	$2,000
405(d)-1 (M5HVE)	0196-0743-BX	NEW BRITAIN	Fatal Vision Kit (2)	$4,000
405(d)-1 (M5HVE)	0196-0743-BY	OLD SAYBROOK	Fatal Vision Kit (2)	$4,000
405(d)-1 (M5HVE)	0196-0743-BZ	MONROE	Fatal Vision Kit (2)	$4,000
405(d)-1 (M5HVE)	0196-0743-CA	CROMWELL	Fatal Vision Kit (2)	$4,000
405(d)-1 (M5HVE)	0196-0743-CB	SEYMOUR	Fatal Vision Kit	$2,000
405(d)-1 (M5HVE)	0196-0743-CC	GROTON TOWN	Fatal Vision Kit	$2,000
405(d)-1 (M5HVE)	0196-0743-CD	DARIEN	Fatal Vision Kit	$2,000
405(d)-1 (M5HVE)	0196-0743-CE	FAIRFIELD	Fatal Vision Kit (2)	$4,000

405(d)-1 (M5HVE)	0196-0743-CF	DANBURY	Fatal Vision Kit	$2,000
405(d)-1 (M5HVE)	0196-0743-CG	SOUTH WINDSOR	Fatal Vision Kit (2)	$4,000
405(d)-1 (M5HVE)	0196-0743-CH	NEW HAVEN	Fatal Vision Kit (6)	$12,000
405(d)-1 (M5HVE)	0196-0743-CI	FARMINGTON	Fatal Vision Kit (5)	$10,000
405(d)-1 (M5HVE)	0196-0743-CJ	ENFIELD	Fatal Vision Kit (3)	$6,000
405(d)-1 (M5HVE)	0196-0743-CK	WATERFORD	Fatal Vision Kit (2)	$4,000
405(d)-1 (M5HVE)	0196-0743-CL	NEW CANAAN	Fatal Vision Kit	$2,000
405(d)-1 (M5HVE)	0196-0743-CM	ESSEX	Fatal Vision Kit	$2,000
405(d)-1 (M5HVE)	0196-0743-CN	NORWALK	Fatal Vision Kit (6)	$12,000
405(d)-1 (M5HVE)	0196-0743-CO	NEWTOWN	Fatal Vision Kit (2)	$4,000
405(d)-1 (M5HVE)	0196-0743-CP	MANCHESTER	Fatal Vision Kit (5)	$10,000
405(d)-1 (M5HVE)	0196-0743-CQ	BRISTOL	Fatal Vision Kit (3)	$6,000
405(d)-1 (M5HVE)	0196-0743-CR	NORTH HAVEN	Fatal Vision Kit	$2,000
405(d)-1 (M5HVE)	0196-0743-CS	WILTON	Fatal Vision Kit	$2,000
405(d)-1 (M5HVE)	0196-0743-CT	ORANGE	Fatal Vision Kit	$2,000
405(d)-1 (M5HVE)	0196-0743-CU	HARTFORD	Fatal Vision Kit (6)	$12,000
405(d)-1 (M5HVE)	0196-0743-CV	STRATFORD	Fatal Vision Kit (4)	$8,000
405(d)-1 (M5HVE)	0196-0743-CW	HAMDEN	Fatal Vision Kit (2)	$4,000
405(d)-1 (M5HVE)	0196-0743-CX	NAUGATUCK	Fatal Vision Kit	$2,000
405(d)-1 (M5HVE)	0196-0743-CY	BETHEL	Fatal Vision Kit (2)	$4,000
405(d)-1 (M5HVE)	0196-0743-CZ	ROCKY HILL	Fatal Vision Kit (2)	$4,000
405(d)-1 (M5HVE)	0196-0743-DA	LEDYARD	Fatal Vision Kit (2)	$4,000
405(d)-1 (M5HVE)	0196-0743-DB	WINDSOR LOCKS	Fatal Vision Kit	$2,000
405(d)-1 (M5HVE)	0196-0743-DC	BERLIN	Fatal Vision Kit (2)	$4,000

405(d)-1 (M5HVE)	**0196-0743-DD**	**WEST HARTFORD**	**Fatal Vision Kit (2)**	**$4,000**
405(d)-1 (M5HVE)	**0196-0743-DE**	**LISBON**	**Fatal Vision Kit**	**$2,000**
405(d)-1 (M5HVE)	**0196-0743-DF**	**GLASTONBURY**	**Fatal Vision Kit (3)**	**$6,000**
405(d)-1 (M5HVE)	**0196-0743-DG**	**MERIDEN**	**Fatal Vision Kit (5)**	**$10,000**
405(d)-1 (M5HVE)	**0196-0743-DH**	**WILLIMANTIC**	**Fatal Vision Kit**	**$2,000**
			Total Project Cost	**190,000**

Task 16

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

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

Countermeasure: Underage Drinking and Alcohol-Impaired Driving 6.5 *Countermeasures That Work*

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 objective of the 3E program (Encourage, Empower, Engage, the new 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 2015-2016 academic year in the various areas of Connecticut. Additional activities will include the creation of new tools, materials and resources base on input received from youths which will then be stationed on the web portal.

Funding Source	Project number	Agency	Title	$ Amount
154AL	0196-0722-EM	Governor's Prevention Partnership	Youth Led Underage Drinking Prevention	$75,000

Fund	Project Number	Agency	Item (#'s)	$ Unit Cost
154AL	0196-0722-EM	Governor's Prevention Partnership	Launch of 3E Program	$14,000
154AL	0196-0722-EM	Governor's Prevention Partnership	Peer Training	$19,000
154AL	0196-0722-EM	Governor's Prevention Partnership	Creation of Resources for Web Portal	$22,000
154AL	0196-0722-EM	Governor's Prevention Partnership	Project Administration	$20,000

Task 17
Project Title: Hazard Elimination Program
Administrative Oversight: Department of Transportation, Highway Safety Office *Staff Person*: Joseph Cristalli/Kathryn Faraci

This task will utilize penalty transfer funds (SAFETEA-LU authorization) for proposed improvements to guide rail, signing, traffic signals, rumble strips, pavement markings, behavioral safety programs and accommodations for bicycling and walking to reduce pedestrian and bicycle injuries and fatalities as well as improve crash data systems. The improvements will be reviewed and approved by the Federal Highway Administration with NHTSA and HSO concurrence and implemented by the Department of Transportation's Division of Traffic Engineering in order to verify that the project will provide a positive safety improvement benefit.

Funding Source	**Project number**	**Agency**	**Title**	**$ Amount**
154HE	**0170-3172**	**CT-DOT**	**UCONN – Crash Data Improvement Plan**	**$13,960**
154HE	**0170-3262**	**CT-DOT**	**Fatality Analysis Reporting**	**$200,000**
154HE	**0148-0190**	**CT-DOT**	**Wallingford Route 5 Intersection**	**$86,000**
154HE	**0042-0297**	**CT-DOT**	**Silver Lane East Hartford**	**$50,000**
154HE	**0195-0721**	**CT-DOT**	**Highway Safety Office Salaries**	**$500,000**
154HE	**0042-0292**	**CT-DOT**	**Bidwell Street Realignment**	**$40,000**
154HE	**0120-0086**	**CT-DOT**	**Salem Route 85 at Route 82**	**$ 790,000**

The dollar amounts for each task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level.

Occupant Protection (OP) And Child Passenger Safety (CPS)

Occupant Protection (OP) and Child Passenger Safety (CPS)

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 2013, 89.5 percent of children under age 4 were being restrained and 86.3 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 percent versus 90.1 percent when the driver is belted). Comparing 2013 results with those from the first year of these observations (1997) shows the progress that has been made. Child restraint use has increased by 19 percentage points over the period and more than 85% 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 2007-2013

	1997 (N=247)	2007 (N= 184)	2008 (N= 279)	2009 (N=259)	2010 (N=332)	2011 (N=342)	2012 (N=338)	2013 (N=358)
Child Restraint Use	70.4%	85.9%	85.0%	84.9%	85.2%	85.6%	87.4%	89.5%
Driver Belt Use	63.6%	85.3%	87.4%	89.1%	91.6%	89.5%	89.3%	94.4%
When Driver Belted	80.3%	89.5%	89.9%	88.8%	88.6%	88.9%	89.6%	90.1%
When Driver Not Belted	56.3%	61.9%	57.1%	38.5%	62.5%	61.8%	67.9%	83.3%
Children in: Front Seat	23.9%	2.7%	0.4%	9.9%	14.5%	16.4%	14.2%	13.7%
Children in: Rear Seat	76.1%	100.0%	99.6%	90.1%	85.5%	83.6%	85.8%	86.3%

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 2014. 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 85% in 2014, the third lowest level in the past ten years.

Table OP-2. Statewide Scientific Observations

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Total	82%	83%	86%	88%	86%	88%	88%	87%	87%	85%

Source: Connecticut Department of Transportation Statewide Scientific Observations

Table OP-3 shows driver and front seat passenger seat belt use rates in 2013 as a function of vehicle, location, and personal characteristics. Observed seat belt use was highest in SUVs and cars, and lowest in pick-up trucks. Seat belt use was highest on interstates and lowest on local roads, higher among females than males and higher for Caucasians than non-Caucasians. Statewide seat belt use increased by 9 percentage points from 2000 to 2014 (76 to 85 percent). Comparing 2014 results with those from 2000 (where available) shows that seat belt use increased in every single category.

Table OP-3. Observed Driver and Front Seat Passenger Seat Belt Use-2000 & 2014

	Drivers		Passengers	
	2000	2014	2000	2014
Vehicle Type				
Passenger Car	74.7%	86.7%	74.8%	86.4%
Pick Up Truck	51.3%	75.2%	46.9%	76.5%
SUV	75.1%	88.2%	76.3%	87.6%
Van	67.9%	86.4%	71.9%	88.8%
Roadway Type*				
Interstate		87.9%		90.2%
Principal Arterial		83.1%		81.7%
Minor Arterial		84.6%		86.1%
Collector		83.7%		84.6%
Local Road		82.8%		77.8%
Urban/Rural*				
Urban	72.9%		76.4%	
Rural	79.1%		79.0%	
Gender				
Male	67.9%	83.1%	63.0%	80.3%
Female	80.2%	88.0%	79.0%	86.9%
Race				
Caucasian	73.1%	86.1%	74.0%	86.6%
Non-Caucasian	59.5%	82.9%	53.5%	82.0%

Source: Connecticut Department of Transportation Statewide Scientific Observations

* Urban/Rural classification was replaced by Roadway Type in 2012

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 2009-2013, daytime belt use in fatal crashes has been 18 percentage points higher than nighttime belt use.

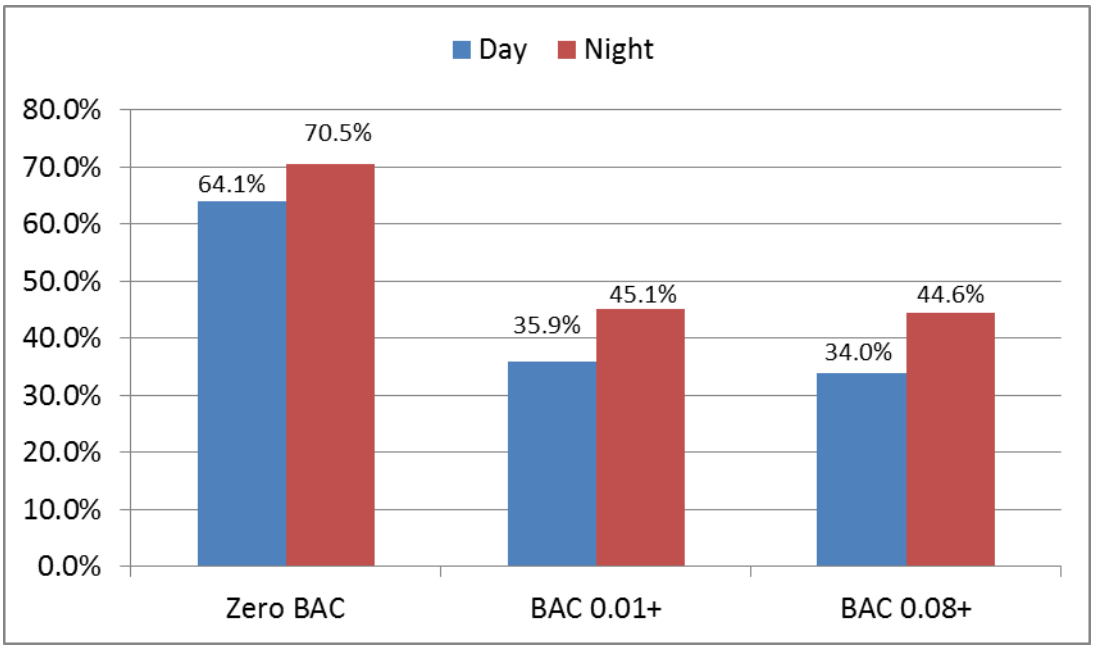
Table OP-4. Percent of Belt Use by Time of Day, Fatally Injured Passenger Vehicle Occupants, 2009-2013

Percent Belted	2009	2010	2011	2012	2013	2009-13
Day (5:00am - 8:59pm)	54.8%	56.5%	51.5%	65.0%	63.4%	58.6%
Night (9:00pm to 4:59am)	36.9%	37.5%	50.0%	43.8%	37.7%	40.3%

Source: FARS Final Files 2009-2012, Annual Report File 2013

Figure 14 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 28 percentage points higher than drivers with BAC of 0.01 or above, and 30 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 25 percentage points higher than drivers with BAC of 0.01 and above, and 26 percentage points higher than impaired drivers.

Figure 14. Fatally Injured Driver Belt Use by Time of Day and Alcohol Involvement



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 2013. The data indicate that seat belt use in serious crashes varies around the State, ranging from a low of 45.0 percent in Windham County to a high of 76.3 percent in Hartford County. Table OP-6 shows that belt use in passenger vehicle fatalities has increased between 2011 (39.6 percent) and 2013 (44.0 percent).

Table OP-5. Driver Belt Use by Injury and County, 2013

Driver Injury	Fairfield	Hartford	Litchfield	Middlesex	New Haven	New London	Tolland	Windham
Killed or A Injury	71.4%	76.3%	66.7%	57.5%	71.0%	64.9%	60.7%	45.0%

Sources: FARS, Connecticut Department of Transportation

Table OP-6. Belt Use in Passenger Vehicle Fatalities, 2011-2013

	2011		2012		2013	
	N	Percent	N	Percent	N	Percent
Belt	57	39.6%	73	44.2%	80	44.0%
No Belt	55	38.2%	56	33.9%	75	41.2%
Unknown	32	22.2%	36	21.8%	27	14.8%
Total	144	100.0%	165	100.0%	182	100.0%

Source: FARS Final Files 2011-2012, Annual Report File 2013

Table OP-7 represents towns with the lowest belt use in serious and fatal injury crashes. Towns were ranked for seat belt use by vehicle occupants who were seriously ("A" 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 25 towns with the lowest belt use rankings. In 2013, the towns of Redding, Ridgefield and Seymour had the average lowest measures of seat belt use.

Table OP-7. Belt Use by Seriously and Fatally Injured Occupants by Town, 2013

Town	County	Belted	Unbelted	Total	% belted	per 10k pop	per 100k vmt	rank order
Redding	Fairfield	24	43	67	36%	46.2	24.0	1
Ridgefield	Fairfield	60	57	117	51%	22.8	14.0	2
Seymour	New Haven	29	37	66	44%	22.3	9.0	3
Middlefield	Middlesex	16	18	34	47%	40.8	12.0	**4**
Bethel	Fairfield	30	28	58	52%	14.6	12.5	5
Waterbury	New Haven	880	238	1118	79%	21.7	19.0	5
Andover	Tolland	10	12	22	45%	36.7	11.1	**7**
Hartford	Hartford	850	186	1036	82%	14.9	18.6	8
Farmington	Hartford	183	56	239	77%	21.9	8.2	9
Wethersfield	Hartford	29	27	56	52%	10.1	5.6	10
East Hampton	Middlesex	10	14	24	42%	10.8	7.6	11
Stafford	Tolland	44	17	61	72%	14.2	8.7	12
Bridgeport	Fairfield	503	123	626	80%	8.4	10.4	**13**
Stratford	Fairfield	193	54	247	78%	10.4	7.6	14
Westbrook	Middlesex	2	8	10	20%	11.6	6.7	**15**
New Haven	New Haven	1137	138	1275	89%	10.6	13.1	16
Southington	Hartford	79	31	110	72%	7.1	6.0	17
Windsor Locks	Hartford	47	16	63	75%	12.8	8.9	17
Plymouth	Litchfield	8	10	18	44%	8.3	6.5	19
Meriden	New Haven	86	37	123	70%	6.1	5.6	20
Wolcott	New Haven	10	12	22	45%	7.2	5.9	21
Bolton	Tolland	12	9	21	57%	18.1	5.2	**22**
Weston	Fairfield	47	14	61	77%	13.5	9.2	23
North Branford	New Haven	55	17	72	76%	11.8	6.6	24
New Britain	Hartford	293	53	346	85%	7.2	6.7	25

Source: Connecticut Department of Transportation

Activity Table

Enforcement Activity	2009	2010	2011	2012	2013
Safety Belt Citations Issued	68,986	52,914	414,677	34,996	32,588
Safety Belt Adjudications Not Guilty	13%	17%	21%	21%	21%

Source: Connecticut DMV, Commercial Vehicle Safety Division; CT Judicial

The first comparable safety belt use survey in Connecticut was done in 1995 and recorded a 59 percent belt use rate*. The rate reached an all-time high of 88% in 2010 and 2011, dropped slightly to 87 percent in 2012 and remained that way in 2013. Figure 15 shows a downward trend in the number of unrestrained fatalities, reaching the lowest level (55 fatalities) in five years in 2011 before rising again through 2012 and 2013. Projections estimate 62 unrestrained fatalities in 2015, 59 in 2016, and 56 in 2017.

*Source: Preusser Research Group, Inc. *2003 Seat Belt Use in Connecticut*, July 2005.

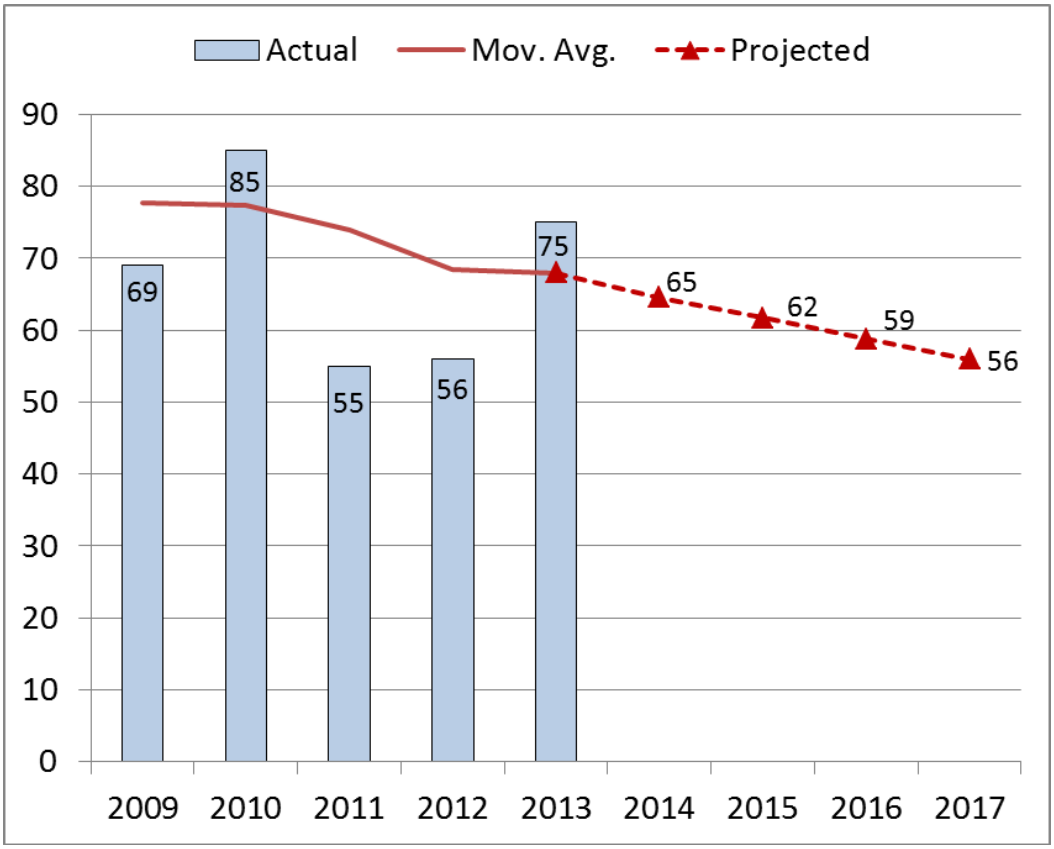
Performance Measures

The following performance measures have been selected based on their ability to indicate trends in impaired driving over extended periods of time. While some absolute numbers may be higher from year to year, moving average and trend data may show modest projected decreases over time. These projections are then applied during the goal selection process.

	2009	2010	2011	2012	2013
% Belt Use					
% Belted Motor Vehicle Occupants (Observed)	86%	88%	88%	87%	87%
% Belted Motor Vehicle Occupants Fatalities	38.7%	38.9%	39.6%	44.2%	44.0%
Belt Use in Fatal Crashes					
Belted	58	79	57	73	80
Unbelted	69	85	55	56	75
Unknown	23	39	32	36	27
Total	150	203	144	165	182

Source: FARS Final File 2009-2012, FARS Annual Report File 2013

Figure 15. Unrestrained Fatalities



Source: FARS Final Files 2009-2012, Annual Report File 2013

Performance Goals

To reduce the number of unrestrained occupants in fatal crashes from the five year (2009-2013) moving average of 68 in 2013 by 10 percent to a five year (2013-2017) moving average of 61 in 2017.

To increase the statewide observed seat belt use rate from 85.1 percent in 2014 to 88 percent or above in 2017.

Performance Objectives

OP

Increase the number of participating agencies in national safety belt mobilizations from the 87 that reported WAVE participation in FY 2014.

Decrease the percentage of seat belt citations adjudicated or not guilty from 21 percent in 2013 to 13 percent or less by 2017.

Decrease the number of unbelted impaired drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during D.U.I. patrols and checkpoints. In FY 2014 there were 2,439 safety belt citations issued as a result of observed violations at DUI checkpoints and roving patrols (1,883 local activity and 556 State Police).

CPS

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

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

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

Planned Countermeasures

OP

The countermeasures for this program area directly correlate to the problem ID data listed above. Countermeasures are based on proven programs and NHTSA mobilizations and are often selected from NHTSA's *Countermeasures That Wo*rk 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.

Initiated during the 2014 planning cycle, greater effort was placed on low seat belt usage areas through increased enforcement and education. This practice will continue during the 2016 planning process. 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 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 HSO will continue to encourage law enforcement agencies statewide to apply for and participate in the 2016 CIOT mobilization(s) in May and November regardless of funding availability.

A Seatbelt Working Group was created in 2014 to assist the HSO increase Connecticut's belt use rate. The Working Group is represented by state and local law enforcement, Preusser Research Groups, Cashman+Katz Media Consultant and the HSO. As a result of the Working Group a change has been made to the media to educate Connecticut on the fines for not wearing a seatbelt. A combination of adding the fines to the media campaign and encouraging law enforcement agencies to increase enforcement should help raise our belt use rate.

Additionally, the paid media and PI&E included in this section is directly referenced as being in support of statewide mobilizations. As noted in Table OP-5, belt use across all the counties is similar, justifying a state-wide approach to CIOT enforcement.

This comprehensive campaign will include funding statewide safety belt enforcement through checkpoints and roving/saturation patrols both day and night. The HSO will encourage participation in nighttime safety belt enforcement and track data from this initiative during the national mobilizations. An especially important component of this program is providing funding for observation surveys before and after enforcement waves measuring the effects of the campaign and determining the statewide safety belt use rate.

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, and outdoor buys. Initiatives will be developed to promote awareness to the identified high risk groups (i.e. young males and pick-up truck operators). This will involve analysis of State crash data, motorist survey data and safety belt use observation data. This activity will be supported by garnering corresponding earned media opportunities through the HSO, safety partners, law enforcement and the NHTSA region 1 media consultant.

Other paid media and 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" will be 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, Lime Rock Park, Stafford Motor Speedway, Thompson International Speedway and the Waterford Speed Bowl. 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. Further public outreach will be executed through a grant funding the Seatbelt Rollover Simulator and Seatbelt Convincer demonstrators at various public and grassroots events.

Safety belt messages will be broadcast to motorists through social media venues
http://www.facebook.com/CThighwaysafety
https://twitter.com/CTHighwaySafety
http://pinterest.com/cthighwaysafety

Announcements regarding highway safety promotional activities at public outreach/sporting venues and informational feeds on mobilizations will be regularly posted to educate followers.

CPS

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.

Occupant Protection

Task 1

Project Title: Occupant Protection Program Administration

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Phyllis DiFiore

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 1 Office. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services. Travel expenses for training and to attend outreach events, and other related operating expenses. This project may be used to fund salary while a small portion is used for travel and operating expenses.

Fund	Project number	Agency	Title	$ Amount
402(OP)	**0196-0702-AA**	**CT-DOT/HSO**	**OP Program Administration**	**$175,000**

Task 2

Project Title: Data Analysis & Surveys

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Aaron Swanson

Countermeasure: 2.1 Short term, High Visibility Belt Law Enforcement (Observation surveys) - Countermeasures That Work

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.

Fund	Project number	Agency	Title	$ Amount
402(OP)	**0196-0702-AB**	**CT-DOT/HSO**	**Data Analysis & Surveys**	**$250,000**

Task 3

Project Title: Click it or Ticket Enforcement

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Phyllis DiFiore

Countermeasure: Short- Term, High Visibility Belt Law Enforcement 2.1 Countermeasures That Work

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. 73 agencies will participate as sub-grantees in 2016 WAVE activity. The Seat Belt Working Group meetings have assisted the Highway Safety Office to make changes to the "Click It or Ticket" media messaging to include the fines involved with not wearing a seatbelt. We are increasing our focus on the top 25 towns listed below based on data from Connecticut's *2014 Seat Belt Use Report*. Increased effort will focus on low seat belt use towns through increased enforcement and education (see countermeasure section for further explanation page 81).

Participating Agencies

Agency	November 2015	May 2016
Priority Order: Low Seat Belt Usage Towns/Agencies:		
Redding Police Department	$3,000	$6,500
Ridgefield Police Department	$2,500	$4,500
Seymour Police Department	$2,500	$4,500
Middlefield Police Department	$2,000	$4,500
Bethel Police Department	$3,000	$6,500
Waterbury Police Department	$2,500	$4,500
Andover Police Department	$2,000	$4,500
Harford Police Department	$6,000	$9,500
Farmington Police Department	$2,500	$5,500
Wethersfield Police Department	$2,000	$4,500
East Hampton Police Department	$2,500	$4,500
Stafford Police Department	$3,000	$6,500
Bridgeport Police Department	$6,000	$9,500
Stratford Police Department	$4,000	$6,500
Westbrook Police Department	$2,000	$4,500
New Haven Police Department	$6,000	$9,500
Southington Police Department	$2,500	$5,500
Windsor Locks Police Department	$4,000	$6,500
Plymouth Police Department	$2,500	$4,500
Meriden Police Department	$2,000	$4,500
Wolcott Police Department	$2,000	$4,500
Bolton Police Department	$2,000	$4,500
Weston Police Department	$2,000	$4,500
North Branford Police Department	$2,500	$4,500
New Britain Police Department	$4,000	$9,500

Other Towns/Agencies Participating in Statewide	November 2015	May 2016
Berlin Police Department	$2,500	$9,500
Bristol Police Department	$2,500	$5,500
Central Connecticut State University	$1,500	$3,500
Cheshire Police Department	$2,000	$4,500
Coventry Police Department	$1,500	$3,500
Cromwell Police Department	$2,000	$4,000
Danbury Police Department	$3,000	$6,500
Darien Police Department	$4,000	$6,500
Derby Police Department	$2,000	$4,500
East Hartford Police Department	$1,500	$3,500
East Haven Police Department	$2,500	$5,500
East Lyme Police Department	$2,500	$5,500
East Windsor Police Department	$4,000	$5,500
Enfield Police Department	$2,500	$5,500
Fairfield Police Department	$3,000	$7,500
Glastonbury Police Department	$2,500	$5,500
Greenwich Police Department	$2,000	$4,500
Groton Town Police Department	$3,000	$6,500
Hamden Police Department	$2,500	$4,500
Ledyard Police Department	$3,000	$5,500
Manchester Police Department	$2,500	$4,500
Middletown Police Department	$4,000	$6,500
Milford Police Department	$2,500	$5,500
Montville Police Department	$1,500	$3,500
New London Police Department	$2,000	$6,000
Newington Police Department	$3,500	$4,600
Newtown Police Department	$1,500	$3,000
Norwalk Police Department	$2,500	$5,500
Norwich Police Department	$2,000	$4,000
Plainfield Police Department	$2,000	$4,500
Rocky Hill Police Department	$3,000	$6,300
Seymour Police Department	$3,000	$5,500
Shelton Police Department	$2,000	$3,500
South Windsor Police Department	$2,000	$5,000
Stamford Police Department	$2,000	$4,200
Stonington Police Department	$1,500	$3,000
Trumbull Police Department	$2,000	$4,300
Vernon Police Department	$2,600	$4,700
Waterbury Police Department	$2,000	$4,500
Waterford Police Department	$2,000	$4,500

Watertown Police Department	$2,000	$4,500
West Hartford Police Department	$1,300	$3,100
West Haven Police Department	$3,000	$4,100
Westport Police Department	$2,000	$4,500
Willimantic Police Department	$4,000	$6,500
Windham Police Department	$2,000	$4,500
Windsor Police Department	$5,000	$6,500
Woodbury Police Department	$2,500	$4,500
Totals	$192,900	$383,300

Fund	Project number	Agency	Title	$ Amount
402(OP)	**0196-0702-AC**	**CT-DOT/HSO**	**Click It or Ticket Enforcement (November & May Mobilization)**	**$576,200**

Task 4
Project Title: Occupant Protection Enforcement/ Connecticut State Police
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore
Countermeasure: 2.1 Short- Term, High Visibility Belt Law Enforcement - Countermeasures That Work

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 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. Increased effort will focus on low seat belt use areas through increased enforcement and education.

Fund	Project number	Agency	Title	$ Amount
405(b)-1 (M2HVE)	**0196-0741-AC**	**Connecticut State Police**	**Occupant Protection Enforcement/CSP**	**$125,000.00**

Task 5
Project Title: Waterbury Area Traffic Safety Program
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little
Countermeasure: 7.3 Communications and Outreach Strategies for Older Children Communications and Outreach Strategies for Booster Seat Use School Programs, Inspection Stations – Countermeasures That Work

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.

Fund	Project number	Agency	Title	$ Amount
402(OP)	**0196-0702-AD**	**Waterbury PD**	**Waterbury Area Traffic Safety Program**	**$130,000**

Task 6
Project Title: Safety Belt Convincer/Rollover Simulator
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore
Countermeasure: 3 . 1 Communications and Outreach Supporting Enforcement - *Countermeasures That Work*

The goal of this task is to increase occupant restraint usage statewide and to increase public education programs through physical demonstrations. 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 seatbelt convincer to be used by DESPP to increase seat belt compliance, which will reduce the number of injuries and fatalities. 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. 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.

Fund	Project number	Agency	Title	$ Amount
405(b)-2 (M2PE)	**0196-0741-AE**	**Connecticut State Police**	**Safety Belt Convincer/Rollover Simulator**	**$210,000.00**
405(b)-2 (M2PE)	**0196-0741-AF**	**Connecticut State Police**	**Safety Belt Convincer (Purchase 1 unit)**	**$25,000.00**

Task 7
Project Title: Occupant Protection Media Buy, Earned Media & Media Evaluation
Administrative Oversight: Department of Transportation, Highway Safety Office *Staff Person*: Phyllis DiFiore
Countermeasure: 3 . 1 Communications and Outreach Supporting Enforcement - *Countermeasures That Work*

The goal of this task is to reduce the number of unbelted fatalities by increasing awareness of Connecticut drivers and passengers as to the dangers of not wearing safety belts or using proper child safety restraints. The project provides funding for paid advertising to support national "Click it or Ticket" enforcement mobilizations and year round safety belt messaging. This project will also include a bi-lingual component for Spanish speaking audiences. Paid media and public outreach at sporting and concert venues, health and safety fairs and civic organizations will be conducted under this task. Target audience will be comprised of underrepresented groups from seatbelt observation surveys including males 18-34, pick-up truck drivers, Spanish language speaking residents and young drivers. 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.

Funding will be used for paid media to purchase TV ads, radio spots, print, outdoor, bus panels and web advertising will be purchased through the HSO media consultant. Consultant will also develop Connecticut specific media messages on the importance of using seat belts.

The following media is value added from the Impaired Driving media purchase and funding does not come out of this project. Advertising safety belt messages (including "Click it or Ticket", "Buckle Up Connecticut" and "Seat Belts Save Lives") 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: Hartford XL Center, Bridgeport's Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation theatres, Lime Rock Park, Stafford Motor Speedway, Thompson International Speedway and the Waterford Speed Bowl and Ives Center.

Fund	Project number	Agency	Title	$ Amount
405(b)-2 M1*PM	**0196-0741-AD**	**CT-DOT/HSO**	**Occupant Protection Media Buy**	**$325,000**

Task 8
Project Title: Occupant Protection Public Information and Education
Administrative Oversight: Department of Transportation, Highway Safety Office *Staff Person*: Phyllis DiFiore
Countermeasure: Communications and Outreach Supporting Enforcement 3.1 *Countermeasures That Work*

The goal of this task is to educate drivers and passengers on the importance of wearing their seat belts. This project is to purchase educational materials to be distributed at health and safety fairs, school events and other public outreach events.

Public information and education efforts will be conducted through a variety of public outreach venues. 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, Thompson International Speedway and the Waterford Speed Bowl) 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. *Please note, this task does not include the purchase of ANY promotional items*

Fund	Project number	Agency	Title	$ Amount
402(OP)	**0196-0702-AF**	**CT-DOT/HSO**	**Occupant Protection PI&E**	**$37,500**
402(OP)	**0196-0702-AI**	**CT-DOT/HSO**	**Brochures and citation holders**	**$30,000**

Child Restraint Task 1
Project Title: Child Restraint Administration
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

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 1 Office.

Fund	Project number	Agency	Title	$ Amount
402 (CR)	**0196-0709-AA**	**CT-DOT/HSO**	**Child Restraint Administration**	**$100,000**

Task 2
Project Title: Child Passenger Safety Support - Training
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little
C*ountermeasure*: Special needs training for Child Safety Seat Technicians

This task provides support for a seminar on the safe transportation of children with special needs. This training would be provided for child passenger safety 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.

Fund	Project number	Agency	Title	$ Amount
402(CR)	**0196-0709-AB**	**CT-DOT/HSO**	**CPS Training**	**$50,000**

Task 3
Project Title: Child Passenger Safety Support – Fitting Stations *Administrative Oversight*: Department of Transportation, Highway Safety Office *Staff Person*: Juliet Little
Countermeasure: Section 7.3 Inspection Stations – Countermeasures That Work

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.

Fund	Project number	Agency	Title	$ Amount
402(CR)	**0196-0709-AC**	**Connecticut Children's Medical Center**	**CPS Fitting Stations Support**	**$75,000**
402(CR)	**0196-0709-AD**	**Yale New Haven Children's Hospital**	**CPS Fitting Stations Support**	**$75,000**

Task 4

Project Title: Yale-New Haven Children's Hospital Community Traffic Safety Program *Administrative Oversight*: Department of Transportation, Highway Safety Office *Staff Person*: Juliet Little
Countermeasure: Per MAP-21 requirements states to have an active network of child restraint inspection stations that service the majority of the State's population.

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.

Fund	Project number	Agency	Title	$ Amount
402(CR)	**0196-0709-AE**	**Yale-New Haven Children's Hospital**	**Yale-New Haven Children's Hospital Community Traffic Safety Program**	**$125,000**

Task 5

Project Title:

Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little
Countermeasure:

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.

Fund	Project number	Agency	Title	$ Amount
402 (OP)	**0196-0702-AG**	**Connecticut Children's Medical Center**	**Look Before You Lock Education Campaign**	**$125,000**

The dollar amounts for each task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level.

Police Traffic Services (PTS)

Police Traffic Services (PTS)

Problem Identification

Table PT-1 shows the number of fatal plus "A"-Injury and "other" (minor) crashes that occurred at work zones, rail crossings, and on bridges during the 2009 to 2013 period. Fatal and "A"-Injury crashes at railroad crossings have fluctuated from 1 to 3 per year with no apparent trend. Construction-related, or work-zone, crashes in 2013 were the lowest in the 2009-2013 period. The number of bridge-related crashes in 2013 was not a significant percentage (0.7 percent) of the total number of crashes occurring in 2013.

Table PT-1. Crashes at Special Locations

Location	Total Crashes by Year				
	2009	2010	2011	2012	2013
Construction Activity or Device:					
Fatal & A Injury	13	10	14	11	9
Other	834	706	877	955	855
Percent of All Crashes	0.82%	0.74%	1.14%	1.01%	0.90%
Railroad Crossing:					
Fatal & A Injury	3	1	1	2	1
Other	59	50	35	80	63
Percent of All Crashes	0.06%	0.05%	0.07%	0.09%	0.07%
On a Bridge:					
Fatal & A Injury	14	12	10	9	10
Other	704	423	303	483	660
Percent of All Crashes	0.7%	0.4%	0.4%	0.5%	0.7%

Source: Connecticut Department of Transportation

Crash reporting in Connecticut via the Police Report 1 or PR-1 only allows for one contributing factor to be assigned to a crash; this accounts for the major difference between contributing factors listed in Connecticut Department of Transportation data versus FARs data. This issue has since been addressed through the development of a MMUCC compliant crash reporting form. This change will be reflected in 2015 crash data .

Among injury crashes in Connecticut during 2013, Table PT-1a shows four predominant contributing factors: following too closely (34.5 percent), failure to yield the right-of-way (15.4 percent), speeding (7.5 percent), and violating traffic controls (6.2 percent).

Table PT-1a. Contributing Factors in 2013 Injury Crashes

	Injury Crashes		PDO Crashes	
	Number	%	Number	%
Driver following too closely	8,014	34.5%	22,193	30.7%
Driver failed to grant right-of-way	3,586	15.4%	8,308	11.5%
Speed too fast for conditions	1,740	7.5%	4,883	6.8%
Driver violated traffic controls	1,449	6.2%	2,529	3.5%
Under the Influence	700	3.0%	1,457	2.0%

Source: Connecticut Department of Transportation

*Please note that NHTSA identifies speed as a factor in addition to other causes, resulting in a higher percentage of speed as a contributing factor in crashes. The DOT, as noted in Table PT-1, categorizes "speed too fast for conditions" separately, resulting in a lower percentage of crashes with speed as a factor.

During the 2009 to 2013 period, the most prevalent driver-related factors in fatal crashes (Table PT-2) were "under the influence of alcohol, drugs, or medication" and "speed-related." In 2013, "under the influence of alcohol, drugs, or medication" was identified in 15.5 percent of fatal crashes, "speed-related" in 14.1 percent and "failure to keep in proper lane" in 7.2 percent of the fatal crashes. The data in Table PT-2 may involve up to 4 factors per driver. **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. This table is not representative of this issue as data collection methods did not previously meet the needs of this area. Up until 2009, the factor, "Operating vehicle in a careless/inattentive manner" formerly listed as "Inattentive" was the only category capturing this data. A new "Driver distracted by" variable was added in FARS 2010.** Table PT-2 indicates that "driver distracted by" was a driver-related factor in 2.7 percent of fatal crashes.

Table PT-2. Drivers Involved in Fatal Crashes/Related Factors of Drivers

Factors	2009 (N=302)	2010 (N=423)	2011 (N=294)	2012 (N=375)	2013 (N=375)
Under the influence of alcohol, drugs, or medication^	16.2%	16.1%^	14.3%	10.4%	15.5%
Speed-related	31.7%	26.0%	23.1%	16.5%	14.1%
Failure to keep in proper lane	6.3%	7.6%	5.8%	8.3%	7.2%
Failure to yield right of way	3.6%	5.7%	7.1%	4.0%	5.6%
Operating vehicle in erratic, reckless, ...	3.3%	1.7%	1.7%	3.5%	3.2%
Driver's vision obscured by	0.7%	3.1%	2.0%	4.0%	3.2%
Failure to obey traffic signs, signals, or officer	2.6%	2.4%	2.0%	2.1%	2.9%
Driver distracted by…^	n/a	4.3%^	2.0%	3.5%	2.7%
Driving wrong way on one--way traffic or wrong side of road	0.7%	1.2%	1.0%	3.7%	1.9%
Swerving or avoiding due to wind, slippery surface, ...	2.0%	0.7%	1.4%	1.6%	1.6%
Drowsy, asleep, fatigued, ill, or blackout^	1.3%	2.6%^	6.5%	3.2%	1.3%
Careless driving (since 2012)				1.6%	1.1%
Overcorrecting/Oversteering	1.0%	1.2%	0.0%	0.3%	0.3%
Other factors	14.6%	15.1%	6.8%	7.2%	8.5%
None reported	60.3%	70.7%	73.8%	69.6%	64.5%
Unknown	5.3%	0.9%	0.3%	2.4%	6.4%

^Coded differently/new variable for 2010

Source: FARS Final Files 2009-2012, Annual Report File 2013

Table PT-3 indicates that more than half of speeding-related crashes in the period 2009 to 2013 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 51 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

	2009	2010	2011	2012	2013	2009-13
N Speeding-Related Crashes						
Zero BAC	41	45	27	32	18	163
BAC ≥ 0.01	55	65	41	30	35	226
BAC ≥ 0.08	45	59	39	26	30	199
% Speeding-Related Crashes						
Zero BAC	42.7%	40.9%	40.1%	51.1%	33.4%	41.8%
BAC ≥ 0.01	57.3%	59.1%	59.9%	48.9%	66.6%	58.2%
BAC ≥ 0.08	46.9%	54.0%	56.9%	41.8%	57.0%	51.2%

Source: FARS Final Files 2009-2012, Annual Report File 2013

Over the 5-year period of 2009 to 2013, the greatest proportion of fatalities (33.3 percent) occurred on roads with a posted speed limit of 30 mph or less, followed by roads with limits of 35 or 40 mph (23.9 percent) and 45 or 50 mph (17.9 percent). Details are included in Table PT-4.

Table PT-4. Fatalities by Posted Speed Limit

Posted Speed Limit	2009 (N=224)	2010 (N=320)	2011 (N=221)	2012 (N=264)	2013 (N=276)	Total (N=1,305)
30 mph or less	73	112	69	79	102	33.3%
35 or 40 mph	53	73	54	69	63	23.9%
45 or 50 mph	48	53	44	39	49	17.9%
55 mph	20	30	32	29	25	10.4%
60+ mph	30	52	21	36	25	12.6%
No statutory limit	0	0	0	3	4	0.5%
Unknown	0	0	1	9	8	1.4%

Source: FARS Final Files 2009-2012, Annual Report File 2013

Table PT-5 shows the number of speeding charges made during the 2009 to 2013 period. The 2013 figures represent approximately 224 speeding charges per 10,000 drivers. This table also shows the percentages of speeding charges that had adjudication outcomes involving other than guilty findings (nollied, diverted, dismissed, or found not guilty) during the 2009 to 2013 period. This data indicated that in speeding charges, about 21 percent resulted in nollied or not guilty findings.

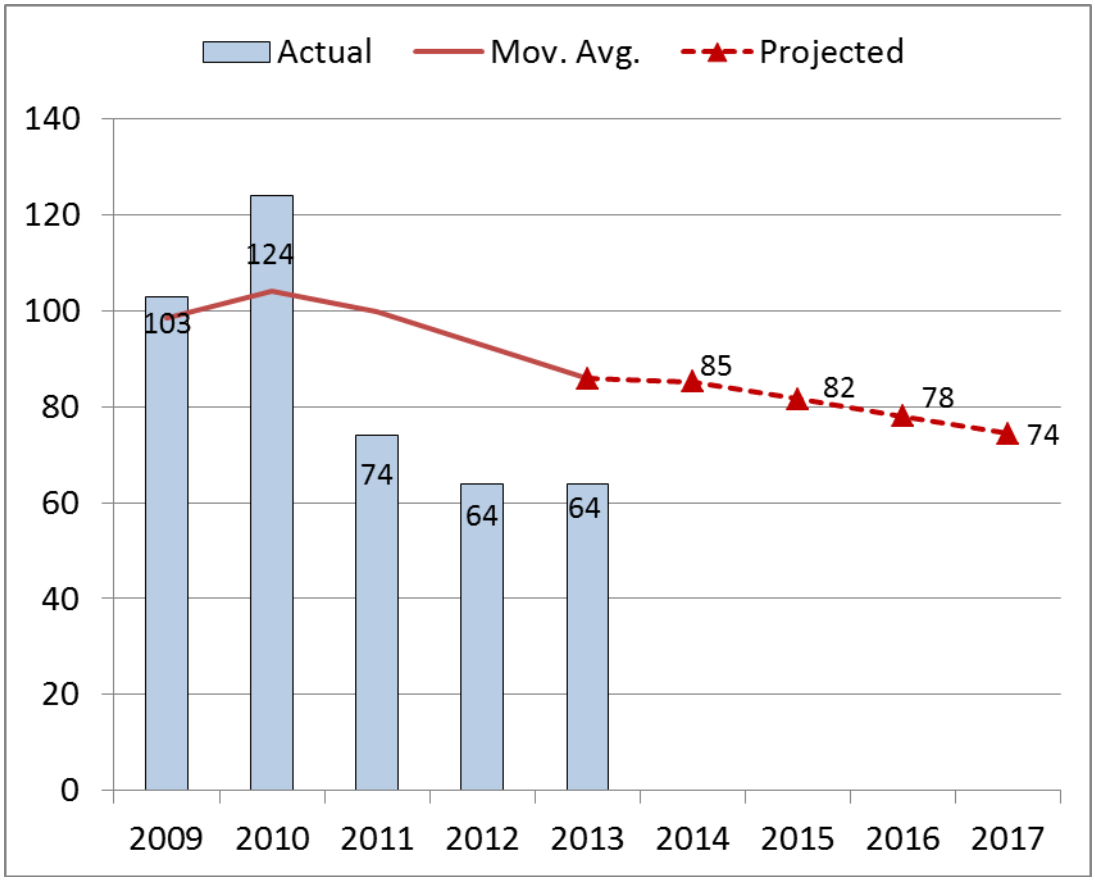
Table PT-5. Speeding Charges

Year	2009	2010	2011	2012	2013
Total Number	70,391	68,600	58,421	55,969	56,664
Per 10,000 drivers	241	234	196	225	224
Percent not guilty	23.1%	20.3%	21.3%	21.0%	20.9%

Source: Connecticut Judicial Department for disposed cases.

Figure 16 shows the number of speeding-related fatalities in Connecticut for the period 2009 to 2013, along with the five-year moving averages, and trend projecting into 2017. Projections show a downward trend and estimate 82 speeding-related fatalities for 2015, 78 for 2016, and 74 for 2017.

Figure 16. Speeding-Related Fatalities



Source: FARS

Nationally in 2012, speed was a contributing factor in 29.8 percent of fatal crashes, a higher figure than in Connecticut. In 2012, NHTSA's FARS data described speeding as a "contributing factor" in 17.6 percent of the State's fatal motor vehicle crashes. Please note, time of day speed related crash data was not available during the planning period. Law Enforcement agencies include timeframes for speed enforcement in their grant applications.

Performance Measures

The following performance measures have been selected based on their ability to indicate trends in impaired driving over extended periods of time. While some absolute numbers may be higher from year to year, moving average and trend data may show modest projected decreases over time. These projections are then applied during the goal selection process.

Performance Measures	2009	2010	2011	2012	2013
% CT Speed-Related Fatal Crashes	45.5%	36.8%	32.7%	25.0%	20.8%
% U.S. Speed-Related Fatal Crashes	30.9%	31.2%	30.1%	29.9%	28.8%
% CT Speed-Related Injury Crashes	19.2%	8.0%	7.7%	7.2%	7.5%
Speeding Related Fatalities	104	124	74	64	64

Sources: FARS; CT Department of Transportation

Performance Goals

To reduce the number of speed related fatalities from the five year (2009-2013) moving average of 86 in 2013 by 10 percent to a five year (2013-2017) moving average of 77 in 2017.

Performance Objectives

Reduce the percentage of fatal crashes where speed was a contributing factor (FARS) below the 15.8 percent recorded in 2012.

Planned Countermeasures

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 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 with funding sourced from 405(d)– ignition interlock funds (see task 2 below) as well as other areas within the United States Department of Transportation and Connecticut Department of Transportation programs. This Speed Problem ID data is paired with FHWA's High Risk Rural Road data to encourage agencies to participate in speed-related enforcement through various methods including dedicated high visibility speed enforcement grants to achieve the goals listed above. Further countermeasure description can be found in the "High Risk Rural Road portion of the "Other Funds" section of this plan.

This 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. Please see the "Coordination with CT-DOT" section of the problem identification for a more detailed list of areas that qualify under this funding source. Grant awards will be based on problem ID data located in tables PT-2, PT-3 and PT- 4 as well as roads designated to be High Risk Rural roads through FHWA designation.

Coordination with the SHSP in this program area will be achieved through overlapping speed related countermeasures based on Department of Transportation High Risk Rural Road Data (includes areas with highest incidents of crashes and injuries and fatalities).

The goal of the LEL is to provide a link between the HSO, law enforcement agencies and other safety partners. The LEL provides assistance in organizing enforcement efforts during national mobilizations as well as local campaigns. In addition, the LEL will:

Encourage and assist police agencies with traffic safety efforts through national enforcement campaigns (including holding a Law Enforcement Summit/Traffic Safety Challenge).

Identify existing RTU's and encourage local HVE in RTU's by organizing a one-day informational seminar to discuss the benefits of RTU participation.

Provide the resources necessary to support statewide police traffic enforcement training. Available resources will be directed toward police traffic enforcement training (i.e.: Traffic Occupant Protection Strategies, Standardized Field Sobriety Testing, Advanced Roadside Impaired driving Enforcement, Drug Recognition Expert Training, Public Information Officer training, Speed Management, Safe Communities, Work Zone Safety and Data Driven Approaches to Crime and Traffic Safety or DDACTS).

The countermeasures for this program area directly correlate to the problem ID data listed above. Countermeasures are based on proven programs and often selected from NHTSA's *Countermeasures That Wo*rk and sharing of best practices at national safety conferences such as the International Association of Chiefs of Police, Governor's Highway Safety Association and Lifesavers as well as Transportation Safety Institute training courses.

Task 1
Project Title: Police Traffic Services Program Administration
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Edmund M. Hedge

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 providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 1. 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 small portion for travel and operating expenses for activities and projects outlined in the police traffic services program area.

Fund	Project number	Agency	Title	$ Amount
402 (PTS)	**0196-0707-AA**	**CT-DOT/HSO**	**PTS Administration**	**$125,000**

Task 2
Project Title: Speed Enforcement Grants – Major Cities
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Edmund M. Hedge
Countermeasure: Integrated Enforcement-Countermeasures That Work

This task provides funding for the administration and approval of High Visibility Enforcement speed specific grants by the LEL. Predicated on the availability of funding, speed enforcement will focus on the four predominant contributing factors listed in the PTS problem ID. The HSO will consider grant submissions from police agencies identifying specific speed related crash data within their jurisdictions, substantiated by enforcement and crash data. This task will address speed related crashes, injuries and fatalities in the urban areas, not covered by the HRRR data. Law enforcement has identified these respective areas as having higher incidences of speed related crashes. The projects in this section are

meant to be comprehensive speed grants funded at a minimum of $50,000 (with the exception of the Connecticut State Police) for urban areas and cities that have identified speed as a problem. The timeframe and enforcement efforts will be based upon current crash data. The enforcement will take place either during day or nighttime hours based on specific problem ID data submitted by the respective municipal agencies in their HS-1 grant applications.

Fund	Project number	Agency	Title	$ Amount
405(d) - ii-3 (M7*SE)	**0196-0740-AA**	**Stamford**	**Speed Enforcement**	**$50,000.00**
405(d) - ii-3 (M7*SE)	**0196-0740-AB**	**Bridgeport**	**Speed Enforcement**	**$50,000.00**
405(d) - ii-3 (M7*SE)	**0196-0740-AC**	**New Haven**	**Speed Enforcement**	**$50,000.00**
405(d) - ii-3 (M7*SE)	**0196-0740-AD**	**Hartford**	**Speed Enforcement**	**$50,000.00**
405(d) - ii-3 (M7*SE)	**0196-0740-AE**	**Waterbury**	**Speed Enforcement**	**$50,000.00**
405(d) - ii-3 (M7*SE)	**0196-0740-AF**	**New London**	**Speed Enforcement**	**$50,000.00**
405(d) - ii-3 (M7*SE)	**0196-0740-AK**	**Connecticut State Police**	**Speed Enforcement**	**$100,000.00**

***Please note: "405(d) - ii references "Alcohol – ignition interlock" funding as referenced in the Federal Register Vol. 78, No. 15, Page 4997**

Task 3
Regional Pilot for Speed Data Collection and Enforcement
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Edmund M. Hedge
Countermeasure: 2.5 Integrated Enforcement- Countermeasures That Work

This task will fund a pilot program for the State Police Resident Trooper Towns and Connecticut Police Chiefs Association members to collect real time speed data from State and Local roadways and at the same time address various circumstances in which speeding and aggressive driving within the municipality is anticipated to take place. In the course of discussions with law enforcement agencies, it is evident that the incidents that are speed related increases at certain times of the year in addition to holiday periods; for example, shoreline communities which have an increase in population during the summer months. Funding will be provided to purchase four SpeedAlert 24 Message signs including, Traffic suite for reporting and data collection and radar messaging.

Fund	Project number	Agency	Title	$ Amount
405(d) - ii-3 (M7*SE)	**0196-0740-AL**	**Connecticut Chiefs**	**Speed/ Data Enforcement**	**$40,000**
405(d) - ii-3 (M7*SE)	**0196-0740-AM**	**DESPP**	**Speed/ Data Enforcement**	**$40,000**

Task 4
Project Title Law Enforcement Challenge /Law Enforcement Summit
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Edmund M. Hedge
Countermeasure: Incentivize Law Enforcement participation in HVE through Law Enforcement Challenge/ Educate Law Enforcement officials about current, ongoing and upcoming behavioral traffic safety programs

The Law Enforcement Challenge is a performance based traffic safety competition between similar size and types of law enforcement agencies. The areas of concentration include previous year efforts to enforce laws and educate the public about occupant protection, impaired driving, and speeding. Departments submit an application which documents their agency's efforts and effectiveness in these areas including national mobilizations and crackdowns. The winning safety programs are those that combine officer training, public information, and enforcement to reduce crashes and injuries within its jurisdiction. A law enforcement summit will be held where participating agencies will be recognized and all attendees will learn the latest traffic safety priorities. The Summit also serves as a forum to discuss major issues including but not limited to status of existing laws, impaired driving, safety belt use, distracted driving, training, earned media, and the importance of crash data collection. The summit will include a paid speaker specializing in the latest traffic safety enforcement strategies as part of a working lunch and plaques recognizing departments for their performance in key highway safety enforcement efforts. Applications are grouped into categories based on agency type and number of officers, and are graded on certain established criteria. A first, second and third place winner is determined in each category and those agencies are recognized at an awards ceremony. The winning agency will be awarded a mobile electronic message board with a speed monitoring device onboard. A specific equipment purchase approval will be requested prior to the time of purchase.

Fund	Project number	Agency	Title	$ Amount
402 (PTS)	**0196-0707-AB**	**CT. Police Chiefs Assoc.**	**Law Enforcement Challenge**	**$60,000**

***All products purchased under this section will be in accordance with the Certifications and Assurances (including Buy America provision) signed by the Governor's Highway Safety Representative in this document.**

Task 5
Project Title: Connecticut Police Chiefs Associations – Public Information and Education
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Edmund M. Hedge
Countermeasure: 5.0 Prevention, Intervention, Communications and Outreach Countermeasures That Work

Purchase materials for social norming and enforcement efforts such as posters and public service announcements. 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" and "Buckle Up Connecticut". Information will be distributed to municipal agencies, libraries, schools, local businesses, tourist locations, bus shelters, and liquor establishments. * *Please note, this task does not include the purchase of ANY promotional items.*

Fund	Project number	Agency	Title	$ Amount
402 (PTS)	**0196-0707-AD**	**Connecticut Chiefs**	**CPCA PI&E**	**$50,000**

Task 6
Project Title Regional Traffic Unit Symposium
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Edmund M. Hedge
Countermeasure: Identification and Coordination of Regional Traffic Units is intended to make use limited resources (monetary, equipment and manpower) to increase traffic safety enforcement among law enforcement agencies who might not otherwise participate in HVE activity

The task will include statewide identification and coordination of the Regional Traffic Units. A regional traffic unit symposium will be held to allow for participating agencies to share information relating to the latest traffic safety priorities, including the latest recognition of Tribal Police Departments as organized law enforcement agencies with full arrest powers. The Symposium will also serve as a forum to discuss major issues including but not limited to status of existing laws, impaired driving, safety belt use, distracted driving, training, earned media, and the importance of crash data submission and collection. The symposium will include a paid speaker, specializing in the latest traffic safety and multi-agency enforcement strategies, as part of a working lunch.

Fund	Project number	Agency	Title	$ Amount
402(PTS)	**0196-0707-AC**	**CT-DOT/HSO**	**Regional Traffic Unit Symposium**	**$70,000**

Task 7
Project Title 1906 Racial Profiling
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson
Countermeasure: Expenditure of Federal 1906 Funds in accordance with requirements listed in the Federal Register under SAFTEA-LU

Problem Identification:

Several problems existed at the outset of this project. Those problems included: (1) no model for a written policy prohibiting racial profiling by law enforcement; (2) Only 27 out of 103 police departments collecting and submitting traffic stop information to the state due to a lack of a standard reporting format, collection procedures and training; (3) no annual comprehensive analysis of data collected; (4) no guidelines for training law enforcement on issues related to racial profiling; (5) a lack of public access to data collected; and (6) a lack of public awareness regarding motorist rights if they feel they were racially profiled.

Goals/Objectives:

The state of Connecticut's Highway Safety Office Allocated a three year project to expend Federal 1906 Funds to Central Connecticut State University's Institute for Regional and Municipal Policy from federal fiscal year 2011 through 2014. At the outset of this project the stated goals were to complete the following:

- Fund activities to prohibit racial profiling in the enforcement of State laws regulating the use of Federal-aid highways
- Collect, maintain and provide public access to traffic stop data
- Evaluate the results of such data; and develop and implement programs to reduce the occurrence of racial profiling, including programs to train law enforcement officers.

Project Accomplishments:

In 2012, the Racial Profiling Prohibition Project Advisory Board was established to advise OPM in adopting the law's standardized methods and guidelines. The Institute for Municipal and Regional Policy (IMRP) at Central Connecticut State University was tasked to help oversee the design, evaluation, and management of the racial profiling study mandated by PA 12-74 and PA 13-75, "An Act Concerning Traffic Stop Information." The IMRP worked with the advisory board and all appropriate parties to enhance the collection and analysis of traffic stop data in Connecticut.

The Racial Profiling Prohibition Project Advisory Board and the project staff have been meeting since May 2012 in an effort to outline a plan to successfully implement the requirements of the 2012 and 2013 legislation. The focus of the project's early phase was to better understand traffic stop data collection in other states. After an extensive review of best practices, working groups were formed and met monthly to discuss the different aspects of the project. These working groups included Data and System, Public Awareness, and Training work groups. The full advisory board held more than 20 meetings and the working groups met approximately 50 times.

The advisory board and IMRP also worked with law enforcement officials to create a data collection system that is efficient and not overly burdensome to the police collecting it, and that provides information that is easy to work with when it is submitted. Police agencies in Connecticut vary in their levels of sophistication and technological capacity with respect to how they collect and report data. The project staff worked with the state's Criminal Justice Information System (CJIS) to develop a system to collect consistent and universal traffic stop information and submit it to CJIS electronically on a monthly basis.

In April 2015, the project staff published the first analysis of traffic stop data that was collected under the requirements of the updated law. Assessing racial disparities in policing data has been used for the last two decades as a policy tool to evaluate whether racial bias exists within a given jurisdiction. The statistical evaluation of policing data in Connecticut was one important step towards developing a transparent dialogue between law enforcement and the public at large. As such, the report's goal was to present the results of that evaluation in the most transparent and unbiased manner possible. The report was organized to lead the reader through a host of descriptive and statistical tests that vary in their assumptions and level

of scrutiny. The intent behind this approach is to apply multiple tests as a screening filter for the possibility that any one test (1) produces false positive results or (2) indicates existing disparities. We believe that this report is a model for other states to use when assessing traffic stop information for racial disparities.

The IMRP developed and maintains a project website (www.ctrp3.org) that informs the public of the advisory board's activities, statewide informational forums, and related news items on racial profiling. The website includes meeting agendas and minutes, press releases, and links to register for events. The website is updated weekly. In addition to the project website, the IMRP partnered with the Connecticut Data Collaborative to publish all traffic stop data on a quarterly basis. The public can download the information in its original form or view summary tables for easy use. A full set of analytical tools will be available for more advanced users who are interested in data analysis.

Although much of the initial focus of this project was to develop a standardized method for data collection and analysis, there are other important components. The initiatives include a public awareness and education campaign, effective training for officers and departments, and a rigorous complaint process. Information about all of these initiatives is provided on the project website. These initiatives collectively represent different tools available to help educate and prevent the occurrence of racial profiling in policing. These tools were implemented in the hope of building and enhancing trust between communities and law enforcement in Connecticut.

In February 2014, the U.S. Department of Justice, Community Oriented Policing Services division, sponsored a train-the-trainer program in Connecticut on "Fair and Impartial Policing (FIP)." The FIP program was established to train police officers and supervisors on fair and impartial policing by understanding both conscious and unconscious bias. This program will be offered to police agencies throughout the state over the next year. The project staff will also work with the Police Officers Standard and Training Council to incorporate the FIP curriculum into recruit training.

Lastly, a major component of addressing racial profiling in Connecticut is bringing law enforcement officials and community members together to discuss relationships between police and the community. The project staff has conducted several public forums throughout the state to bring these groups together and will continue these dialogues in the foreseeable future. They serve as an important tool to inform the public of their rights and the role of law enforcement in serving their communities.

Continued Activities

In an effort to meet current project needs to continue developing this complex initiative, we are outlining our goals for completion of this project. The below outlined information will more accurately reflect the needs of this project as we continue to implement Connecticut's updated racial profiling law. As the understanding of this large and complex project has altered over time, so has our plan for resource allocation. Below is a summary of the project objectives currently being worked on and to be completed during the 2016 Federal Fiscal Year:

1. The next major goal of the board and project staff is to train law enforcement throughout Connecticut in "Fair and Impartial Policing." We anticipate that this training, which was developed by the Department of Justice, will continue through the 2016 fiscal year.
2. Enhance the online public database for public consumption of traffic stop data to incorporate the analytical models.

3. Develop an early warning system for law enforcement administrators that will analyze data on a monthly basis to understand traffic stop patterns.
4. Produce a follow-up report to the April 2015 analysis, which further analyzes traffic stop data from the departments highlighted with large racial and ethnic disparities.
5. Continue project efforts to produce a comprehensive public awareness campaign.
    a. Conduct statewide public forums for continue to inform the public about this law and what their rights are during a traffic stop.
    b. Utilize different forms of media, both paid and free, to inform the public of the CT racial profiling law. The project staff designed and produced television, web and print content. The paid media would be to purchase space to showcase the content.
6. Work with the Centralized Infraction Bureau to increase the number of departments utilizing the electronic citation system. This includes modifying the system through existing state funds to capture all racial profiling information and transmit the data to CJIS to eliminate duplicate data entry. Hardware outlined below including e-citation printers, cables and other necessary accessories.

Fund	Project number	Agency	Title	$ Amount
1906	**0196-0725-AA**	**Central Connecticut State University**	**Racial Profiling Prohibition Project**	**$40,000**

The dollar amounts for each task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level.

Distracted Driving (DD)

Distracted Driving (DD)

Problem Identification

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 limitations of the crash reporting form (PR-1) itself. 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 2009-2013
- Daily Vehicle Miles Traveled (DVMT) (2012)
- Population (2012)
- Crash rate per DVMT
- Crash Rate per population

Table DD-1. Crash Rank by Town/Population/Non-Interstate Roadway Data

Town Name	County	2009-2013 (N)	dvmt	2012 Population	Rate/DVMT	Rate/Population	Overall Ra	Last Year
DANBURY	Fairfield	4456	998677	82,807	44.6	538.1	1	2
HARTFORD	Hartford	5715	1001998	124,893	57.0	457.6	2	4
NEW HAVEN	New Haven	5869	1050166	130,741	55.9	448.9	3	1
NORWALK	Fairfield	4413	1144048	87,190	38.6	506.1	4	6
WESTPORT	Fairfield	2143	626367	27,068	34.2	791.7	4	8
BRISTOL	Hartford	2842	679152	60,603	41.8	469.0	6	12
FARMINGTON	Hartford	2118	681533	25,529	31.1	829.6	7	10
STAMFORD	Fairfield	4950	1277372	125,109	38.8	395.7	8	15
NEWINGTON	Hartford	1689	590431	30,602	28.6	551.9	9	6
BRIDGEPORT	Fairfield	5154	1177987	146,425	43.8	352.0	10	15
MANCHESTER	Hartford	2342	662882	58,289	35.3	401.8	11	4
ORANGE	New Haven	1570	639561	13,935	24.5	1126.7	12	10
WATERBURY	New Haven	4302	1250020	109,915	34.4	391.4	12	2
STRATFORD	Fairfield	2206	714827	52,077	30.9	423.6	14	18
HAMDEN	New Haven	2557	871573	60,863	29.3	420.1	15	9
BLOOMFIELD	Hartford	1271	476086	20,602	26.7	616.9	16	24
TRUMBULL	Fairfield	2359	1195013	36,514	19.7	646.1	17	20
EAST HARTFORD	Hartford	2121	821383	51,272	25.8	413.7	18	30
DERBY	New Haven	917	331979	12,830	27.6	714.7	18	15
WEST HAVEN	New Haven	1785	374610	55,404	47.6	322.2	20	14
NORWICH	New London	1542	503473	40,502	30.6	380.7	21	13
PLAINVILLE	Hartford	966	406429	17,819	23.8	542.1	22	18
WILTON	Fairfield	939	399740	18,617	23.5	504.4	23	38
BROOKFIELD	Fairfield	911	396292	16,783	23.0	542.8	24	32
BERLIN	Hartford	1210	672714	20,463	18.0	591.3	25	35
WETHERSFIELD	Hartford	1148	480667	26,710	23.9	429.8	25	21
WILLINGTON	Tolland	1064	342300	29,122	31.1	365.4	27	143
MONROE	Fairfield	868	345783	19,794	25.1	438.5	28	39
BRANFORD	New Haven	918	289923	28,024	31.7	327.6	29	28
NORTH HAVEN	New Haven	1178	672502	24,033	17.5	490.2	30	23
NEW LONDON	New London	887	254093	27,707	34.9	320.1	31	25
WEST HARTFORD	Hartford	1793	718675	63,274	24.9	283.4	32	26
SOUTHINGTON	Hartford	1297	513985	43,434	25.2	298.6	33	27
WOODSTOCK	Windham	840	323039	25,091	26.0	334.8	34	144
GREENWICH	Fairfield	1884	1011042	62,256	18.6	302.6	35	47
WALLINGFORD	New Haven	1545	887832	45,179	17.4	342.0	36	29
WATERFORD	New London	827	406382	19,533	20.4	423.4	37	31
EAST WINDSOR	Hartford	500	228912	11,387	21.8	439.1	38	45
ENFIELD	Hartford	1229	534246	44,660	23.0	275.2	39	44
EAST HAVEN	New Haven	794	255383	29,190	31.1	272.0	39	39
MERIDEN	New Haven	1516	662724	60,638	22.9	250.0	41	36
AVON	Hartford	704	343182	18,283	20.5	385.1	42	47
CANTON	Hartford	452	219950	10,351	20.6	436.7	43	43
GROTON	New London	1074	461987	39,896	23.2	269.2	43	34
CHESHIRE	New Haven	877	406496	29,300	21.6	299.3	45	37
SHELTON	Fairfield	1308	897634	40,261	14.6	324.9	46	62
BETHEL	Fairfield	562	224853	19,161	25.0	293.3	47	59
GLASTONBURY	Hartford	1273	976430	34,698	13.0	366.9	47	64
RIDGEFIELD	Fairfield	791	408311	25,045	19.4	315.8	49	57

Table DD-1. Crash Rank by Town/Population/Non-Interstate Roadway Data continued…

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Town Name	County	2009-2013 (N)	dvmt	2012 Population	Rate/DVMT	Rate/Population	Overall Ra	Last Year
OLD SAYBROOK	Middlesex	403	214061	10,238	18.8	393.6	50	41
NEW CANAAN	Fairfield	750	490808	20,110	15.3	372.9	51	62
CROMWELL	Middlesex	669	516501	14,217	13.0	470.6	52	42
NEW MILFORD	Litchfield	809	525664	27,835	15.4	290.6	53	46
FAIRFIELD	Fairfield	1413	992017	60,450	14.2	233.7	54	70
NEW BRITAIN	Hartford	1411	789419	73,153	17.9	192.9	55	49
ROCKY HILL	Hartford	482	215463	19,729	22.4	244.3	56	50
MIDDLEBURY	New Haven	274	175351	7,572	15.6	361.9	57	53
STONINGTON	New London	502	298972	18,556	16.8	270.5	58	52
NAUGATUCK	New Haven	748	428937	31,774	17.4	235.4	59	51
MILFORD	New Haven	1138	771138	52,981	14.8	214.8	60	54
MANSFIELD	Tolland	668	433720	25,648	15.4	260.4	60	56
PRESTON	New London	257	239025	4,753	10.8	540.7	62	54
PLYMOUTH	Litchfield	313	154647	12,089	20.2	258.9	63	57
WATERTOWN	Litchfield	628	460188	22,261	13.6	282.1	64	61
CLINTON	Middlesex	298	142821	13,196	20.9	225.8	65	60
TORRINGTON	Litchfield	783	540495	35,808	14.5	218.7	66	66
SEYMOUR	New Haven	485	411665	16,561	11.8	292.9	67	64
WOODBRIDGE	New Haven	343	387409	8,965	8.9	382.6	67	67
SOUTH WINDSOR	Hartford	587	420813	25,835	13.9	227.2	69	71
DARIEN	Fairfield	429	270312	21,114	15.9	203.2	70	83
NORTH BRANFORD	New Haven	354	258893	14,379	13.7	246.2	70	68
MIDDLETOWN	Middlesex	936	802200	47,325	11.7	197.8	72	72
WINDSOR	Hartford	680	594950	29,140	11.4	233.4	73	74
DURHAM	Middlesex	221	166833	7,368	13.2	299.9	74	76
WOLCOTT	New Haven	342	204550	16,724	16.7	204.5	75	77
PORTLAND	Middlesex	251	181849	9,472	13.8	265.0	76	69
SIMSBURY	Hartford	527	409972	23,620	12.9	223.1	77	73
WINCHESTER	Litchfield	263	187969	11,071	14.0	237.6	78	78
SCOTLAND	Windham	227	156048	9,491	14.5	239.2	79	156
MONTVILLE	New London	423	327652	19,686	12.9	214.9	80	75
EAST GRANBY	Hartford	177	188517	5,184	9.4	341.4	81	90
PROSPECT	New Haven	218	148905	9,642	14.6	226.1	81	81
FRANKLIN	New London	103	133876	1,991	7.7	517.3	83	83
SOUTHBURY	New Haven	369	260374	19,877	14.2	185.6	84	88
EAST LYME	New London	316	215624	18,892	14.7	167.3	84	83
WINDSOR LOCKS	Hartford	259	180623	12,546	14.3	206.4	86	79
NORTH STONINGTON	New London	175	207784	5,303	8.4	330.0	87	82
GUILFORD	New Haven	359	285515	22,403	12.6	160.2	88	86
ANSONIA	New Haven	281	215969	19,158	13.0	146.7	89	89
TOLLAND	Tolland	249	211702	14,964	11.8	166.4	90	92
LITCHFIELD	Litchfield	212	323447	8,353	6.6	253.8	91	87
WESTBROOK	Middlesex	144	118901	6,914	12.1	208.3	91	91
PLAINFIELD	Windham	278	323082	17,269	8.6	161.0	93	102
WOODBURY	Litchfield	184	190885	9,848	9.6	186.8	94	97
LEDYARD	New London	230	229541	15,077	10.0	152.6	95	96
SUFFIELD	Hartford	243	259103	15,868	9.4	153.1	96	94
EAST HAMPTON	Middlesex	197	185328	12,940	10.6	152.2	97	97
OXFORD	New Haven	198	216039	12,819	9.2	154.5	98	100
BOLTON	Tolland	120	172454	4,960	7.0	241.9	99	101

Table DD-1. Crash Rank by Town/Population/Non-Interstate Roadway Data continued…

Town Name	County	2009-2013 (N)	dvmt	2012 Population	Rate/DVMT	Rate/Population	Overall Ra	Last Year
NEW HARTFORD	Litchfield	145	203055	6,903	7.1	210.1	100	105
POMFRET	Windham	203	208706	15,267	9.7	133.0	100	136
COLUMBIA	Tolland	119	157848	5,461	7.5	217.9	102	103
GRANBY	Hartford	175	205493	11,316	8.5	154.6	103	106
MADISON	New Haven	239	286984	18,291	8.3	130.7	104	99
MIDDLEFIELD	Middlesex	100	149654	4,416	6.7	226.4	105	104
THOMASTON	Litchfield	147	211217	7,788	7.0	188.8	106	95
COLCHESTER	New London	249	529181	16,187	4.7	153.8	107	108
COVENTRY	Tolland	165	230226	12,425	7.2	132.8	108	107
BARKHAMSTED	Litchfield	78	132241	3,759	5.9	207.5	109	109
GRISWOLD	New London	134	156415	11,986	8.6	111.8	110	111
ELLINGTON	Tolland	175	241223	15,779	7.3	110.9	111	115
MARLBOROUGH	Hartford	127	354421	6,433	3.6	197.4	112	110
WESTON	Fairfield	124	152851	10,350	8.1	119.8	113	120
REDDING	Fairfield	122	179093	9,299	6.8	131.2	114	126
ANDOVER	Tolland	63	108378	3,272	5.8	192.5	115	116
NEW FAIRFIELD	Fairfield	133	153951	14,112	8.6	94.2	116	121
SOMERS	Tolland	124	151472	11,451	8.2	108.3	117	114
LISBON	New London	60	83620	4,355	7.2	137.8	118	112
BURLINGTON	Hartford	116	190682	9,434	6.1	123.0	119	132
ESSEX	Middlesex	95	171393	6,648	5.5	142.9	119	119
EASTFORD	Windham	41	73453	2,286	5.6	179.4	121	154
STAFFORD	Tolland	127	194912	11,987	6.5	105.9	122	113
CANTERBURY	Windham	97	149423	8,203	6.5	118.2	123	159
NORTH CANAAN	Litchfield	45	76377	3,259	5.9	138.1	124	123
OLD LYME	New London	79	110746	7,592	7.1	104.1	124	124
SALEM	New London	62	145286	4,188	4.3	148.0	126	126
EASTON	Fairfield	93	191859	7,603	4.8	122.3	127	137
BETHANY	New Haven	67	122904	5,550	5.5	120.7	128	122
NORFOLK	Litchfield	27	62518	1,685	4.3	160.2	129	124
BROOKLYN	Windham	54	105526	4,284	5.1	126.1	129	117
NEWTOWN	Fairfield	191	518128	28,042	3.7	68.1	131	139
SALISBURY	Litchfield	49	109011	3,701	4.5	132.4	132	131
HARWINTON	Litchfield	71	219159	5,600	3.2	126.8	133	130
VOLUNTOWN	New London	32	58353	2,611	5.5	122.6	134	134
DEEP RIVER	Middlesex	56	135006	4,603	4.1	121.7	135	133
HEBRON	Tolland	91	185676	9,624	4.9	94.6	135	129
KILLINGWORTH	Middlesex	64	123883	6,504	5.2	98.4	137	138
HADDAM	Middlesex	97	362381	8,358	2.7	116.1	138	135
PUTNAM	Windham	50	136169	4,217	3.7	118.6	139	80
BEACON FALLS	New Haven	66	246831	6,065	2.7	108.8	140	139
KENT	Litchfield	30	77794	2,951	3.9	101.7	141	141
WASHINGTON	Litchfield	38	124838	3,534	3.0	107.5	142	142
ASHFORD	Windham	45	131367	5,994	3.4	75.1	143	128
UNION		46	138946	7,904	3.3	58.2	144	168
WINDHAM	Windham	41	128529	9,373	3.2	43.7	145	33
SHARON	Litchfield	24	94143	2,747	2.5	87.4	146	147
SHERMAN	Fairfield	21	60745	3,648	3.5	57.6	147	149
ROXBURY	Litchfield	17	66346	2,237	2.6	76.0	148	150
BOZRAH	New London	25	146399	2,638	1.7	94.8	149	147

Town Name	County	2009-2013 (N)	dvmt	2012 Population	Rate/DVMT	Rate/Population	Overall Ra	Last Year
HAMPTON	Windham	15	58618	1,730	2.6	86.7	149	165
SPRAGUE	New London	13	35954	2,988	3.6	43.5	151	153
CANAAN	Litchfield	11	48568	1,218	2.3	90.3	152	145
BRIDGEWATER	Litchfield	12	49321	1,702	2.4	70.5	153	156
GOSHEN	Litchfield	20	89872	2,952	2.2	67.8	154	151
CHAPLIN	Windham	23	86578	5,106	2.7	45.0	154	118
LEBANON	New London	34	194561	7,326	1.7	46.4	156	158
EAST HADDAM	Middlesex	32	149983	9,158	2.1	34.9	157	152
COLEBROOK	Litchfield	10	46820	1,461	2.1	68.4	158	160
CHESTER	Middlesex	25	154165	4,245	1.6	58.9	158	154
STERLING	Windham	9	33862	1,710	2.7	52.6	158	164
MORRIS	Litchfield	12	63829	2,356	1.9	50.9	161	161
CORNWALL	Litchfield	9	64096	1,399	1.4	64.3	162	163
THOMPSON	Windham	9	45990	3,799	2.0	23.7	163	146
BETHLEHEM	Litchfield	9	48101	3,566	1.9	25.2	164	162
HARTLAND	Hartford	5	27894	2,132	1.8	23.5	165	166
KILLINGLY	Windham	7	67632	1,869	1.0	37.5	166	93
LYME	New London	5	42937	2,403	1.2	20.8	167	167
VERNON	Tolland	1	33809	852	0.3	11.7	168	22

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.

For additional data related to distraction and hand held mobile phone use by drivers as a factor in crash causation please refer to tables PT-1a (page #) and PT-2 (page #)

The Connecticut State Police will be given a separate project to conduct HVE distracted driving enforcement on both interstates and local roads.

Performance Measures

Although there will be a limited observation component, coupled with the 2016 distracted driving HVE campaign, this measure will still be under development during the time of the writing of this planning document. It is anticipated observation data will be tested and used during the 2017 Federal Fiscal Year as a performance measure. As such this program area will rely on activity measures as performance goals during the early stages of this project. The main activity measure will be as follows:

Agencies participating in HVE distracted driving enforcement in 2015: 51

Performance Goals

To maintain or increase the number of police agencies participating in HVE distracted driving enforcement from 51 in 2015 to 60 in 2016.

Performance Objectives

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

- Increased education of the driving public of the dangers of distracted driving through media campaigns, public awareness campaigns, grassroots outreach and public information campaigns and educational programs

Planned Countermeasures

There will be three distinct countermeasures for this program area as follows:

- HVE:

  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."

  Countermeasure: HVE enforcement will follow guidelines tested and developed during Connecticut's two pilot research programs "Phone in One Hand. Ticket In the Other"

  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, located in the Problem ID section of this area (table DD-1). For federal fiscal year 2016 there will up to 60 agencies selected to participate in this enforcement mobilization.

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

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

- Spotter-type enforcement strategy – Unless other enforcement strategies are described in HS-1 in detail to plan enforcement schedules and strategies. This must be pre-approved in HS-1 grant application
- Enforcement Schedule
  - Daytime Enforcement – Daytime enforcement changes with seasonal patterns. Enforcement must take place during daylight hours
  - 7 days per week eligible
  - Minimum of 4 hours shifts/Maximum 8 hour shifts
  - Must include at least 1 AM/PM peak drive time (7am-10am/3pm-5pm seasonal) on weekdays. If possible the HSO would encourage both the AM/PM peak drive times as enforcement times but agencies must enforce during at least 1.
- Enforcement Locations
  - Limited Access Highways prohibited except for CSP
  - Enforcement areas should include intersections and other areas where traffic naturally slows. Enforcement locations should be included in grant applications with narrative for rationale as to why locations were chosen (*note – CT statute makes manipulating a hand held mobile device at a traffic sign or signal a violation)
- Enforcement Schedule
  - April, 2016/August 2016
- Personnel
  - Minimum of 2 Officers/Maximum of 8
  - Provide justification for requested personnel based on enforcement plan
- Training
  - Participating Agencies must participate in training programs sponsored by the HSO
  - Anticipated training activities are to include the following
    - Enforcement strategies piloted by other Connecticut Law Enforcement Agencies
    - Earned media training
    - Grant application and reporting training
- Project reporting
  - Hours worked
  - Citation data
  - Activity Report Summary - Narrative

The following enforcement parameters will be required of participating Connecticut State Police Unit(s)/Troops:

These enforcement parameters will mirror those for municipal departments but will not be restricted from interstates. CSP will be encouraged to use innovative enforcement strategies on interstate roadways as there has not been comprehensive HVE on this roadway type.

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

- Educational programming for High Schools and younger drivers:

  The HSO will continue to work with the "Save A Life Tour" to bring this educational programming about the dangers of mobile phone use and distracted driving to high schools and younger drivers across the state.

Task 1
Project Title: HVE Distracted Driving - Enforcement
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson
Countermeasure: High Visibility Cell phone/text messaging enforcement 4.1 *Countermeasures That Work*

This task provides funding for HVE distracted driving enforcement by municipal law enforcement agencies. 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, 2016, and a second, two-week campaign in August 2016. Participating agencies will be able to choose dates throughout the month of April to carry out HVE enforcement targeting drivers who use mobile phones behind the wheel.

Fund	Project number	Agency	Title	$ Amount (April 2016)	$ Amount (September 2016)
405(e)-2 (M8DDLE)	**0196-0745-AD**	DANBURY	**Distracted Driving Enforcement**	40,000	$20,000
405(e)-2 (M8DDLE)	**0196-0745-AF**	HARTFORD	**Distracted Driving Enforcement**	40,000	20,000
405(e)-2 (M8DDLE)	**0196-0745-AC**	NEW HAVEN	**Distracted Driving Enforcement**	40,000	20,000
405(e)-2 (M8DDLE)	**0196-0745-AH**	NORWALK	**Distracted Driving Enforcement**	35,000	15,000
405(e)-2 (M8DDLE)	**0196-0745-AJ**	WESTPORT	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-AN**	BRISTOL	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-AL**	FARMINGTON	**Distracted Driving Enforcement**	35,000	15,000
405(e)-2 (M8DDLE)	**0196-0745-AR**	STAMFORD	**Distracted Driving Enforcement**	40,000	20,000
405(e)-2 (M8DDLE)	**0196-0745-AI**	NEWINGTON	**Distracted Driving Enforcement**	35,000	15,000
405(e)-2 (M8DDLE)	**0196-0745-AQ**	BRIDGEPORT	**Distracted Driving Enforcement**	40,000	20,000
405(e)-2 (M8DDLE)	**0196-0745-AG**	MANCHESTER	**Distracted Driving Enforcement**	40,000	20,000
405(e)-2 (M8DDLE)	**0196-0745-AM**	ORANGE	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-AE**	WATERBURY	**Distracted Driving Enforcement**	35,000	15,000
405(e)-2 (M8DDLE)	**0196-0745-AT**	STRATFORD	**Distracted Driving Enforcement**	10,000	5,000
405(e)-2 (M8DDLE)	**0196-0745-AK**	HAMDEN	**Distracted Driving Enforcement**	35,000	15,000
405(e)-2 (M8DDLE)	**0196-0745-AZ**	BLOOMFIELD	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-AV**	TRUMBULL	**Distracted Driving Enforcement**	35,000	15,000

405(e)-2 (M8DDLE)	**0196-0745-BF**	EAST HARTFORD	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-AS**	DERBY	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-AP**	WEST HAVEN	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-AO**	NORWICH	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-AU**	PLAINVILLE	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-BN**	WILTON	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-BH**	BROOKFIELD	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-BK**	BERLIN	**Distracted Driving Enforcement**	35,000	15,000
405(e)-2 (M8DDLE)	**0196-0745-AW**	WETHERSFIELD	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-BO**	MONROE	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-AY**	NORTH HAVEN	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-BA**	NEW LONDON	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-BB**	WEST HARTFORD	**Distracted Driving Enforcement**	35,000	15,000
405(e)-2 (M8DDLE)	**0196-0745-BC**	SOUTHINGTON	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-BW**	GREENWICH	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-BE**	WALLINGFORD	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2(M8DDLE)	**0196-0745-BG**	WATERFORD	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-BU**	EAST WINDSOR	**Distracted Driving Enforcement**	13,500	6,500

405(e)-2 (M8DDLE)	**0196-0745-BT**	ENFIELD	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-BP**	EAST HAVEN	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-BL**	MERIDEN	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-BX**	AVON	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-BS**	CANTON	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-BJ**	GROTON TOWN	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-BM**	CHESHIRE	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-CM**	SHELTON	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-CI**	BETHEL	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-CN**	GLASTONBURY	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-CG**	RIDGEFIELD	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-BQ**	OLD SAYBROOK	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-CL**	NEW CANAAN	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-BR**	CROMWELL	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-BV**	NEW MILFORD	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-CT**	FAIRFIELD	**Distracted Driving Enforcement**	35,000	15,000
405(e)-2 (M8DDLE)	**0196-0745-BY**	NEW BRITAIN	**Distracted Driving Enforcement**	35,000	15,000
405(e)-2 (M8DDLE)	**0196-0745-BZ**	ROCKY HILL	**Distracted Driving Enforcement**	35,000	15,000
405(e)-2 (M8DDLE)	**0196-0745-CC**	MIDDLEBURY	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-CB**	STONINGTON	**Distracted Driving Enforcement**	13,500	6,500

405(e)-2 (M8DDLE)	**0196-0745-CA**	NAUGATUCK	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-CD**	MILFORD	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-CH**	PLYMOUTH	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-CK**	WATERTOWN	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-CJ**	CLINTON	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-CP**	TORRINGTON	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-CO**	SEYMOUR	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-CQ**	WOODBRIDGE	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-CU**	SOUTH WINDSOR	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-DG**	DARIEN	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-CR**	NORTH BRANFORD	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-CV**	MIDDLETOWN	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-CX**	WINDSOR	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-DA**	WOLCOTT	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-CS**	PORTLAND	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-CW**	SIMSBURY	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-DB**	WINCHESTER	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-DI**	FRANKLIN	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-DC**	WINDSOR LOCKS	**Distracted Driving Enforcement**	20,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-DJ**	GUILFORD	**Distracted Driving Enforcement**	13,500	6,500

405(e)-2 (M8DDLE)	**0196-0745-DM**	ANSONIA	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-DU**	WOODBURY	**Distracted Driving Enforcement**	13,600	6,500
405(e)-2 (M8DDLE)	**0196-0745-DR**	SUFFIELD	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-DV**	EAST HAMPTON	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-AX**	VERNON	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-EJ**	POMFRET	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-EK**	GRANBY	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-EL**	MADISON	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-DS**	THOMASTON	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-EM**	COVENTRY	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-EB**	GRISWOLD	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-EC**	WESTON	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-ED**	REDDING	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-EE**	EASTON	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-EF**	NEWTOWN	**Distracted Driving Enforcement**	15,000	10,000
405(e)-2 (M8DDLE)	**0196-0745-ED**	PUTNAM	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-EG**	UNION	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-BI**	WILLIMANTIC	**Distracted Driving Enforcement**	13,500	6,500
405(e)-2 (M8DDLE)	**0196-0745-EH**	MORRIS	**Distracted Driving Enforcement**	13,500	6,500

405(e)-2 (M8DDLE)	**0196-0745-EI**	CORNWALL	**Distracted Driving Enforcement**	13,500	6,500
			Distracted Driving Enforcement	**$1,867,600**	**$892,500**

Task 2
Project Title: HVE Distracted Driving – Enforcement - CSP
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson
Countermeasure: High Visibility Cell phone/text messaging enforcement 4.1 *Countermeasures That Work*

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, 2016. 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.

Fund	Project number	Agency	Title	$ Amount (April 2016)	$ Amount (September 2016)
405(e)-2 (M8DDLE)	**0196-0745-DW**	**Connecticut State Police**	**Distracted Driving Enforcement**	$75,000	$25,000

Task 3
Project Title: HVE Distracted Driving – Media Buy
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson
Countermeasure: Countermeasure: High Visibility Cell phone/text messaging enforcement 4.2 *Countermeasures That Work*

The goal of this task is to reduce injuries and fatalities related to distracted driving crashes through paid media campaigns in both English and Spanish language. This effort will be comprised of two major components:

The first component of this task will directly support NHTSA's national "U Drive. U Text. U Pay." Mobilization during the month of April, 2016. Paid media purchases will be made in support of/to supplement the national media buy using the same demographic information contained in NHTSA's 2016 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.

Fund	Project number	Agency	Title	$ Amount
405(e)-6 (M8*PM)	**0196-0745-DX**	**CT-DOT/HSO**	**Distracted Driving Media buy**	**$675,500**

Task 4
Project Title: Public Outreach and Education Campaigns
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson
Countermeasure: Countermeasure: High Visibility Cell phone/text messaging enforcement 4.2 *Countermeasures That Work*

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, Thompson International Speedway and the Waterford Speed Bowl.

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.

Fund	Project number	Agency	Title	$ Amount
405(e)-1 (M8PE)	**0196-0745-DY**	**CT-DOT/HSO**	**Distracted Driving Messaging at Outreach venues**	**$55,000**

Fund	Project number	Agency	Title	$ Amount
405(e)-1 (M8PE)	**0196-0745-DZ**	**CT-DOT/HSO**	**Distracted Driving Citation Holders**	**$20,000**

Task 5

Project Title: Distracted Driving Education Programming and Younger Driver Education

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

Countermeasure: High Visibility Cell phone/text messaging enforcement 4.1 *Countermeasures That Work*

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. After two pilot projects with the company that visited a total of eight schools, the HSO worked with 'Save a Life Tour' staff to implement a more expansive and structured program that visited 30 high schools during the 2013-2014 school year. Kramer supplied each of the 30 schools with pre and post student surveys to evaluate the program and also determine their behaviors and opinions on distracted driving. The results and feedback from students and school administrators regarding the program was overwhelmingly positive and the HSO brought this educational program to an additional 60 Connecticut high schools for the 2014-2015 school year. It is the continued goal of the HSO to bring this program to each Connecticut high school over the next several years if the program continues to be well received statewide. Currently the program has reached nearly 100 schools and will visit 60 again in the 2015-2016 school year.

The HSO worked 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 then dismissed and later return in smaller groups for the hands-on portion of the program, which consists of two distracted driving simulators. Every willing student is given the opportunity to experience the dangerous practice of distracted driving in a safe setting, while the others are able to observe the impacts of these behaviors on large projection screens. Following the program, the surveys are sent to Kramer who compiles the results and sends them to the HSO for analysis.

Fund	Project number	Agency	Title	$ Amount
405(e)-5 (M8*TSP)	**0196-0745-EA**	**CT-DOT/HSO**	**Save a Life Tour**	**$185,000**

Task 6
Project Title: HVE Signage
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson
Countermeasure: Signage to Support HVE

This task will provide funding to purchase and distribute road signs and stands to be used during High Visibility Enforcement (HVE) campaigns. Signage supports HVE by signaling to motorists what behaviors increased patrols are focusing on. Signs will be purchased by the HSO and distributed to law enforcement agencies participating in HVE. Signs will have interchangeable messaging for distracted driving, seat belt and DUI enforcement. The HSO plans to purchase approximately 200 signs to distribute to approximately 90 municipal law enforcement agencies.

Fund	Project number	Agency	Title	$ Amount
405(e)-7 (M8TS)	**0196-0745-EN**	**CT-DOT/HSO**	**HVE Signage 280 signs x $100**	**$280,000**

Task 7
Project Title: Data Analysis & Surveys
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson
Countermeasure: Short term, High Visibility Belt Law Enforcement Countermeasures That Work 2.1 (Observation surveys)
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.

Fund	Project number	Agency	Title	$ Amount
405(e)-8 (M8X)	**0196-0745-EO**	**CT-DOT/HSO**	**Data Analysis & Surveys**	**$150,000**

Task 8
Project Title: Boys and Girls Club Distracted Driving Program
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Michael Whaley
Countermeasure: High Visibility Cell phone/text messaging enforcement 4.1 *Countermeasures That Work*
The HSO is planning to build a new partnership with the Boys and Girls Club of Connecticut to educate the youths in their program about the dangers of distracted driving and inspire those members to educate their other peers on the issue. There are 16 organizations in the Alliance of Boys and Girls Clubs in Connecticut that serve 37 towns and cities throughout Connecticut. This partnership will allow the HSO to reach an incredibly diverse group of youths on a statewide level, as there are approximately 25,000 registered members and approximately 50,000 total youths served from the ages of six to 18.

It has been determined that 10% of drivers under the age of 20 involved in fatal crashes were reported as distracted at the time of the crash. This age group has the largest proportion of drivers who were distracted. To combat this in Connecticut teen leaders from the Boys and Girls Club will begin by having staff members implement distracted driving related educational components to the youths both via handed out materials as well as through discussions focusing on safe driving practices. Each Boys and Girls Club will form a team to learn how to engage their peers, parents, community members, and policymakers in education about teen distracted driving. Young people who want to be part of the solution will learn strategies for implementing these programs and educational initiatives in their local communities. Youths will then be selected to attend the National Organization of Youth Safety, National Teen Distracted Driving Prevention Summit in October of 2015. The teen leaders and advisors who attend the conference will gain extremely valuable knowledge and information about engaging their peers. The teens will continue to take an active leadership role at the Boys and Girls Club Northeast leadership conference taking place in Trumbull, Connecticut. This group will lead a discussion in a workshop with other teens to discuss implementation of statewide initiatives and development of local projects at each Boys and Girls Club in Connecticut. The workshop will include experts in the field to provide guidance and context to the discussion. Each Boys and Girls Club will organize an ongoing project in 2016 that will include an experiential local event bringing together key stakeholders from the community. Club teen leaders will also engage policy makers in discussion about the importance of reducing the amount of Distracted Driving in Connecticut. All activities will use traditional media and social media to engage the public at large.

Fund	Project number	Agency	Title	$ Amount
405(e)-5 (M8*TSP)	**0196-0745-EP**	**Boys & Girls Club**	**Boys & Girls Club Distracted Driving**	**$75,000**

Fund	Project Number	Agency	Item (#'s)	$ Unit Cost
405(e)-5 (M8*TSP)	**0196-0745-EP**	**Boys & Girls Club**	**NOYS Conference**	**$32,000**
405(e)-5 (M8*TSP)	**0196-0745-EP**	**Boys & Girls Club**	**Teen Leadership Conference**	**$12,500**
405(e)-5 (M8*TSP)	**0196-0745-EP**	**Boys & Girls Club**	**Club Project Materials/Equipment**	**$12,500**
405(e)-5 (M8*TSP)	**0196-0745-EP**	**Boys & Girls Club**	**Media and Local Events**	**$18,000**

The dollar amounts for each task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level.

Motorcycle Safety (MC)

Motorcycle Safety (MS)

Problem Identification

In 2013, a total of 53 motorcycle operators and passengers were killed on Connecticut roadways, representing 19.2 percent of the State's total traffic fatalities. Based on 91,054 registered motorcycles, the fatality rate per 10,000 registered vehicles was 5.8, a slight increase from the 2012 rate of 5.2 per 10,000.

In the other New England states in 2013, 13.0 percent of fatalities were motorcyclists and the fatality rate per 10,000 motorcycles registered was 3.0. Nationally, motorcycle fatalities in 2013 accounted for 14.3 percent of motor vehicle crash victims with a fatality rate of 5.6 per 10,000 registered motorcycles. Table MS-1 indicates that, from 2012 to 2013, the fatality rate per 10,000 registered motorcyclists increased in Connecticut while decreasing in the other New England states, and nationwide. Similarly, the percentage of total fatalities represented by motorcycles increased in Connecticut, while decreasing in the other states in the New England region and nationwide.

Table MS-1. Motorcyclists Killed/Fatality Rate: 2012 and 2013

Motorcyclists Killed	Connecticut		New England		U.S.	
	2012	2013	2012	2013	2012	2013
% of all fatalities	18.2%	19.2%	16.1%	13.0%	14.8%	14.3%
Fatality Rate per 10,000 Motorcyclists	5.2	5.8	4.0	3.0	5.9	5.6
Motorcycles Registered	92,367	91,074	321,035	322,877	8,454,939	8,404,687

Sources: FARS, FHWA, Connecticut DMV

Tables MS-2 & MS-3 show the numbers of motorcyclists killed and injured during the 2009 to 2013 period. In 2013, the number of motorcyclists killed (53) was up from 48 in 2012. The number of operator and passenger injuries in 2013 (977) was the lowest number for the 5-year period shown. The injury rate of 107 injuries per 10,000 registered motorcycles was also the lowest (along with 2011) in the 5-year period.

Table MS-2. Motorcyclists Killed

	2009	2010	2011	2012	2013
Operators Killed	42	50	35	46	52
Passengers Killed	3	2	2	2	1
Total Killed	45	52	37	48	53

Source: FARS Final Files 2009-2012, Annual Report File 2013

Table MS-3. Motorcyclists Injured

	2009	2010	2011	2012	2013
Operators Injured	984	1086	966	972	913
Passengers Injured	83	118	82	98	64
Total Injured	1,067	1,204	1,048	1,070	977
Injuries per 10,000 Registrations	113	128	107	116	107
Total Number of Crashes*	1,377	1,465	1,208	1,376	1,324

Source: Connecticut Department of Transportation and Department of Motor Vehicles,
*Includes Property Damage Only

More than 80 percent of fatally injured motorcycle operators in Connecticut were tested for alcohol in 2009 and 2010 (Table MS-4). The year 2013 had the lowest rate (37 percent). As shown in Figure 19 (see performance measure section below), during these years 36 to 45 percent of those tested were found to have been drinking (any trace of alcohol). For 2013, 37 percent had been drinking and 26 percent (5 of 19) had BACs of 0.08 percent or more (37 percent were tested).

Table MS-4. BACs of Fatally Injured Motorcycle Operators

BAC	2009	2010	2011	2012	2013
0	19	22	16	23	12
0.01-0.07	1	2	1	4	2
0.08 - up	14	17	8	9	5
No/Unknown	8	9	10	10	33
Percent tested	81.0%	82.0%	71.4%	78.3%	36.5%

Source: FARS Final Files 2009-2012, Annual Report File 2013

Table MS-5 shows the distribution of the age and gender of motorcycle operators involved in fatal and injury crashes during the 2009 to 2013 period. The table indicates that the majority of riders are under the age of 45 (59 percent in 2013). 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 38 percent of the operators involved in fatal/injury crashes in 2013. Overall, riders 35 or older accounted for 58 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.

Table MS-5. Motorcycle Operators Involved by Age and Sex
Fatal/Injury Crashes: 2009-2013

		2009 (N= 1,076)	2010 (N= 1,257)	2011 (N= 1,016)	2012 (N= 1,060)	2013 (N= 989)
Age	**Under 16**	0.5%	0.6%	0.1%	0.5%	0.2%
	16-20	8.3%	5.9%	6.5%	6.1%	5.6%
	21-24	14.9%	12.9%	14.5%	12.5%	12.9%
	25-34	20.9%	21.9%	21.8%	22.2%	23.7%
	35-44	22.2%	21.1%	17.5%	17.7%	16.2%
	45-54	19.3%	24.2%	22.4%	23.1%	25.0%
	55-64	10.9%	10.6%	14.1%	13.1%	13.1%
	65-69	1.8%	1.8%	1.7%	3.3%	2.3%
	69 - Up	1.1%	1.0%	1.5%	1.6%	1.0%
Gender	**Male**	95.0%	95.7%	94.7%	94.5%	94.2%
	Female	5.0%	4.3%	5.3%	5.5%	5.8%

Source: Connecticut Department of Transportation. (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 2009-2013 period. Motorcycle crashes in Connecticut are rare during the colder months with 22 percent having taken place during the 6-month period from November through April. Crashes are more frequent on Saturdays and Sundays (41 percent). In 2013, 64 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, 2009-2013

	2009 (N=1,076)	2010 (N=1,257)	2011 (N=1,032)	2012 (N=1,060)	2013 (N=1,060)
Month					
January	0.2%	0.7%	0.2%	0.8%	0.8%
February	0.8%	0.1%	0.2%	1.6%	1.6%
March	3.2%	5.1%	2.2%	6.0%	6.0%
April	10.4%	10.0%	7.2%	9.6%	9.6%
May	13.5%	17.0%	13.9%	13.8%	13.8%
June	11.7%	14.5%	16.3%	13.3%	13.3%
July	16.1%	16.5%	18.5%	17.3%	17.3%
August	19.0%	14.0%	12.5%	14.6%	14.6%
September	13.9%	13.9%	12.4%	12.5%	12.5%
October	6.3%	5.4%	10.0%	6.4%	6.4%
November	3.7%	2.6%	4.4%	2.3%	2.3%
December	1.2%	0.2%	2.3%	1.7%	1.7%
Day of Week					
Sunday	21.7%	17.4%	19.7%	21.5%	21.5%
Monday	12.5%	11.0%	12.2%	12.2%	12.2%
Tuesday	11.0%	8.3%	11.7%	9.4%	9.4%
Wednesday	9.7%	10.6%	10.6%	9.2%	9.2%
Thursday	11.6%	12.9%	13.1%	13.8%	13.8%
Friday	14.9%	15.7%	13.4%	14.9%	14.9%
Saturday	18.7%	24.2%	19.4%	19.0%	19.0%
Time of Day					
Mid-03:59	3.5%	6.1%	4.5%	4.4%	4.4%
04:00-07:59	3.7%	3.0%	6.1%	4.2%	4.2%
08:00-11:59	11.0%	11.6%	13.1%	12.1%	12.1%
12:00-15:59	30.6%	33.1%	31.1%	30.0%	30.0%
16:00-19:59	36.3%	32.0%	30.6%	34.0%	34.0%
20:00-23:59	14.8%	14.2%	14.5%	15.3%	15.3%

Source: Connecticut Department of Transportation

Table MS-7 shows the total of fatal and injury motorcycle crashes in each Connecticut County, the percentage change in these crashes comparing 2009 to 2013, and the number of these crashes in the calendar year 2013 per 100,000 population.

Table MS-7. Motorcycle Fatal/Injury Crashes by County, 2008-2012

County	Total 2009-2013	Pct. Change 2009-2013	2013 Crashes Per 100,000 Pop.
Fairfield	1,022	-5.1%	20.11
Hartford	1,306	-12.5%	27.39
Litchfield	383	12.8%	33.70
Middlesex	296	-8.1%	30.80
New Haven	1,371	-4.7%	29.57
New London	542	-3.0%	37.94
Tolland	284	11.7%	33.03
Windham	253	-4.8%	39.11

Source: Connecticut Department of Transportation; Population data estimate for 2013.

The most frequent contributing factors found in Connecticut fatal and injury motorcycle crashes during 2009 to 2013 are listed in Table MS-8. The first data column contains the contributing factors for single vehicle crashes (N=2,131). The operator "losing control" (60 percent) and "driving too fast for conditions" (16 percent) were the most common factors in these crashes.

Contributing factors in multiple vehicle crashes are tabulated separately depending on whether the motorcyclist (N=1,483) or the other driver (N=1,826) was most likely at fault in the crash. When the motorcyclist was deemed most at fault and a specific cause was noted, "losing control" (30.0 percent), "driver following too closely" (22.2 percent), and "driving too fast for conditions" (12.7 percent) were most often the contributing factors. When the other driver was deemed most at fault, "failure to grant the right-of-way" was the predominant contributing factor (39.2 percent).

Table MS-8. Motorcycle Fatality/Injury Crashes-Contributing Factors, 2008-2012

Contributing Factors	% of Single Vehicle Crashes N=2,131	% of Multiple Vehicle Crashes; MC Oper. Fault N=1,483	% of Multiple Vehicle Crashes; Other Oper. Fault N=1,826
1. Driver Lost Control	59.5%	30.0%	5.7%
2. Driving Too Fast for Conditions	15.7%	12.7%	2.5%
3. Road Condition/Object In Road	10.5%	3.0%	0.8%
4. Driver Under the Influence	4.2%	3.9%	12.9%
5. Failed to Grant Right of Way	0.2%	5.4%	39.2%
6. Driver Following Too Closely	0.0%	22.2%	13.3%
7. Driver Violated Traffic Control	0.3%	3.3%	5.0%
8. Other	9.4%	19.4%	20.7%

Source: Connecticut Department of Transportation (Unknowns are not included)

In summary, Department motorcycle crash data shows:

- A fluctuating number of motorcyclist fatalities in the period 2008 to 2012
- 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 39 percent of these crashes was failure to grant the right-of-way

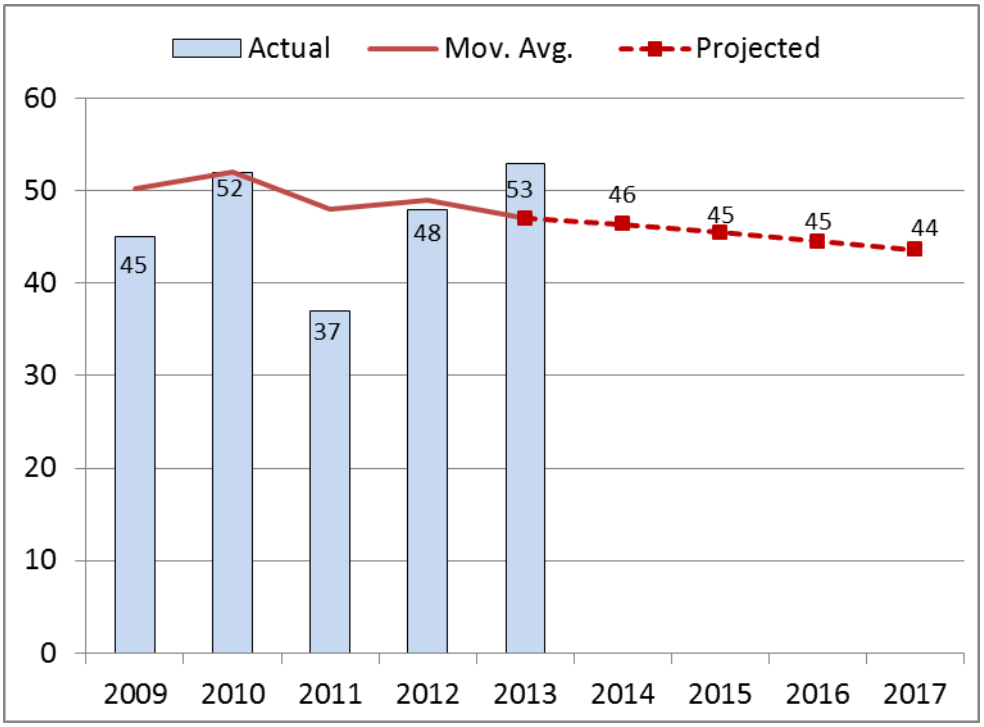
Performance Measures

The following performance measures have been selected based on their ability to indicate trends in impaired driving over extended periods of time. While some absolute numbers may be higher from year to year, moving average and trend data may show modest projected decreases over time. These projections are then applied during the goal selection process.

Performance Measures	2009	2010	2011	2012	2013
Motorcyclists Killed and Injured	980	1257	1,081	1,060	1,004
Injuries per 10,000 Registered Motorcycles	113	134	110	115	116
Number of Un-Helmeted Motorcycle Fatalities	27	36	25	30	21
Number of Motorcycle Injuries Helmeted	441	476	453	452	454
Number of Operators Killed with BAC>0.00%	15	19	9	13	7
Number of Motorcyclist Trained	4,965	4,888	6,043	6,068	5,620

Figure 17 shows the number of motorcyclist fatalities in Connecticut for the period 2009-2013, along with the five-year moving averages, and trend projecting into 2017. Projections show a slight downward trend in motorcyclist fatalities and estimate 45 fatalities in 2015 and 2016, and 44 in 2017.

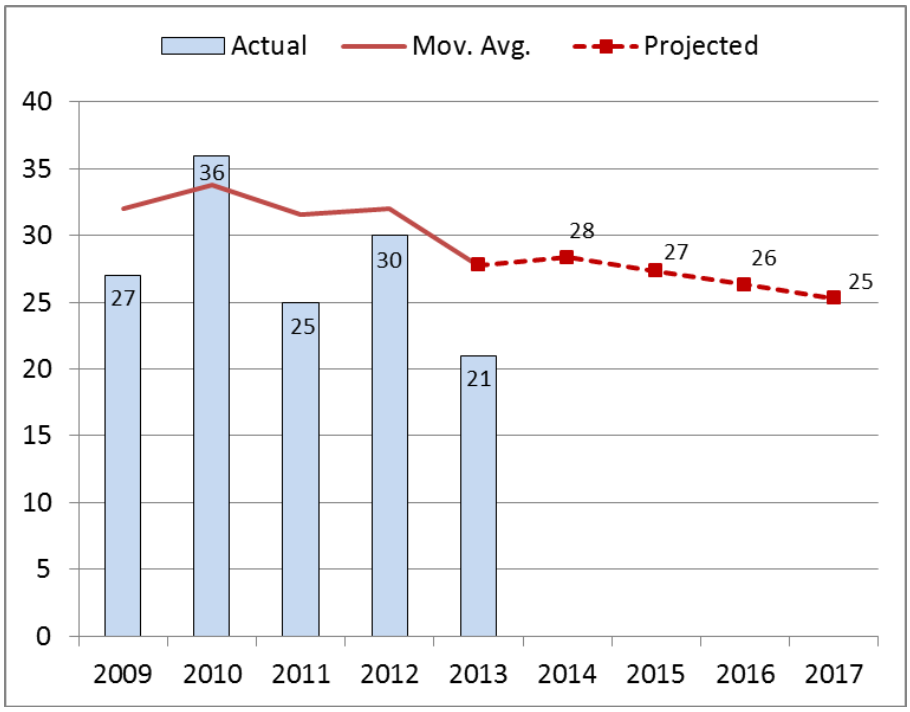
Figure 17. Motorcyclist Fatalities, 2009-2013



Source: FARS final files 2009-2012, Annual Report File 2013

Projections of unhelmeted motorcyclist fatalities based on the five-year moving averages show a slight downward trend and project 27 unhelmeted fatalities in 2015, 26 in 2016 and 25 in 2017 (Figure 18).

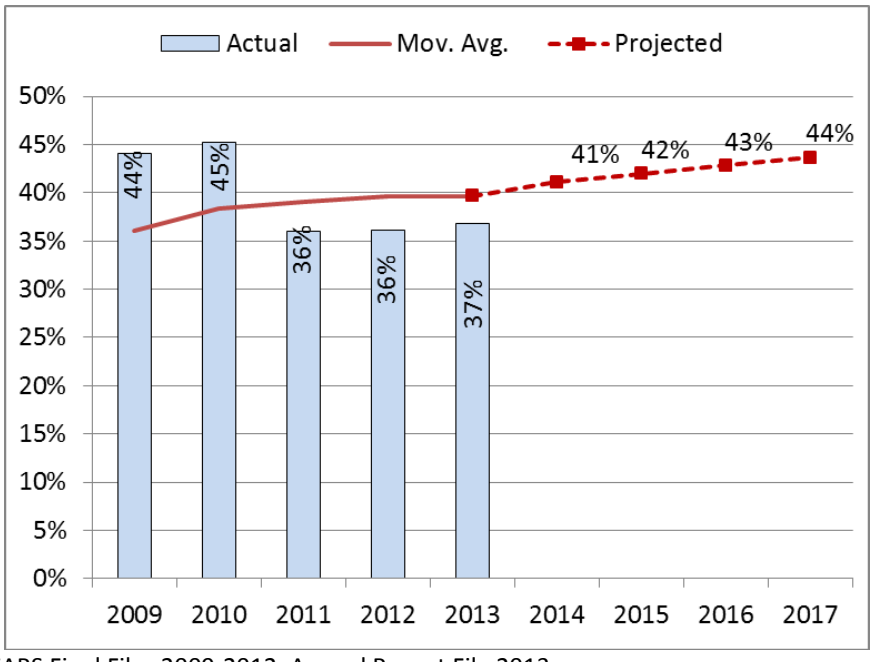
Figure 18. Unhelmeted Motorcyclist Fatalities, 2009-2013



Source: FARS Final Files 2009-2012, Annual Report File 2013

Figure 19 shows the percentage of fatally injured motorcyclist operators with a BAC of 0.01 or above, along with the five-year moving averages, and trend projecting into 2017. Projections show a slightly rising trend and estimate that 42 percent of motorcyclist operator fatalities will be drinking-related in 2015, compared to 43 percent in 2016 and 44 percent in 2017.

Figure 19. Percent of Motorcycle Operators Killed with a BAC ≥ 0.01%



Source: FARS Final Files 2009-2012, Annual Report File 2013

Performance Goals

To decrease the number of un-helmeted fatalities below the five year (2009-2013) moving average of 28 in 2013 by 5 percent to a five year (2013-2017) projected moving average of 27 in 2017.

To decrease the number of motorcyclist fatalities below the five year (2009-2013) moving average of 47 in 2013 by 5 percent to a five year (2013-2017) projected moving average of 45 in 2017.

To decrease the percentage of fatally injured motorcycle operators with BACs greater than or equal to than 0.01 below the five year (2009-2013) moving average of 40 percent in 2013 by 5 percent to a five year (2013-2017) projected moving average of 38 percent in 2017.

Performance Objectives

To train 5,000 beginning, intermediate, experienced and advanced motorcycle operators during calendar year 2016 to reduce instances of motorcycle operator error in both fatal and injury crashes.

Planned Countermeasures

The countermeasures for this program area directly correlated to the problem ID data listed above. Countermeasures are based on proven programs and are often selected from NHTSA's *Countermeasures That Wo*rk and sharing of best practices at national safety conferences such as the Governor's Highway Safety Association and State Motorcycle Safety Administrators as well as Transportation Safety Institute training courses.

These goals will be achieved by continuing existing, and working toward expanding, motorcycle rider education programs, specifically the CONREP (Connecticut Rider Education Program). 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.

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. 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. Our website www.ride4ever.org will be used to change behavior associated with unsafe riding practices and may include the development of new materials.

Task 1

Project Title: Motorcycle Safety Program Administration

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Nicholas Just

Countermeasure: Motorcycle Rider Licensing and Training Section 5.17 Countermeasures That Work

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 1 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, overtime, professional and outside services including facilities and support services for the required annual instructor update. Travel to in-state training facilities for project monitoring, requests for support and out-of-state travel including the annual State Motorcycle Safety Administrators Summit, 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.

Fund	Project number	Agency	Title	$ Amount
402(MC)	**0196-0701-AA**	**CT-DOT/HSO**	**Motorcycle Safety Program Administration**	**$100,000**

Task 2

Project Title: Connecticut Rider Education Program (Training) Administration

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Nicholas Just

Countermeasure: Motorcycle Rider Licensing and Training Section 5.17 Countermeasures That Work 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 160 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.

Fund	Project number	Agency	Title	$ Amount
402(MC)	**0196-0701-AB**	**CT-DOT /HSO**	**CONREP Technical Assist.**	**$200,000**

Task 3

Project Title: Public Information and Education/Community Outreach to Motorcycle Riders

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Nicholas Just

Countermeasure: Communications and Outreach Section 5.22 Countermeasures That Work

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. 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 about the importance of safe riding practices.

Fund	Project number	Agency	Title	$ Amount
402(MC)	**0196-0701-AC**	**CT-DOT/HSO**	**PI&E Education**	**$17,500**
Fund	**Project number**	**Agency**	**Title**	**$ Sub-Amounts PI&E Materials**
402(MC)	**0196-0701-AC**	**CT-DOT/HSO**	**MC Ride Maps 15,000 x .50**	**$7,500**
402(MC)	**0196-0701-AC**	**CT-DOT/HSO**	**Personnel Services**	**$10,000**

Task 4

Project Title: Lifelong Learner/Returning Rider

Administrative Oversight: Department of Transportation, Highway Safety Office *Staff Person*: Nicholas Just

Countermeasure: Communications and Outreach (Section 5-22)

This task will provide grants to local non-profit motorcycle and safety oriented organizations to promote The Connecticut Rider Education Programs Experienced and Advanced Riding classes. Statistics indicate that a large majority of fatalities are related to operator error (table MS-8), with roughly 36% between the ages of 45-64. The HSO and Connecticut Rider Education Program have seen a steady decline in licensed riders returning for additional instruction. These courses are designed for the more practiced rider to improve skills relating to safety awareness, road hazards, rider perception and crash avoidance skills. Funds will be used to develop strategies and educational materials to garner interest and participation in this hard to reach segment of the riding population. This task may include travel to peer exchange groups or informational sessions.

Fund	Project number	Agency	Title	$ Amount
402(MC)	**0196-0701-AD**	**CT-DOT /HSO**	**Lifelong Learner/Returning Rider**	**$100,000**

Task 5
Project Title: Expanding Motorcycle Safety Efforts
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Nicholas Just
Countermeasure: Motorcycle Rider Licensing and Training Section 5.17 Countermeasures That Work

This task will utilize Section 405(f) funds to expand statewide motorcycle safety efforts. To expand training activities the CONREP will recruit and train potential instructor candidates and conduct mandatory Transitional Rider Coach Prep (TRCP) to transition to the new MSF Curriculum. We will purchase new training motorcycles to enhance our aging fleet and to accommodate the growing demand for training. Other supplies including MSF curriculum materials to support and expand motorcycle training activities will also be purchased.

Fund	Project Number	Agency	Item (#'s)	$ Amount
405(f)-1 (M9MT)	**0196-0744-AA**	**CT-DOT/HSO**	**Honda Rebel 23 x $4,250**	**$97,750**
405(f)-1 (M9MT)	**0196-0744-AB**	**CT-DOT/HSO**	**Curriculum**	**$67,250**
			TOTAL	**$165,000**

***All products purchased under this section will be in accordance with the Certifications and Assurances (including Buy America provision) signed by the Governor's Highway Safety Representative in this document.**

The dollar amounts for each task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level.

Traffic Records

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 2015).

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 (NEMSIS) 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 50 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.

Planned performance measures for 2015-2016 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.

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 will be the timeliness of the crash data. The realization of a 30-day turnaround in the next couple years, rather than 12 months or greater for crash timeliness will greatly impact the highway safety management process in many ways.

Performance Measures

The primary performance measure submitted for early review (July 2015 Strategic Plan) by the National Highway Traffic Safety Administration (NHTSA) was the uniformity of the motor vehicle crash database, as evidenced by the increase, from 24 MMUCC-compliant crash data elements reported by both State and Local law enforcement and entered into the crash database for the years leading up to and ending December 31, 2014, to 75 MMUCC-compliant data elements entered into the State CDR (crash database), beginning January 1, 2015.

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 2015-2016 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.

Performance Goal

Expand the use of linked traffic records data from four of the core systems Crash, Roadway, Injury Control and Enforcement in 2015, to five by including Driver data to support a data driven approach by identifying high-risk driver populations and predicting safety problems based on past experiences by 2020.

The 2016 HSP Goal is to integrate crash and driver data to help target problem drivers assisting the DMV in determining effectiveness of their administrative authority. By increasing the sharing of linked information, it lends support to a data-driven approach to traffic safety and provides more accurate timely information of persons involved in crashes. Linked data can be a rich resource for developing and measuring progress of a State's Highway Safety Plan, as well as for research use by safety agencies and stakeholders.

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.

Task 1
Project Title: Traffic Records Administration
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little
Countermeasure: Countermeasures for the traffic records section were developed from past Traffic Records and Connecticut Data Improvement Plan assessments

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 1. 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.

Fund	Project number	Agency	Title	$ Amount
405(c) (M3DA)	0196-0742-AA	CT-DOT/HSO	Traffic Records Administration	$80,000
402(TR)	0196-0705-AA	CT-DOT/HSO	Traffic Records Administration	$286,000

Task 2

Project Title: Traffic Records Strategic Plan Implementation

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Juliet Little

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

This task will provide the necessary funding to assess and **develop the Connecticut Traffic Records Program** by implementing the following projects outlined in the Section 405(c). This is the 10th year application spanning back to 2006 under Section 408:

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

Project Description:

In January 2015, the State began the transition to a completely updated electronic crash reporting system using the MMUCC Guideline, 4th Edition as the basis for its crash data collection. This project encompasses multiple initiatives aimed at serving a segment of the law enforcement community. 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 better implement new E-Crash investigation and enforcement initiatives.

Equipment as well as software support will be provided to support local law enforcement agencies in implementing E-Crash MMUCC PR-1. 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. Evaluating applications and making award decisions will be based on established criteria.

The need for planning and coordination among law enforcement agencies is critical to the success of this effort. This E-Crash support initiative will be interfaced with the ConnDOT/UConn Crash Data Repository (CDR). Electronic crash and citation reporting 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 crash and citation data and decrease the time it takes this data to be received by the appropriate State agency.

Fund	Project number	Agency	Title	$ Amount
405(c) (M3DA)	**0196-0742-AD**	**CRCOG**	**E-Crash**	**$230,000**

2. Electronic Citation – Complete Installation Statewide for Local Law Enforcement

Project Description:

This project is dedicated to completing the installation of e-citation statewide for all local law enforcement agencies; and to begin phase-out of ticket books as P.D.s switch to the electronic format.

- Background - CIB; Unified Court System; 250 LE Agencies; 425,000 Tickets per Year; Lock Box Payment;
- Project Focus - Timeliness; Accuracy; Technical Agility to Respond to Public Policy Changes; Better Performance Measures;

- Manual Limitations - Ticket Inventory; Road Conditions; Legislative Change; Legibility; Arithmetic Errors;
- Timeframe - Analysis for Ticket Returns;
- Ticket Errors - Wrong Amount Due; Wrong Infraction Number; Wrong Amount for Infraction;
- Successes - Collaboration; Proof of Concept Widely Accepted; First Utilization of e-Signature Impetus for e-Pay/Plead; and
- Challenges - Broaden User Base; Demand for Multi-Uses for Mobile Printer; Crash Info Exchange, Summons, Parking Tickets, Warnings.

Project Tasks:

1. Identify additional candidate law enforcement agencies to implement E-Citation;
2. Identify agencies' needs for programming and other assistance;
3. Research/develop funding proposals to support agencies as needed;
4. Roll-out to additional candidates;
5. Identify late adopters and/or potential non-adopter law enforcement agencies;
6. Develop additional and alternative methods to support E-Citation solutions for late- and non-adopters;
7. Research/develop budget and timeline for aiding late- and non-adopter support for E-Citation solutions; and
8. Implement alternative solutions for the remaining law enforcement agencies.

Fund	Project number	Agency	Title	$ Amount
405(c) (M3DA)	**0196-0742-AB**	**Local Law Enforcement**	**Citation Reporting/Local Law Enforcement**	**$145,000**

3. Electronic Charging - Citation/Warning/Summons Arrest

Project Description:

This project proposes to extend previous as well as current efforts on electronic document and data collection. Strategies include weaving paperless data transfer from point of data collection to final repository without intermediate human intervention. This will extend field data collection to two additional enforcement means; e-warning tickets and initiate a framework for an entry into the juvenile justice arena with e-juvenile summons notices. These are the natural supplements to the prior information technology initiatives. Moreover, they round put 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.

Our approach extends beyond the paper-centric notion of a single charging document and instead provides a single charging approach to correctly routes enforcement data to the correct storage and processing facility. In doing so, we propose to move further away from

the legacy paper based systems of the prior century and closer to the connected mode of the 21st century.

Benefits of a connected strategy for data collection and retrieval:

- Errors are radically reduced,
- Supervisory review is simplified, and more easily facilitated,
- Activity metrics can be near current,
- Data transfer is real time,
- Overall costs are reduced,
- System efficiency is increased for agencies upstream from the law enforcement organization,
- Provides real time data for charging violators and offenders, and
- Opens the door to advanced policy options, including stepped sanctions based on violator history, or by
- geographic location based on crash history.

It may be possible to extend beyond mere electronic charging (warning, citation, summons arrest) to "smart charging" by hot spots based on spatial and temporal crash metrics in much the same way as work zone violations.

Given the potential availability of expanded crash and violation data coupled with temporal and spatial analysis tools, the Connecticut General Assembly and traffic safety decision makers would have for the first time an innovative means of determining the following:

- Revenue required for administration and operation of the traffic law enforcement and adjudication system;
- Hazardous traffic violation true costs (using epidemiology research);
- Payment history, violator recidivism, and opportunities for improvement;
- Enforcement activity trends based on changes in fee amounts;
- Effectiveness of electronic printers in police vehicles;
- Reduction in crashes and crash severity based on sanction adjustments and investments in focused interventions on a hypothetical basis followed by a pilot program.

Fund	Project number	Agency	Title	$ Amount
405(c) (M3DA)	**0196-0742-AC**	**Capitol Region Council of Governments**	**E-Charging/ Citation/Warning/Summons**	**$150,000**

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

Project Description:

The E-Charging project will extend previous as well as current efforts on electronic document and data collection. Strategies include weaving paperless data transfer from point of data collection to final repository without intermediate human intervention. Field data collection will be extended from the successful e-citation initiative to two additional enforcement means; e-warning tickets and e-summons notices. 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. This will position the state to move further away from the legacy paper based systems of the prior century and closer to the connected mode of the 21st century.

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.

Fund	Project number	Agency	Title	$ Amount
405(c) (M3DA)	**0196-0742-AE**	**Centralized Infractions Bureau**	**E-Charging/ Processing**	**$150,000**

5. EMS Tracking and Reporting System Data Linkage

Project Description:

The Connecticut EMS Tracking and Reporting System Data Linkage (CEMSTARS DL) Project will link motor vehicle crash, pre-hospital EMS, trauma and Connecticut Hospital Information and Management Exchange (CHIME) data to create one record for each patient from the point of injury to the point of hospital discharge.

The goal of the EMS Tracking Project is to create an integrated system that avoids unnecessary duplication of costs and personnel administration. By linking the records of the different agencies for each patient encounter, a complete picture will be created. Identifying priority needs based on this complete picture will enable better analysis of patient outcome in terms of mortality, injury, severity, and health care cost.

Fund	Project number	Agency	Title	$ Amount
405(c) (M3DA)	0196-0742-AF	Department of Public Health/EMS	EMS-Tracking	$75,000

6. Yale New Haven Children's Hospital Linking Crash/Injury Datasets

Project Description:

The focus of this project is to integrate crash and injury data to derive more precise injury outcomes. In question – is the disparity between officer assessments of personal injury as recorded on the previous PR-1, prior to 2015; the new MMUCC PR-1 crash reporting system, which began on January 1, 2015 and actual outcomes assessed by health care providers. Project explores a data integration solution that provides more accurate injury severity information for persons involved in crashes. Steps include acquiring disparate datasets, performing linking functions, managing the resulting dataset, and conducting in-depth analyses on the linked data.

Officers using the PR-1 crash report, prior to 2015, recorded typical injury assessment based on the KABCO scale, a measure of the functional injury level of the victim at the crash scene.

Codes were selected based on the on-site judgment of the investigating police officer completing the crash report PR-1. Small explanations were provided in the Investigator's Guide for A, B and C – injuries.

(K) Fatal Injury,
(A) Incapacitating Injury (Prevents Return to Normal Activity)
(B) Non Incapacitating Evident Injury
(C) Possible Injury (Claim of Non-evident Injury)
(O) Property Damage Only

The D16.1 Classification Manual of Motor Vehicle Traffic Accidents - was available, and also provided guidance using the KABCO scale, but it is unknown whether any law enforcement agencies in Connecticut ever used the D16.1 Manual. The following is an example of the detail provided by the D16.1 Manual for an (A) Injury, also referred to as an Incapacitating Injury.

(A) **Incapacitating Injury**: An incapacitating injury is any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred.

Inclusions: Severe laceration, broken or distorted limb, skull or chest injury, abdominal injury, unconsciousness at, or when taken from the accident scene, unable to leave the accident scene without assistance.

The MMUCC Guideline 4th Edition – was adopted by the State and has formed the basis for the development of the new MMUCC PR-1 crash reporting system. This new system was rolled out and began replacing the legacy PR-1 on January 1, 2015.

One of the areas the MMUCC Guideline emphasized in the update in 2012 from the previous Third Edition of MMUCC, was a revision to the KABCO attributes and definitions for Fatal, as well as A, B, and C injury types. Here is the comparable example of the detail provided in the MMUCC Guideline for an (A) Injury, referred to

as a Suspected Serious Injury.

A **Suspected Serious Injury** is any injury other than fatal which results in one or more of the following:

- ✓ Severe laceration resulting in exposure or underlying tissues/muscle/organs or resulting in significant loss of blood
- ✓ Broken or distorted extremity (arm or leg)
- ✓ Crush injuries
- ✓ Suspected skull, chest or abdominal injury other than bruises or minor lacerations
- ✓ Significant burns (second and third degree burns over 10% or more of the body)
- ✓ Unconsciousness when taken from the crash scene Paralysis

Fund	Project number	Agency	Title	$ Amount
405(c) (M3DA)	**0196-0742-AG**	**Yale New Haven Hospital**	**Linking Crash/ Injury Datasets**	**$50,000**

The dollar amounts for each task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level.

Community Traffic Safety

Community Traffic Safety

Driver Groups

Problem Identification

Table OA-1 outlines the age distribution of licensed drivers in Connecticut and the nation as a whole during calendar years 2011 to 2013. The data show that the percentage of Connecticut licensed drivers age 19 and younger is less than the U.S. percentage (3.6 percent vs. 4.2 percent, respectively), and that the percentage of drivers age 70 and older is slightly higher in Connecticut (11.9 percent) than the U.S. as a whole (11.1 percent).

Table OA-1. Licensed Drivers by Age Group, 2011-2013

Licensed Drivers by Age		2011		2012		2013	
		N	%	N	%	N	%
Connecticut	Under 16	0	0.0%	0	0.0%	0	0.0%
	16-17	27,275	0.9%	27,437	1.1%	28,150	1.1%
	18-19	63,415	2.1%	62,712	2.5%	63,002	2.5%
	19 and under	90,690	3.0%	90,149	3.6%	91,152	3.6%
	20	37,881	1.3%	37,163	1.5%	37,061	1.5%
	16-20	128,571	4.3%	127,312	5.1%	128,213	5.1%
	21-24	165,751	5.6%	162,775	6.5%	164,717	6.5%
	25-34	443,535	14.9%	391,543	15.8%	404,374	16.0%
	35-44	518,115	17.3%	417,938	16.8%	412,156	16.3%
	45-54	608,593	20.4%	525,216	21.1%	520,058	20.5%
	55-64	486,610	16.3%	428,120	17.2%	443,901	17.5%
	65-69	176,226	5.9%	153,107	6.2%	159,446	6.3%
	70 up	458,866	15.4%	279,697	11.3%	301,225	11.9%
Nationwide	Under 16	361,046	0.2%	127,283	0.1%	62,353	0.0%
	16-17	3,117,591	1.5%	3,123,275	1.5%	3,178,672	1.5%
	18-19	5,779,616	2.7%	5,579,250	2.6%	5,741,162	2.7%
	19 and under	9,258,253	4.4%	8,829,808	4.2%	8,982,187	4.2%
	20	3,383,652	1.6%	3,251,751	1.5%	3,294,414	1.6%
	16-20	12,280,859	5.8%	11,954,276	5.6%	12,214,248	5.8%
	21-24	14,265,636	6.7%	14,229,278	6.7%	14,373,838	6.8%
	25-34	36,892,373	17.4%	36,687,339	17.3%	36,697,904	17.3%
	35-44	36,938,903	17.4%	36,527,225	17.2%	36,018,792	17.0%
	45-54	41,172,350	19.4%	40,594,647	19.2%	39,907,125	18.8%
	55-64	35,397,534	16.7%	35,750,452	16.9%	36,055,252	17.0%
	65-69	11,973,784	5.7%	12,826,968	6.1%	13,227,162	6.2%
	70 up	22,592,163	10.7%	23,117,362	10.9%	23,603,054	11.1%

Source: Federal Highway Administration

Table OA-2 contains 2011, 2012, and 2013 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 but one age group. The one exception is the group of drivers age 21-24 who show a higher involvement rate in Connecticut than they do Nationwide.

Table OA-2. Number of Drivers Involved in Fatal Crashes by Age Group Per 100,000 Licensed Drivers*, 2011-2013

	2011		2012		2013	
	CT	US	CT	US	CT	US
Under 16^	n/a	31.9	n/a	95.1	n/a	222.9
16-17	7.3	34.6	25.5	32.7	21.3	28.1
18-19	23.7	36.1	22.3	37.1	27.0	32.4
19 and under	21.0	35.4	23.3	36.4	25.2	32.2
20	15.8	33.8	16.1	35.4	32.4	34.2
16-20	17.9	35.1	21.2	35.5	27.3	31.8
21-24	24.7	31.5	24.6	33.5	34.0	32.1
25-34	12.4	23.2	18.9	24.6	21.0	23.9
35-44	9.3	19.2	12.7	20.2	14.3	19.9
45-54	8.7	18.3	11.8	18.9	10.4	18.4
55-64	5.5	15.7	11.7	16.6	7.7	16.4
65-69	4.0	13.8	11.8	14.4	6.9	14.9
70 up	6.8	17.0	14.7	17.1	10.3	16.7

***** Licensed drivers within each age group.

^ Although there are no licensed drivers under 16 in CT, there were two drivers under 16 involved in a fatal crash in 2011 .

Source: FARS Final Files 2011-2012, Annual Report File 2013

Table OA-3 shows the 2011, 2012, and 2013 non-fatal injury crash rates per 100,000 licensed drivers by driver age group. There was a continued reduction in involvement rate of teenage drivers in Connecticut, likely due to changes in graduated driver license legislation that took place in 2008.

Table OA-3. Number of Drivers Involved in Injury Crashes by Age Group Per 100,000 Licensed Drivers*, 2011-2013

	2011		2012		2013	
	CT	US	CT	US*	CT	US*
16-17	2,852	n/a	2,793	n/a	2,252	n/a
18-19	3,227	n/a	3,157	n/a	3,005	n/a
19 and under	3,119	n/a	3,052	n/a	2,772	n/a
16-20	3,109	2,850	3,005	n/a	2,770	n/a
21-24	3,142	2,272	3,050	n/a	2,887	n/a
25-34	2,131	1,531	2,066	n/a	2,294	n/a
35-44	1,489	1,247	1,401	n/a	1,751	n/a
45-54	1,333	1,105	1,292	n/a	1,497	n/a
55-64	1,089	867	1,065	n/a	1,146	n/a
65-74	838	725	879	n/a	691	n/a
75 up	466	709	472	n/a	702	n/a

***** National data is no longer available
Source: General Estimates Systems (NHTSA)

Table OA-4 shows that, in the period 2009-2013, 32 percent of fatal crashes involving drivers age 20 and under took place between May and July. May and October had the highest number of crashes (19), followed by June (17). Close to half (47 percent) of fatal crashes occurred at night, between 6:00pm and 2:59am (72 fatal crashes). Hartford and New Haven counties (37 and 34 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: 2009–2013

	N=152	Percent
MONTH		
January	7	4.6%
February	5	3.3%
March	10	6.6%
April	11	7.2%
May	19	12.5%
June	17	11.2%
July	13	8.6%
August	15	9.9%
September	9	5.9%
October	19	12.5%
November	14	9.2%
December	13	8.6%
TIME OF DAY		
Mid-3am	23	15.1%
3am-6am	18	11.8%
6am-9am	9	5.9%
9am-Noon	9	5.9%
Noon-3pm	27	17.8%
3pm-6pm	17	11.2%
6pm-9pm	24	15.8%
9pm-Mid	25	16.4%
COUNTY		
Fairfield	32	21.1%
Hartford	37	24.3%
Litchfield	11	7.2%
Middlesex	7	4.6%
New Haven	34	22.4%
New London	13	8.6%
Tolland	9	5.9%
Windham	9	5.9%

Source: FARS Final Files 2009-2012, Annual Report File 2013

Table OA-5 shows the number of drivers involved in fatal crashes by age. Drivers aged 25 to 35 consistently show the highest involvement in the period 2009-2013.

Table OA-5. Drivers Involved in Fatal Crashes by Age

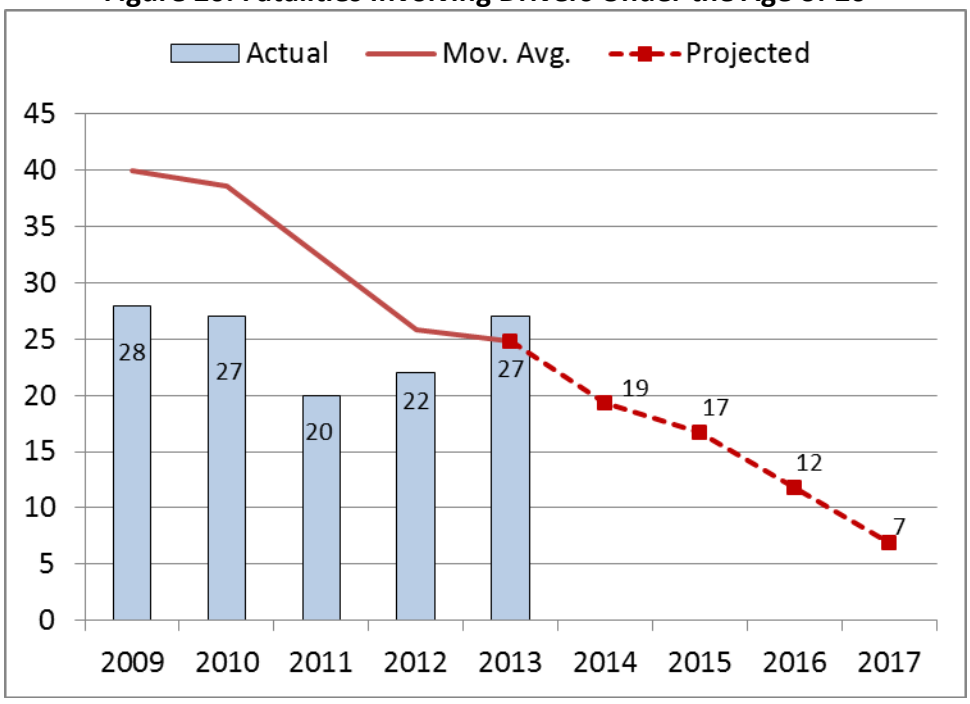
	2009	2010	2011	2012	2013
Total	301	423	292	372	369
Under 16	1	0	2	0	0
16-17	6	9	2	7	6
18-19	18	14	15	14	17
19 and under	25	23	19	21	23
20	8	9	6	6	12
16-20	32	32	23	27	35
21-24	37	60	41	40	56
25-34	75	83	55	74	85
35-44	46	80	48	53	59
45-54	46	62	53	62	54
55-64	37	55	27	50	34
65-69	7	10	7	18	11
70 up	20	34	31	41	31
Unknown	0	7	5	7	4

Source: FARS Final Files 2009-2012, Annual Report File 2013

Figure 20 represents the decrease in the number of fatalities involving drivers under the age of 20. From 2009 to 2011 the number of fatalities involving teen drivers dropped progressively from 28 to 20, but has shown an increase in 2012 and 2013. Projection show a decreasing trend and project 17 teen driver fatalities in 2015, 12 in 2016, and 7 in 2017.

The following performance measures have been selected based on their ability to indicate trends in impaired driving over extended periods of time. While some absolute numbers may be higher from year to year, moving average and trend data may show modest projected decreases over time. These projections are then applied during the goal selection process.

Figure 20. Fatalities Involving Drivers Under the Age of 20



Source: FARS Final Files 2009-2012, Annual Report File 2013

Performance Goals:

To decrease drivers age 20 or younger involved in fatal crashes from the five year (2009-2013) moving average of 25 in 2013 by 20% to a five year (2013-2017) moving average of 20 in 2017.

Performance Objectives:

To continue the decreasing trend in younger driver fatalities.

To expand programs and activities targeted at mature drivers statewide.

Countermeasures:

Although there is not one specific program in place to target teen driver behavior, this driver group is addressed through countermeasures described in other sections in this planning document. Please see the Impaired Driving Section and related tasks where education initiatives are funded to combat against risky teen driving behaviors such as drinking and driving. Teen driver countermeasures will also be overlapped within the SHSP.

Mature driver populations are not over-represented in Connecticut's fatal and injury crash data. Further analysis is needed to continue to identify developing issues of an increasingly large segment of the driving population reaching advanced age. Countermeasures for this area are under development and may include public information and education campaigns aimed at informing mature drivers of highway safety issues unique to this group.

Bicycles and Pedestrians

Problem Identification

In Connecticut in 2013, 3 bicyclists were killed and 495 were injured in motor vehicle crashes whereas 36 pedestrians were killed and 1,018 were injured. Table OA-6 outlines the characteristics of pedestrian and bicyclist fatalities.

Pedestrian fatalities occurred more frequently during October through December (36.7 percent) than during other months of the year (Table OA-6). The majority (58.9 percent) of these occurred in the 3pm to midnight time period. The largest number of pedestrian fatalities occurred in New Haven, Hartford (each with 46), and Fairfield (40) counties, accounting for about 75 percent of the victims.

Most bicyclist fatalities occurred during June through September (61 percent) and 65 percent occurred between 3pm and midnight. Hartford, Fairfield, and New Haven counties accounted for 87 percent of all bicyclist fatalities in the period 2009-2013.

TABLE OA-6. Connecticut Pedestrian and Bicycle Fatalities
Month, Time of Day, and County 5-Year Total: 2009-2013

	Pedestrian Fatalities		Bicyclist Fatalities	
	(N=177)	%	(N=23)	%
Month				
January	11	6.2%	1	4.3%
February	11	6.2%	1	4.3%
March	17	9.6%	1	4.3%
April	8	4.5%	1	4.3%
May	10	5.6%	1	4.3%
June	15	8.5%	4	17.4%
July	14	7.9%	3	13.0%
August	11	6.2%	4	17.4%
September	15	8.5%	3	13.0%
October	16	9.0%	2	8.7%
November	23	13.0%	1	4.3%
December	26	14.7%	1	4.3%
Time of Day				
Mid-3am	19	10.9%	3	13.0%
3am-6am	10	5.7%	0	0.0%
6am-9am	13	7.4%	0	0.0%
9am-Noon	12	6.9%	3	13.0%
Noon-3pm	18	10.3%	2	8.7%
3pm-6pm	28	16.0%	4	17.4%
6pm-9pm	42	24.0%	5	21.7%
9pm-Mid	33	18.9%	6	26.1%
County				
Fairfield	40	22.6%	6	26.1%
Hartford	46	26.0%	11	47.8%
Litchfield	4	2.3%	1	4.3%
Middlesex	11	6.2%	0	0.0%
New Haven	46	26.0%	3	13.0%
New London	13	7.3%	0	0.0%
Tolland	10	5.6%	1	4.3%
Windham	7	4.0%	1	4.3%

Source: FARS Final Files 2009-2012, Annual Report File 2013

The majority of pedestrians and bicyclists killed in crashes had one or more factors reported (Table OA-7). The most common factor for pedestrians was “dart/dash” (64), followed by “in roadway improperly” (26). For bicyclists, the most common factor was “failure to yield right of way”” (7) and “making improper entry or exit from trafficway”, cited for 3 of the 23 bicycle fatalities occurring from 2009 to 2013.

Table OA-7. Connecticut Pedestrian and Bicyclist Fatalities Related Factors for Pedestrians and Bicyclists 5-year Total: 2009-2013

	Pedestrian	Bicyclists
Fatalities	**(N=177)**	**(N=23)**
Non-Motorist Condition/Action	N=189	N=25
Dart/Dash	64	2
In roadway improperly	26	2
Improper crossing of roadway or intersection	22	0
Not visible	22	2
Under the influence of alcohol, drugs, or med.	17	2
Failure to obey traffic signs, signals, or officer	12	2
Failure to yield right-of-way	10	7
Inattentive	4	0
Making improper entry or exit from trafficway	0	3
Operating without required equipment	n/a	2
All Other Factors	12	3

Source: FARS Final Files 2009-2012, Annual Report File 2013

BICYCLISTS

Bicyclist fatalities accounted for less than 2 percent of the total number of traffic fatalities in Connecticut in 2013. Annual bicyclist fatalities ranged from 1 and 8 during the 2009 to 2013 period. There were 495 non-fatally injured bicyclists involved in motor vehicle crashes in Connecticut in 2013, the lowest number in the last 5 years. The 2013 injury figure represents 1.5 percent of all motor vehicle related injuries.

This brief analysis suggests that the bicyclist crash problem in Connecticut is currently not a critical highway safety priority, as compared with other identified crash problem areas. Both the numbers of fatalities and injuries have fluctuated between 2009 and 2013 and no specific pattern is apparent.

Table OA-8. Bicyclists Killed and Injured, 2009-2013

	2009	2010	2011	2012	2013
Killed	1	7	8	4	3
Injured	550	603	561	558	495

Source: Connecticut Department of Transportation, FARS

Table OA-9 shows that bicyclist fatalities have increased in Connecticut, the New England region, and nationwide between 2009 and 2013. During the 5-year period of 2009 to 2013, the number of bicyclist fatalities in Connecticut each year ranged between 1 and 8.

TABLE OA-9. Connecticut Bicyclist Fatalities

	2009	2010	2011	2012	2013	Change 2009-13 %
U.S. Total	628	623	680	734	743	18.3%
Region Total	8	24	17	23	20	150.0%
Connecticut	1	7	8	4	3	200.0%

Source: FARS Final Files 2009-2012, Annual Report File 2013

Bicyclist fatalities have generally represented approximately 2 percent of all Connecticut fatalities, a figure similar to that found in the Region and in the U.S. as a whole (Table OA-10).

TABLE OA-10. Connecticut Bicyclist Fatalities as Percent of Total Fatalities

	2008	2009	2010	2011	2012
U.S.	1.9%	1.9%	1.9%	2.1%	2.2%
Region	2.1%	0.8%	2.2%	1.8%	2.2%
Connecticut	2.0%	0.4%	2.2%	3.6%	1.7%

Source: FARS Final Files 2008-2011, Annual Report File 2012

Bicycle Performance Measures

	2009	2010	2011	2012	2013
Bicyclists Killed and Injured per 100,000 Population	16	17	16	16	14
Percent Bicyclists Helmeted	26%	27%	30%	32%	29%

Sources: FARS; Connecticut Department of Transportation

PEDESTRIANS

Table OA-11 shows that the number of pedestrian fatalities in Connecticut fluctuated over the 5-year period of 2009 to 2013. In 2013, there were 36 pedestrian fatalities, a 39 percent increase from the 26 fatalities observed in 2009. The pedestrian fatality rate for Connecticut in 2013 was 1.0 per 100,000 population compared to 1.0 per 100,000 in the other New England states and 1.5 per 100,000 population nationally (Table OA-11). Pedestrian fatalities in Connecticut accounted for 13.0 percent of all motor vehicle crash victims in 2013, compared to 16.3 percent in 2011. Nationally, the figures were 14.5 percent in 2013 and 14.3 percent in 2012.

Table OA-11. Connecticut Pedestrian Fatalities

	2009	2010	2011	2012	2013	Change 2009-13 %
U.S.						
Fatalities	4,109	4,302	4,457	4,818	4,735	15.2%
% of Total Fatalities	12.1%	13.0%	13.7%	14.3%	14.5%	
Fatality Rate per 100k pop	1.3	1.4	1.4	1.5	1.5	11.8%
Region 1						
Fatalities	112	147	127	157	146	30.4%
% of Total Fatalities	11.3%	13.4%	13.5%	14.8%	14.4%	
Fatality Rate per 100k pop	0.8	1.0	0.9	1.1	1.0	28.7%
Connecticut						
Fatalities	26	46	26	43	36	38.5%
% of Total Fatalities	11.6%	14.4%	11.8%	16.3%	13.0%	
Fatality Rate per 100k pop	0.7	1.3	0.7	1.2	1.0	37.1%

Source: FARS Final Files 2009-2012, Annual Report File 2013

Table OA-12 shows the number of fatally and non-fatally injured pedestrians in the State over the 2009 to 2013 period. The 2013 State's non-fatal injury pedestrian rate was 28 per 100,000 population, slightly lower than the 2012 rate.

Table OA-12. Number of Pedestrians Killed and Injured

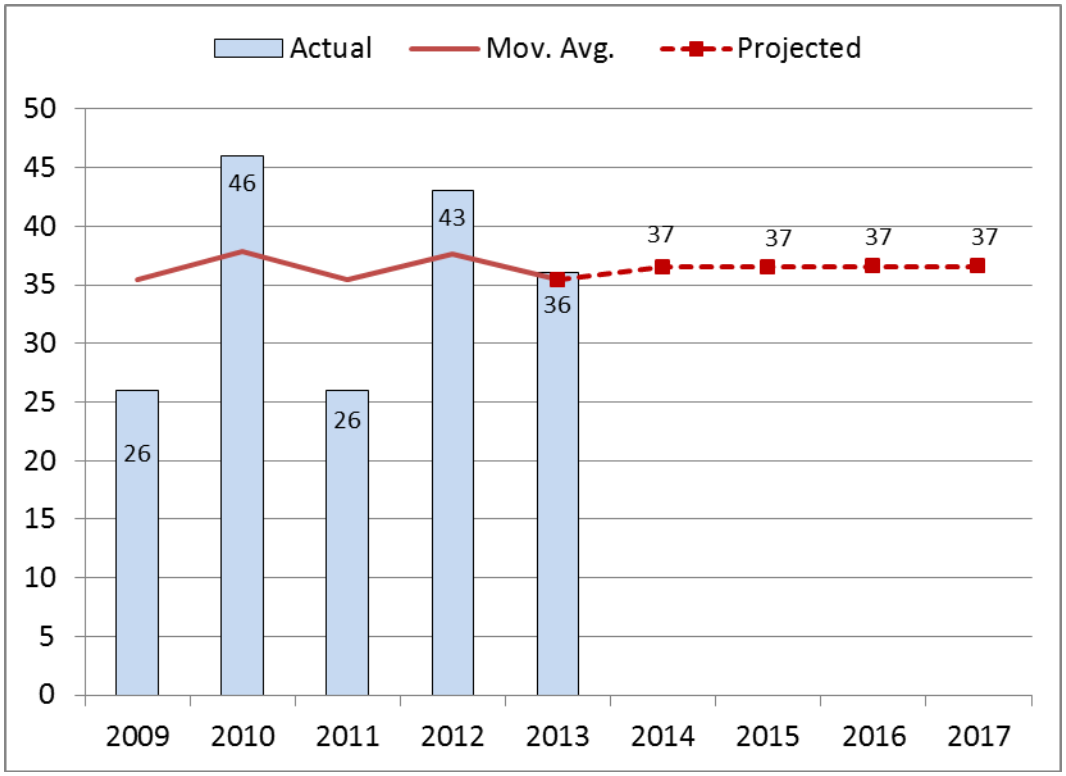
	2009	2010	2011	2012	2013
Killed	26	46	26	36	36
Total Injured	1,079	1,174	1,069	1,063	1,018
Serious (A) Injury	209	188	179	176	175
Moderate (B) Injury	494	608	472	437	412
Minor (C) Injury	376	378	418	450	431
Fatality Rate per 100,000 Pop.	0.7	1.3	0.7	1.0	1.0
Non-Fatal Injury Rate per 100,000 Pop.	31	33	30	30	28

Sources: Connecticut Department of Transportation; FARS Final Files 2009-2012, Annual Report File 2013

Figure 21 shows the number of pedestrian fatalities and 5-year moving averages for the period 2009-2013. Overall, it shows an uneven pattern and projections show little change, projecting 37 pedestrian fatalities in 2015, 2016 and 2017.

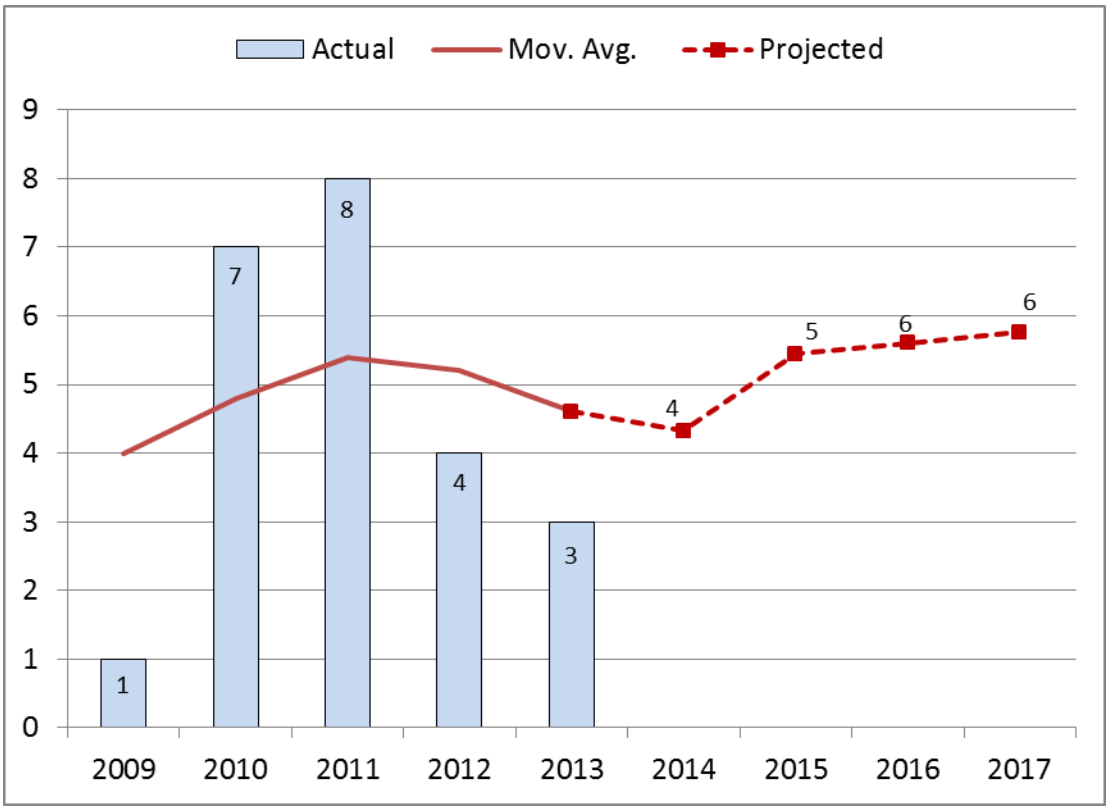
The following performance measures have been selected based on their ability to indicate trends in impaired driving over extended periods of time. While some absolute numbers may be higher from year to year, moving average and trend data may show modest projected decreases over time. These projections are then applied during the goal selection process.

Figure 21. Pedestrian Fatalities



Source: FARS final files 2009-2012, Annual Report File 2013

Figure 21a. Bicyclist Fatalities



Source: FARS final files 2009-2012, Annual Report File 2013

Performance Goals

To reduce the number of pedestrians killed in traffic crashes from the five year (2009-2013) moving average of 37 in 2013 by 5 percent to a five year moving average of (2013-2017) of 35 in 2017.

To reduce the number of bicyclists killed in traffic crashes from the five year (2009-2013) moving average of 5 in 2013 by 20 percent to a five year moving average of (2013-2017) of 4 in 2017.

Performance Objectives

To implement specific and targeted bicycle and pedestrian safety programs that aim to decrease the number of bicyclists and pedestrian fatalities in Connecticut.

Planned Countermeasures

The countermeasures for this program area directly correlate to the problem ID data listed above. Countermeasures are based on proven programs and NHTSA mobilizations, and are often selected from NHTSA's *Countermeasures That Wo*rk 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 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.

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.

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.

Task 1

Project Title: East Hartford Bicycle Education Program

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

Countermeasure: Community Traffic Safety – In an area identified to have a disproportionate number of fatal and injury crashes involving bicycles

Burnside Avenue in East Hartford, Connecticut, continues to be a dangerous area of high traffic for motor vehicles, bicyclists, and pedestrians, and has been the location of several high profile fatalities and injuries involving bicycle riders and pedestrians in recent years. In fact, in an 18 month period during 2010-2011 alone, there were three bicyclist fatalities on Burnside Avenue. Considering there were 15 bicyclists fatalities in total in all of Connecticut in 2010 and 2011 combined, this area accounted for 20 percent of the State's bicyclist fatalities in only an 18 month period during those years. More recently, there were seven bicycle involved crashes that were reported during 2012 and 2013, with those involved ranging from 11 to 70 years old. In an effort to address the clear safety issue in this area and reduce the disproportionate number of fatal crashes amongst bicyclists, the DOT constructed a 'road diet' to adequately provide space for bicyclists to travel amongst other traffic. To increase awareness for safe bicycling practices and to demonstrate to bicycle riders how to use the newly constructed road diet, the HSO would like to work with the DOT's Non-Motorized Transportation Coordinator and sponsor the production of safety information pamphlets which would include educational components about how to properly use the 'road diet' as well as encourage helmet use and proper pedestrian road crossings. Bicycle helmets will be purchased and dispersed to members of the community involved in bicycle safety, as well as law enforcement officials, who will be engaged to assist in educating the public of best practices for staying safe while riding their bikes and traveling in this area of the community. Research has also shown that helmet use amongst youths is lower in low income areas and amongst minorities, and this project will also look to serve this portion of the community.

This comprehensive bicycle safety (pilot) program will:

- Increase awareness for safe bicycling practices
- Demonstrate to bicycle riders how to use the newly constructed road diet
- Produce and distribute safety information pamphlets containing educational components about how to properly use the 'road diet'
- Increase bicyclist safety through the distribution of bicycle helmets and safety lights through bicycle safety program advocates and law enforcement officials to members of the community who have been educated about the use of 'road diets'

Funding Source	Project number	Agency	Title	$ Amount
402(PS)	0196-0710-AA	CT-DOT Bureau of Policy and Planning	East Hartford Bicycle Education Program	$25,000

Fund	Project Number	Agency	Item (#'s)	$ Unit Cost
402(PS)	0196-0710-AA	CT-DOT Bureau of Policy and Planning	Printing and Display of Bus Advertising (30 spots)	$3,800
402(PS)	0196-0710-AA	CT-DOT Bureau of Policy and Planning	Facebook Advertising	$200
402(PS)	0196-0710-AA	CT-DOT Bureau of Policy and Planning	Bicycle LED Front Light (1000)	$5,000
402(PS)	0196-0710-AA	CT-DOT Bureau of Policy and Planning	Bike Helmets (400)	$10,000
402(PS)	0196-0710-AA	CT-DOT Bureau of Policy and Planning	Educational Pamphlets (600)	$6,000

Task 2

Project Title: Bicycle and Pedestrian Education Programming for Youths

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

Countermeasures: Bicycle Helmet Laws for Children, Bicycle Education for Children 1.1, 1.3, 3.2 *Countermeasures That Work*

The HSO is building a partnership with the Boys and Girls Club of Connecticut to educate the youths in their program about proper rules and regulations regarding bicycle helmets. There are 16 organizations in the Alliance of Boys and Girls Clubs in Connecticut that serve 37 towns and cities throughout Connecticut. This partnership will allow the HSO to reach an incredibly diverse group of youths on a statewide level, as there are approximately 25,000 registered members and approximately 50,000 total youths served from the ages of six to 18.

Because many of the affiliated organizations in the Connecticut Boys and Girls Club are in cities and urban areas, many of the youths travel to these locations by bicycle. Often times these children do not have a bicycle helmet and cannot afford a bicycle helmet, or simply choose not to wear one. This occurs without an understanding of the laws regarding helmet use or the significant increase in risk of injury which comes with not wearing a helmet while traveling on their bicycle. The goal of this project is to work with the Boys and Girls Club management to educate and target specific organizations of theirs that have a large population of youths commuting to the club by bicycle in urban areas. Research has also shown that helmet use amongst youths is lower in low income areas and amongst minorities, and this project will also look to serve this portion of the community. An educational curriculum with information about the laws regarding wearing a helmet as well as the safety benefits will be developed for dispersal. Along with this educational piece the HSO will work with the Boys and Girls Club to determine a proper amount of bicycle helmets to purchase for youths in these organizations that routinely use their bicycle to travel to and from.

Funding Source	Project number	Agency	Title	$ Amount
402(PS)	0196-0710-AB	Boys and Girls Club	Youth Education	$55,000

Fund	Project Number	Agency	Item (#'s)	$ Sub-Amounts PI&E Materials
402(PS)	0196-0710-AB	Boys and Girls Club	Educational Handouts	$10,000
402(PS)	0196-0710-AB	CT-DOT Bureau of Policy and Planning	1,800 Bike Helmets ($25)	$45,000

The dollar amounts for each task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level.

Planning and Administration (P&A)

Planning and Administration

Performance Measure/Goal

To submit Highway Safety Plan including Federal 402/405 application(s) by July 1, 2016, Annual Evaluation Report by December 31, 2016 and to voucher to GTS monthly.

Task 1 — Planning and Administration Program Administration Administrative
Oversight: Department of Transportation, Highway Safety Office Staff Person:
Joseph Cristalli/Christine Biske/Aaron Swanson/Kathryn Faraci

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 2016 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.

HSO 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 2016 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.

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 1 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.
- Prepare and submit the 2015 Annual Report by December 31, 2015.
- Prepare and submit the 2017 HSP by July 1, 2016.

Fund	Project number	Agency	Title	$ Amount
402(PA)	0196-0733-AA	CT-DOT/HSO	Planning and Administration	$326,000.00

The dollar amounts for this task are included for the purpose of planning only. They do not represent an approval of any specific activities and/or funding levels. Before any project is approved for funding, an evaluation of each activity is required. This evaluation will include a review of problem identification, performance goals, availability of funding and overall priority level.

Other Highway Safety Funds

The following is a list of other areas where non-NHTSA safety funds are spent whether they be at the local, State or Federal level:

Traffic Records			
Project	Component of Highway Safety Impacted	Organization	Estimated Cost
Project – Reference in TR Strategic Plan (July 2013)	*Component of TSIS Supported/Impacted*	*State/Local Agency Responsible*	*Estimate (and Source) of Funding Provided*
CIVLS (p.191)	Driver Licensing / Vehicle Registration	DMV	$30 million - State
Transportation Safety Research Center (TSRC) (p.119 as a 7th Year Project - Crash Data Rep)	Motor Vehicle Crash / Roadway	DOT	$600 thousand - FHWA
Other CDIP Related – Example, Data Champion (p.14), PR-1 Backlog (p.12)	Motor Vehicle Crash	DOT	$500 thousand - FHWA
Commercial Vehicle Safety Division (DMV) (p.193)	Commercial Motor Vehicle Crash and Traffic Enforcement (Citation)	DMV	$300 thousand - FMCSA
CIDRIS (p.185)	Driver / Impaired Driving Enforcement	OPM	$300 thousand - DPS
CRCOG – Project Management Expertise Provided (Refer to multiple year 408 & 405 projects)	Motor Vehicle Crash and Traffic Enforcement (Citation)	CRCOG	$500 thousand - CRCOG
CODES (p.188)	Motor Vehicle Crash / EMS / Emergency Dept/ Trauma / Mortality / CHIME (Hospital Information)	DPH	$300 thousand - CDC
Injury Surveillance System (ISS)	EMS / Emergency Dept / Hospital Admin & Discharge / Long-Term Care / MV Crash / Vital Stats / Crime Events	DPH	$1 million - CDC
DMV Out-of-State Compact Notice Scanning & Data Entry System	Driver / Traffic Citation	DMV	100 thousand - State
Combined Digital Roadway Network (DRN) (p.183) and Road Inventory System (RIS) (p.34)	Roadway	DOT	$5 million - State / FHWA

Impaired Driving			
Project	*Component of Highway Safety Impacted*	*Organization*	*Estimated Cost*
Court Support	Impaired Driving	Mothers Against Drunk Driving (MADD)	$150,000
Governor's Teen Taskforce Media Campaign	Teen Driving	State Agencies/Traveler's Insurance	$100,000
Underage drinking prevention	Teen Driving	Underage Drinking Coalition	$200,000
Motorcycle			
Project	*Component of Highway Safety Impacted*	*Organization*	*Estimated Cost*
Motorcycle Safety Funds (811 – State Funds)	Rider Training	Department of Motor Vehicles	$470,000
Occupant Protection			
Project	*Component of Highway Safety Impacted*	*Organization*	*Estimated Cost*
Municipal Rollover/Seatbelt Convincer (not funded by HSO)	Seatbelt Safety	CPCA	$300,000
Fitting stations and education and outreach	Child Passenger Safety	SAFEKIDS	$800,000
1906 - Profiling			
Project	*Component of Highway Safety Impacted*	*Organization*	*Estimated Cost*
Judicial integration with E-Citation data collection (State Funds)	Traffic stop ethnicity data	Connecticut Office of Policy and Management	$300,000

In addition to the funds listed above, the HSO has identified penalty transfer funds sourced from the Federal Highway Administration to address speed enforcement needs not covered by 402/405 program funds. The following narrative describes the programming and use of this unique funding opportunity. For Problem Identification and countermeasure information regarding speed related crash data, see the PTS section of this plan.

The Highway Safety Office staff will address the speeding problem on the rural roads using the following objectives:

Equipment grants will be made available to 118 qualifying municipalities to purchase LIDAR and/or DOPPLER radar speed detection units where the speeding problems have been identified. The awarding municipalities will have a set and consistent dollar figure for any problem identified by the municipality. Training classes will be made available to educate Connecticut's Law Enforcement Trainers on the proper use of these speed detection devises.

The program will also provide funding for high-visibility enforcement initiatives. Eligible law enforcement agencies will be offered overtime enforcement grants. Enforcement will be for strict, data based, performance driven speed enforcement campaign during the identified problem time periods set by the program manager and the Safety Program Coordinator. Enforcement will target high risk rural roads where activity is known to be significant based on data analysis.

Performance measures for this program will be activity based and will track level of participation, percentage decrease or increase in speed related crashes, and cost effectiveness of the program.

The next objective of the program will be the public information and education component. The Highway Safety Staff members will develop schematics of educational brochures suitable for the motoring public on the dangers and risks of speeding while operating an automobile. The documents will also include the Connecticut General Statute on speeding and the accompanying fines that speeders are subject to. These will be distributed to the local police department and the resident trooper towns to be given to violators of the speeding statute with the citation.

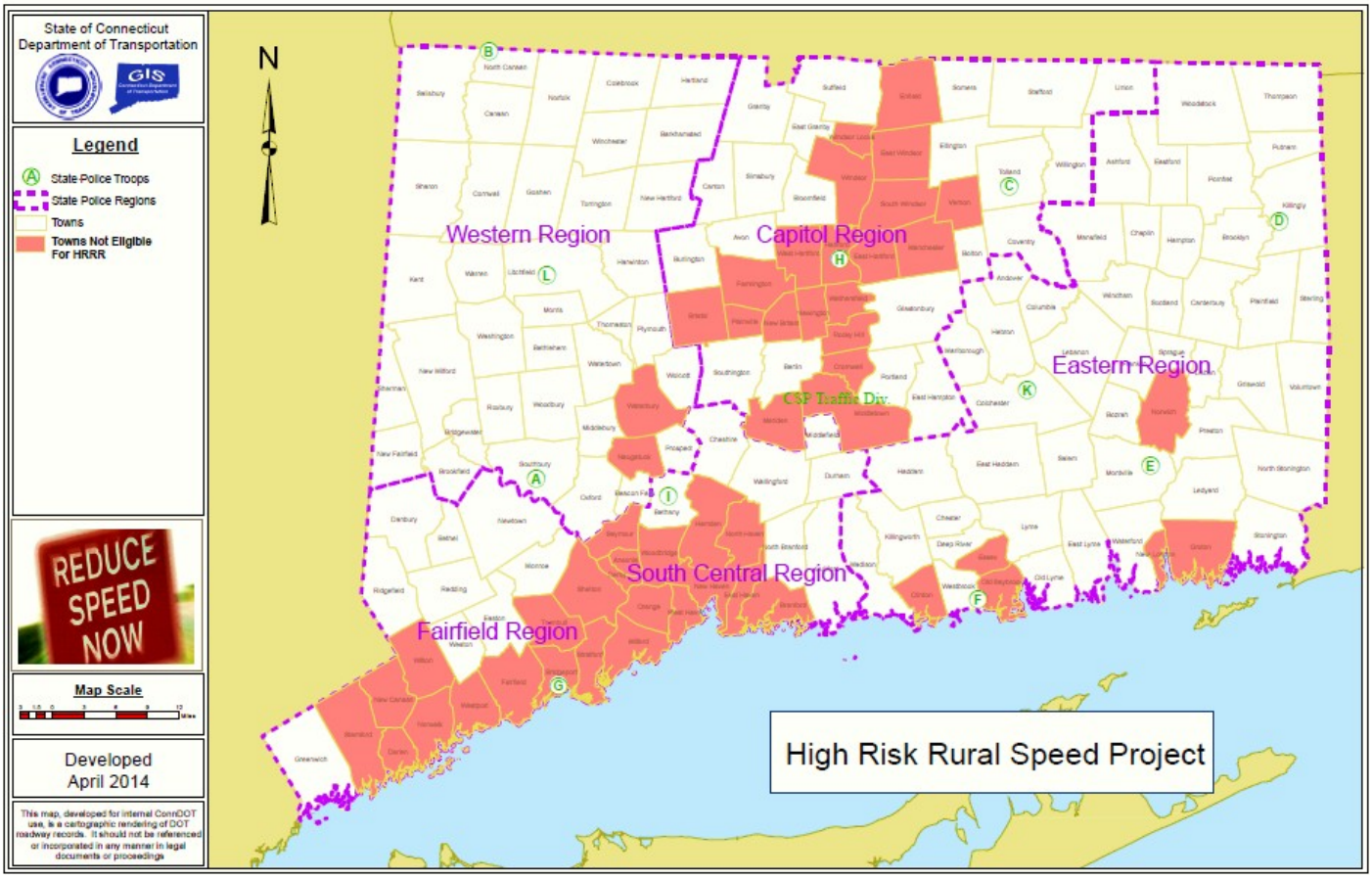
The final objective will be a paid and in-kind media campaign of radio spots, TV spots, billboards, bus panels and web banners that will bring the visual message on the speeding problem in our state. The Highway Safety Staff will work with the contracted media consultant to develop and promote the messages.

CONNECTICUT SPEEDING INITIATIVES BUDGET

Public Information and Education	$ 50,000
118 Municipalities speeding equipment and training	$250,000
Overtime for Resident troopers and local officers (Eligible law enforcement agencies * see map)	$400,000
Total Budget	$700,000

List of 118 Eligible Municipalities for the High Risk Rural Roads Speeding Project

ANDOVER	GRANBY	PROSPECT
ASHFORD	GREENWICH	PUTNAM
AVON	GRISWOLD	REDDING
BARKHAMSTED	GUILFORD	RIDGEFIELD
BEACON FALLS	HADDAM	ROXBURY
BERLIN	HAMPTON	SALEM
BETHANY	HARTLAND	SALISBURY
BETHEL	HARWINTON	SCOTLAND
BETHLEHEM	HEBRON	SHARON
BLOOMFIELD	KENT	SHERMAN
BOLTON	KILLINGLY	SIMSBURY
BOZRAH	KILLINGWORTH	SOMERS
BRIDGEWATER	LEBANON	SOUTHBURY
BROOKFIELD	LEDYARD	SOUTHINGTON
BROOKLYN	LISBON	SPRAGUE
BURLINGTON	LITCHFIELD	STAFFORD
CANAAN	LYME	STERLING
CANTERBURY	MADISON	STONINGTON
CANTON	MANSFIELD	SUFFIELD
CHAPLIN	MARLBOROUGH	THOMASTON
CHESHIRE	MIDDLEBURY	THOMPSON
CHESTER	MIDDLEFIELD	TOLLAND
COLCHESTER	MONROE	TORRINGTON
COLEBROOK	MONTVILLE	UNION
COLUMBIA	MORRIS	VOLUNTOWN
CORNWALL	NEW FAIRFIELD	WALLINGFORD
COVENTRY	NEW HARTFORD	WARREN
DANBURY	NEW MILFORD	WASHINGTON
DEEP RIVER	NEWTOWN	WATERFORD
DURHAM	NORFOLK	WATERTOWN
EASTFORD	NORTH BRANFORD	WESTBROOK
EAST GRANBY	NORTH CANAAN	WESTON
EAST HADDAM	NORTH STONINGTON	WILLINGTON
EAST HAMPTON	OLD LYME	WINCHESTER
EAST LYME	OXFORD	WINDHAM
EASTON	PLAINFIELD	WOLCOTT
ELLINGTON	PLYMOUTH	WOODBURY
FRANKLIN	POMFRET	WOODSTOCK
GLASTONBURY	PORTLAND	
GOSHEN	PRESTON	


State of Connecticut
Department of Transportation
Legend
State Police Troops
State Police Regions
Towns
Towns Not Eligible For HRRR
REDUCE SPEED NOW
Map Scale
Developed
April 2014
This map, developed for internal ConnDOT use, is a cartographic rendering of DOT roadway records. It should not be referenced or incorporated in any manner in legal documents or proceedings
N
Western Region
Capitol Region
Eastern Region
CSP Traffic Div.
South Central Region
Fairfield Region
High Risk Rural Speed Project

Attitudes and Awareness

2014 Connecticut Seat Belt "Click It or Ticket" Campaign: DMV SURVEY AWARENESS RESULTS

The Connecticut Department of Transportation's Highway Safety Office (HSO) collected results for Wave 1 (Pre) and Wave 2 (Post) of the DMV survey effort surrounding the 2014 Click It or Ticket Initiative. A one-page English/Spanish questionnaire was distributed in DMV offices and was designed to assess respondents' knowledge and awareness of the paid media and enforcement campaign that took place from May 12 – June 1, 2014. The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield, and Winsted. The first wave of DMV surveys was conducted before any media or enforcement began (April 15 – April 18, 2014) and the second wave was collected directly after the enforcement activity ended (June 3 – 6, 2014). The survey questions that were distributed at the DMVs are provided as Appendix A to this summary report.

Detailed results from analyses of the two survey waves are provided in the following pages. A snapshot of the overall results is provided below. Most survey respondents were male, between the ages of 21 – 59, white, and do most of their driving before midnight. Results indicate that self-reported belt use increased significantly from Wave 1 to Wave 2. More than ninety percent (92.7%) of respondents reported "*Always* or *Nearly Always*" wearing their seatbelt in Wave 1; this percentage increased to 94.7 percent in Wave 2 ($p<0.01$). The perception of enforcement severity remained the same for both local and State police across Waves. Awareness of the seat belt related campaign message showed a high level of recognition during both survey waves. The number of respondents that reported having "*read, seen, or heard anything*" about extra belt enforcement in Connecticut increased significantly, as did percentage of respondents having read, seen or heard *"anything about seat belts in Connecticut."* Recent personal experience with belt enforcement also increased significantly from Wave 1 to Wave 2 (16.9% to 24.4%, respectively). When asked where the seat belt enforcement message was heard, the most common answers were *TV* and *radio*. Recognition of the "*Click It or Ticket*" campaign slogan increased slightly from 84.4% in Wave 1 to 85.7% in Wave 2 (this change was not statistically significant).

The tables that follow summarize respondent characteristics as well as survey question results across the two waves. All statistical significance testing was done with chi-square analysis at both $p<0.01$ and $p<0.05$ levels.

Basic Information and Demographics

Approximately 150 surveys were collected in each office for each wave (Table 1). There were a total of 2,742 survey respondents, 1,383 pre-campaign and 1,359 post-campaign.

Table 1. DMV Office Location and Number of Completed Surveys, by Wave

Office Location	Wave 1	Wave 2
Bridgeport	157	140
Danbury	154	158
Hamden	154	151
New Britain	155	156
Norwalk	150	151
Norwich	151	152
Waterbury	153	149
Wethersfield	152	152
Winsted	157	150

Table 2 summarizes the demographic characteristics of the survey respondents. During both Wave 1 and Wave 2, just over half (53.7% and 52.3%, respectively) of survey respondents were male. During both waves, the two most common reported age categories for respondents were 35-49 year olds (29.4% in Wave 1 and 29.0% in Wave 2) and 21-34 year olds (26.2% in Wave 1 and 24.1% in Wave 2). The majority of respondents were White during both waves (72.0% in Wave 1 and 72.5% in Wave 2). Nearly 20 percent of respondents were Hispanic (19.7% in Wave 1, 18.3% in Wave 2). Most respondents indicated that they did little driving between midnight and 4 am.

Table 2. Demographic Characteristics of Survey Respondents

Characteristic	Wave 1	Wave 2
Gender		
Male	53.7%	52.3%
Female	46.3%	47.7%
Total (N)	***100% (N=1,370)***	***100% (N=1,348)***
Age		
Under 18	2.0%	1.2%
18-20	4.5%	4.7%
21-34	26.2%	24.1%
35-49	29.4%	29.0%
50-59	22.2%	23.3%
60+	15.9%	17.7%
Total (N)	***100% (N=1,369)***	***100% (N=1,350)***
Race		
White	72.0%	72.5%
Black	10.4%	11.1%
Asian	2.5%	4.1%
Native American	1.0%	0.9%
Other	13.3%	10.9%
Multiple	0.8%	0.5%
Total (N)	***100% (N=1,314)***	***100% (N=1,284)***
Hispanic		
Yes	19.7%	18.3%
No	80.3%	81.7%
Total (N)	***100% (N=1,312)***	***100% (N=1,285)***
Driving Between Midnight and 4am		
None/Almost None	78.3%	78.6%
A Lot Less Than Half	14.5%	14.6%
About Half	4.8%	4.5%
A Lot More Than Half	1.3%	1.3%
All/Almost All	1.2%	1.0%
Total (N)	***100% (N=1,361)***	***100% (N=1,341)***

Belt & Reason for Being Stopped by Police

Tables 3 to 7 summarize the findings for Wave 1 and Wave 2 by question. Questions were grouped together with others based on subject similarity.

Please note, "Always" and "Nearly Always" choices were combined for analyses. There was a significant increase in reported seat belt use from Wave 1 to Wave 2. The percentage of respondents that indicated they "*Always/Nearly Always*" wear their seat belt was 92.7 percent in Wave 1 compared to 94.7 percent in Wave 2 (p<0.05). See Table 3 for additional information. Respondents were also asked "When you pass a driver stopped by police [in the daytime/in the nighttime], what do you think the stop was for?" There was a statistically significant increase in those stating that a daytime stop was indicative of a seat belt violation (Pre: 17.2%; Post: 21.5%; p<0.05). Detailed results for both daytime and nighttime responses are shown in Table 4.

Table 3. Self Reported Belt Use, Question 11

Question	Wave 1	Wave 2
Q11. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?		
Always	85.4%	87.5%^
Nearly Always	7.3%	7.2%
Sometimes	4.3%	2.8%
Seldom	1.2%	1.2%
Never	1.7%	1.3%
Total (N)	***100% (N=1,367)***	***100% (N=1,341)***

*****Significant at p<0.01
^ p<0.05

Table 4. Reasons for Being Stopped by Police, Questions 6 and 7 (multiple responses)

Question	Wave 1	Wave 2
Q6. When you pass a driver stopped by police *in the daytime*, what do you think the stop was for?		
Speeding	74.8%	75.2%
Seat Belt Violation	17.2%	21.5%^
Drunk Driving	3.7%	4.8%
Reckless Driving	7.6%	8.0%
Registration Violation	8.5%	8.8%
Other	12.1%	11.9%
Total N	***N=1,335***	***N=1,314***
Q7. When you pass a driver stopped by police *in the nighttime*, what do you think the stop was for?		
Speeding	47.2%	48.6%
Seat Belt Violation	5.2%	6.6%
Drunk Driving	45.0%	46.1%
Reckless Driving	17.7%	18.8%
Registration Violation	4.7%	5.0%
Other	10.1%	9.1%
Total N	***N=1,331***	***N=1,309***

*****Significant at p<0.01
^ p<0.05

Perception of Severity of Enforcement & Experience with Enforcement

DMV survey responses showed no change in perception of enforcement severity from Wave 1 to Wave 2 (Table 5). When asked to evaluate the chance of receiving a ticket for not using a seat belt, only 21.6 percent of Respondents in Wave 1 indicated it was "*Always*", compared to 22.4 percent in Wave 2. The most popular response for this question was "*Sometimes*" – this was the case in both the Pre (40.2%) and the Post (40.5). About a third (34.8%, 34.4%) of Wave 1 and 2 respondents judged that State police enforced seat belt laws "*Very Strictly.*" There were similar results for the perception of local police level of enforcement (about 31% for both Pre/Post). The addition of extra seat belt enforcement efforts would likely be beneficial to future campaigns.

Table 5. Survey Questions 12, 13, 14

Question	Wave 1	Wave 2
Q12. What do you think the chances are of getting a ticket if you don't wear your seatbelt?		
Always	21.6%	22.4%
Nearly Always	20.0%	18.5%
Sometimes	40.2%	40.5%
Seldom	14.0%	14.4%
Never	4.2%	4.3%
Total (N)	***100% (N=1,361)***	***100% (N=1,337)***
Q13. Do you think the Connecticut State Police enforce the seat belt law:		
Very strictly	34.8%	34.4%
Somewhat Strictly	41.8%	44.1%
Not Very Strictly	17.3%	16.5%
Rarely	4.8%	3.6%
Not at All	1.3%	1.4%
Total (N)	***100% (N=1,355)***	***100% (N=1,321)***
Q14. Do you think the local police enforce the seat belt law:		
Very strictly	31.3%	31.2%
Somewhat Strictly	42.8%	43.0%
Not Very Strictly	17.7%	19.3%
Rarely	6.6%	5.2%
Not at All	1.7%	1.3%
Total (N)	***100% (N=1,352)***	***100% (N=1,318)***

DMV survey responses indicated that some respondents had personal experience with seat belt related enforcement (Table 6). Approximately 13 percent of respondents have received a belt ticket at some point (14.2% in Wave 1 vs. 12.7% in Wave 2). There was a significant increase in percentage of respondents having experienced seat belt enforcement in the past month, from 16.9 percent in Wave 1 to 24.4 percent in Wave 2 (p<.01). Survey participants were asked whether or not police should be able to stop a vehicle solely for a seat belt violation. There was little change from Wave 1 to Wave 2; most respondents seem to be in favor of the State's primary belt law. There was a statistically significant increase in awareness of the correct fine amount range (the $86 - $115 choice rose from 34.6% in the Pre to 38.8% in the Post; p<0.01)

Table 6. Survey Questions 15, 17, 20 and 8

Question	Wave 1	Wave 2
Q15. Have you ever received a ticket for not wearing your seat belt?		
Yes	14.2%	12.7%
No	85.8%	87.3%
Total (N)	***100% (N=1,327)***	***100% (N=1,309)***
Q17. In the past month, have you personally experienced enforcement by police looking at seat belt use?		
Yes	16.9%	24.4%*
No	83.1%	75.6%
Total (N)	***100% (N=1,340)***	***100% (N=1,318)***
Q20. Should the police be able to stop a vehicle for a seat belt violation alone?		
Yes	75.4%	76.8%
No	24.6%	23.2%
Total (N)	***100% (N=1295)***	***100% (N=1,282)***
Q8. What is the fine for violating the seat belt law in Connecticut?		
Less than $35	2.9%	2.3%
$35-$50	16.7%	13.1%
$51-$65	11.1%	10.0%
$66-$85	15.4%	12.5%
$86-$115	34.6%	38.8%*
Over $115	19.3%	23.3%
Total (N)	***100% (N=1294)***	***100% (N=1,274)***

*****Significant at p<0.01
^ p<0.05

Awareness of Seat Belt Message and Slogan Recognition

DMV survey responses indicated an increase in public awareness of seat belt messages from Pre to Post. There was a significant increase from Wave 1 to Wave 2 in the percentage of respondents indicating having "*seen or heard about extra enforcement where police were looking at seat belt use"* (from 35.5% to 52.5%, respectively, $p<.01$). When asked if they had recently *"read, seen or heard anything about seat belts in Connecticut*, 52.8 percent of respondents answered "*Yes*" in Wave 1 compared to 62.8 percent in Wave 2 ($p<.01$). Those answering yes to the latter question were then asked about the source and the nature of the message. Results are summarized below in Table 7. Respondents were also asked if they knew the name of any seat belt enforcement program in Connecticut. The campaign slogan, "*Click It or Ticket*" showed the highest level of recognition over any of the other choices (approximately 85% in both Waves).

Table 7. Survey Questions 16, 18, 19

Question	Wave 1	Wave 2
Q16. In the past month, have you seen or heard about extra enforcement where police were looking at seat belt use?		
Yes	35.5%	52.5%*
No	64.5%	47.5%
Total (N)	***100% (N=1,354)***	***100% (N=1,336)***
Q18. Have you recently read, seen, or heard anything about seat belts in Connecticut?		
Yes	52.8%	62.8%*
No	47.2%	37.2%
Total (N)	***100% (N=1,327)***	***100% (N=1,294)***
Q18a. Where did you see or hear about anything about safe driving in Connecticut? (multiple responses included)		
Newspaper	18.8%	20.0%
Radio	29.9%	32.7%
TV	48.4%	46.3%
Internet	11.7%	10.7%
Brochure	5.5%	5.9%
Checkpoint	16.1%	18.7%
Other	20.4%	21.0%
Q18b. What type of message was it?		
Enforcement	16.0%	20.7%
Safety	4.9%	5.0%
Political Opinion	0.0%	0.0%
Specific Slogan	79.2%	74.3%
Total (N)	***100% (N=144)***	***100% (N=140)***
Q19. Do you know the name of any seat belt enforcement program(s) in CT? (multiple responses included)		
Buckled or Busted	4.2%	4.8%
Buckle Up Connecticut	15.7%	14.9%
Click It or Ticket	84.4%	85.7%
Operation Stay Alive	3.2%	2.4%

*Significant at $p<0.01$

^ $p<0.05$

Perception and Awareness of Speed Enforcement

There was an increase in the perception of speed enforcement from Wave 1 to Wave 2. DMV survey responses indicated a significant increase in public awareness of speed enforcement from Wave 1 to Wave 2. The percentage of respondents indicating having "*read*, *seen or heard about speed enforcement"* was 40.5 percent in Wave 1 compared to 49.4 percent in Wave 2 (a significant increase; $p<.01$). The percentage of respondents that indicated "*Always/Nearly Always*" driving over 35mph in a 30mph zone remained the same from Pre to Post. Survey responses associated with the question about the chances of getting a speeding ticket if you drive over the speed limit also showed no change from Wave 1 to Wave 2. The most popular response for this particular question (both Waves) was "*Sometimes.*" Additional enforcement efforts may help to raise the public perception of getting a speeding ticket in the future. Detailed results for speed related survey questions are shown in Table 8.

Table 8. Survey Questions 21, 22, 23

Question	Wave 1	Wave 2
Q21. On a local road with a speed limit of 30mph, how often do you drive faster than 35mph?		
Always	9.8%	9.1%
Nearly Always	15.2%	15.2%
Sometimes	41.1%	44.6%
Seldom	22.1%	19.3%
Never	11.8%	11.7%
Total (N)	***100% (N=1,351)***	***100% (N=1,325)***
Q22. Have you recently read, seen, or heard anything about speed enforcement?		
Yes	40.5%	49.4%*
No	59.5%	50.6%
Total (N)	***100% (N=1,300)***	***100% (N=1,270)***
Q23. What do you think the chances are of getting a ticket if you drive over the speed limit?		
Always	15.2%	15.8%
Nearly Always	22.9%	21.6%
Sometimes	50.9%	50.4%
Seldom	8.2%	9.0%
Never	2.8%	3.2%
Total (N)	***100% (N=1,339)***	***100% (N=1,313)***

*Significant at $p<0.01$

^ $p<0.05$

2014 Connecticut Labor Day Impaired Driving Campaign
DMV SURVEY RESULTS

The Connecticut Department of Transportation's Highway Safety Office (HSO) collected results for Wave 1 (Pre) and Wave 2 (Post) of the DMV survey effort surrounding the Labor Day 2014 Impaired Driving Initiative. A one-page questionnaire was distributed in DMV offices and was designed to assess respondents' knowledge and awareness of the paid media and enforcement campaign that took place from August 13 – September 1, 2014. The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield and Winsted. The first wave of DMV surveys was conducted before any media or enforcement began (August 8 - 12, 2014) and the second wave was collected directly afterward (September 2-11, 2014). The survey questions that were distributed at the DMVs are provided as Appendix A to this summary report.

A snapshot of the results is provided below whereas detailed analysis of the two survey waves is provided in the following pages. Results indicated that the number of respondents that reported having zero incidence of driving after drinking increased significantly from 83.1 percent in the baseline survey to 86.6 percent during Wave 2. DMV survey responses also indicated a significant change in number of respondents having personally experienced impaired driving enforcement by going through an alcohol checkpoint from Pre (14.8%) to Post (19.3%). Another significant change was noted in the percentage of respondents reporting having "*read, seen, or heard anything about alcohol impaired driving*" (from 65.0 percent in Wave 1 to 69.0 percent in Wave 2). When asked where the impaired driving message was heard, *TV*, *Newspaper, Radio,* and *Poster/Billboard* were the most common answers. Recognition of the "*Drive Sober or Get Pulled Over*" campaign slogan showed the highest level of recognition in both Waves (about 45 percent).

The tables that follow summarize respondent characteristics as well as survey question results across the two waves. All statistical significance testing was done with chi-square analysis at the $p<0.01$ and $p<0.05$ levels.

Basic Information and Demographics

For each wave, approximately 150 surveys were collected in each office (Table 1). There were a total of 2,820 survey respondents; 1,397 during the Pre and 1,423 during the Post.

Table 1. DMV Office Location and Number of Completed Surveys, by Wave

Office Location	Wave 1	Wave 2
Bridgeport	157	159
Danbury	154	150
Hamden	150	173
New Britain	157	154
Norwalk	157	167
Norwich	153	152
Waterbury	159	152
Wethersfield	150	162
Winsted	160	154

Table 2 summarizes the demographic characteristics of the survey respondents. During both Wave 1 and Wave 2, over half (53.8% and 54.8%, respectively) of survey respondents were male. During both waves, the two most common reported age categories for respondents were 50-59 year olds (21.8% in Wave 1 and 21.2% in Wave 2) and 40-49 year olds (18.0% in Wave 1 and 18.2% in Wave 2). The majority of respondents were White (72.5 percent in Wave 1 and 67.5 percent in Wave 2). Approximately 16 percent of respondents were Hispanic (15.9% in Wave 1, 17.3% in Wave 2).

Table 2. Descriptive Characteristics of Survey Respondents

Characteristic	Wave 1	Wave 2
Gender		
Male	53.8%	54.8%
Female	46.2%	45.2%
Total (N)	***100% (N=1,393)***	***100% (N=1,410)***
Age		
16-20	8.5%	5.5%
21-25	12.1%	12.2%
26-34	15.7%	16.8%
35-39	8.3%	9.1%
40-49	18.0%	18.2%
50-59	21.8%	21.2%
60+	15.7%	17.0%
Total (N)	***100% (N=1,392)***	***100% (N=1,414)***
Race		
White	72.5%	67.5%**^**
Black	10.6%	12.4%
Asian	3.1%	5.0%
Native American	0.7%	0.8%
Other	11.8%	13.0%
Multiple	1.3%	1.3%
Total (N)	***100% (N=1,342)***	***100% (N=1,358)***
Hispanic		
Yes	15.9%	17.3%
No	84.1%	82.7%
Total (N)	***100% (N=1,352)***	***100% (N=1,325)***

*****Significant at $p<0.01$
^ $p<0.05$

Belt & Alcohol Use

Tables 3 to 6 summarize the findings for Wave 1 and Wave 2 by question. Questions were grouped together with others based on subject similarity.

There was no change in reported seat belt use between Wave 1 to Wave 2. The percentage of respondents that indicated "*Always*" wearing their seat belts increased slightly from 83.2 percent in Wave 1 to 84.5 percent in Wave 2. There was a significant increase in the percentage of respondents indicating that, in the past 30 days, they had zero incidence of driving within two hours after drinking, from 83.1 percent in Wave 1 to 86.6 percent in Wave 2 ($p<.05$, see Table 3). When asked about their pattern of driving after drinking in the last 3 months, the majority of respondents reported that they do not drive after drinking (80.4% in Wave vs. 85.7% in Wave 2).

Table 3. Belt Use and Alcohol Use, Questions 6, 7, & 9

Question	Wave 1	Wave 2
Q6. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?		
Always	83.2%	84.5%
Nearly Always	10.0%	8.7%
Sometimes	4.9%	4.3%
Seldom	0.9%	1.3%
Never	0.9%	1.3%
Total (N)	***100% (N=1,394)***	***100% (N=1,421)***
Q7. In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?		
None	83.1%	86.6%^
1 or more times	16.9%	13.4%
Total (N)	***100% (N=1,347)***	***100% (N=1,370)***
Q9. Compared with 3 months ago, are you now driving after drinking		
More Often	0.7%	0.5%
Less Often	6.0%	5.6%
About the Same	13.0%	8.3%*
Do Not Drive after Drinking	80.4%	85.7%
Total (N)	***100% (N=1,351)***	***100% (N=1,381)***

*****Significant at $p<0.01$
^ $p<0.05$

Perception of Severity of Enforcement & Experience with Enforcement

DMV survey responses indicated some substantial changes in perception of enforcement severity from Wave 1 to Wave 2 (Table 4). When asked to evaluate the chances of getting arrested if driving after drinking, 22.5 percent of respondents in Wave 1 indicated it was "*Always*" compared to 25.6 percent in Wave 2 (not significant). However, over forty percent (41.3%) of Wave 1 respondents judged that local police enforced the drinking and driving laws "*Very Strictly*" compared to a significant increase to 46.2 percent in Wave 2 (p<0.01). Additionally, when asked about enforcement of drinking and driving laws by state police, 47.0 percent of respondents judged it was enforced "*Very Strictly*" in Wave 1 compared to 52.8 percent in Wave 2 (p<.01). In both Waves, more than half of all respondents felt that the penalties for impaired driving were "*About Right*" (56.8 and 56.4 percent, respectively).

Table 4. Survey Questions 8, 10, 11, 12

Question	Wave 1	Wave 2
Q8. What do you think the chances are of getting arrested if you drive after drinking?		
Always	22.5%	25.6%
Nearly Always	20.6%	21.2%
Sometimes	35.3%	33.3%
Seldom	11.3%	7.1%
Never	10.2%	12.8%
Total (N)	***100% (N=1,367)***	***100% (N=1,385)***
Q10. Do you think local police enforce the drinking and driving laws:		
Very strictly	41.3%	46.2%*
Somewhat strictly	41.1%	37.4%
Not very strictly	13.2%	12.2%
Rarely	2.9%	2.5%
Not at all	1.5%	1.7%
Total (N)	***100% (N=1,359)***	***100% (N=1,381)***
Q11. Do you think state police enforce the drinking and driving laws:		
Very strictly	47.0%	52.8%*
Somewhat strictly	39.1%	35.1%
Not very strictly	10.9%	8.1%
Rarely	2.1%	2.5%
Not at all	1.0%	1.5%
Total (N)	***100% (N=1,362)***	***100% (N=1,387)***
Q12. Do you think the penalties for alcohol impaired driving are:		
Too Strict	7.4%	7.6%
About Right	56.8%	56.4%
Not Strict Enough	28.1%	27.1%
Never	7.7%	8.9%
Total (N)	***100% (N=1,371)***	***100% (N=1,395)***

*****Significant at p<0.01, **^** p<0.05

DMV survey responses indicated a significant change in number of respondents having personally experienced impaired driving enforcement (Table 5). Approximately 15 percent of respondents had gone through an alcohol checkpoint in the past 30 days in Wave 1. This number increased significantly in Wave 2 to 19.3% (p<0.01).

Table 5. Survey Question 13

Question	Wave 1	Wave 2
Q13. In the past 30 days, have you gone through a checkpoint where police were looking for alcohol-impaired drivers?		
Yes	14.8%	19.3%*
No	85.2%	80.7%
Total (N)	***100% (N=1,362)***	***100% (N=1,390)***

*Significant at p<0.01

Awareness of Impaired Driving Message and Slogan Recognition

DMV survey responses indicated an increase in public awareness of impaired driving messages from Wave 1 to Wave 2. There was a significant change in percentage of respondents indicating having *read, seen or heard anything about impaired driving in Connecticut* from Wave 1 (65.0%) to Wave 2 (69.0%). Those answering "*Yes*" to this survey question where then asked about the source of the message. The most recognized media sources were TV, Newspaper, Radio, and Poster/Billboard. There were no increases in any of the media sources used for the 2014 campaign. Results are summarized in Table 6.

Respondents were also asked if they knew the name of any impaired driving enforcement program in Connecticut. One of the slogans showed a significant increase in recognition from Wave 1 to Wave 2: "***You Drink and Drive, You Lose***" was recognized by 27.8% of respondents during the Pre and 32.9% during the Post (p<0.01). The most recognized slogan was the one that was used during the 2014 Labor Day campaign: "***Drive Sober or Get Pulled Over"*** (Pre: 45.6% vs. Post: 46.8%), followed by "***Friends Don't Let Friends Drive Drunk***" (Pre: 45.3% vs. Post: 44.7%) and "***Drunk Driving. Over the Limit, Under Arrest***", recognized by approximately 23 percent of respondents in each Wave. See Table 6 on the following page for details.

Table 6. Survey Questions 14 and 15

Question	Wave 1	Wave 2
Q14. Have you recently read, seen, or heard anything about impaired driving in Connecticut?		
Yes	65.0%	69.0%^
No	35.0%	31.0%
Total (N)	***100% (N=1,371)***	***100% (N=1,399)***
Q14a. Where did you see or hear about anything about safe driving in Connecticut?		
Newspaper	38.6%	32.3%*
Radio	37.3%	33.7%
TV	72.0%	66.3%*
Poster/Billboard	31.1%	27.2%
Brochure	2.7%	3.4%
Police Checkpoint	10.2%	10.4%
Other	15.4%	12.8%
Total (N)	***100% (N=891)***	***100% (N=966)***
Q15. Do you know the name of any safe driving enforcement program(s) in CT?		
Drive Sober or Get Pulled Over	45.6%	46.8%
Drunk Driving. Over the Limit, Under Arrest	22.4%	24.2%
You Drink & Drive. You Lose	27.8%	32.9%*
Team DUI	2.6%	3.1%
Friends Don't Let Friends Drive Drunk	45.3%	44.7%
Checkpoint Strikeforce	3.7%	4.6%
Please Step Away from Your Vehicle	3.7%	4.4%
90 Day Blues	1.2%	1.5%
MADD's Red Ribbon	12.3%	11.2%
Total (N)	***100% (N=1,397)***	***100% (N=1,423)***

*Significant at $p<0.01$

^ $p< 0.05$

PROGRAM DESCRIPTION – DDHVE OBSERVATION AND AWARENESS SURVEYS

The HSO created the first ever Distracted Driving High Visibility Enforcement (DDVE) program utilizing 405(e) funds. This program was rolled out in September, 2014 and 30 municipal police agencies and the Connecticut State Police were invited to participate based on analysis of crash data. 25 municipal agencies participated with those declining citing; manpower, lack of matching funds and inability to get grants through their respective common councils as reasons for non-participation. In addition, paid and earned media supported the HVE mobilization.

EVALUATION METHOD

Self-reported Use and Awareness Surveys

Questionnaires asking about distracted driving attitudes and practices were administered to motorists at the 9 DMV offices in the state (Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield and Winsted). Data were collected before the program began (Pre: 8/5 - 8/13) and soon after the program ended (Post 2: 9/23 - 9/27). Researchers were asked to collect a minimum of 150 completed surveys per office. The survey was dual purpose collecting data to evaluate the State's alcohol crackdown as well as the distracted driving program ("Post 1" was impaired driving related). The programs did not overlap. During the pre we collect 1,397 surveys. During the post we collected 1,541 surveys.

The DMV survey questions related to distracted driving were:

19. Do you think the hand-held cellular phone law in Connecticut is enforced:

___ Very strictly ___ Somewhat strictly ___ Not very strictly ___ Rarely ___ Not at all

20. Have you recently read, seen or heard anything about distracted driving in Connecticut? ___ Yes ___ No

If yes, where did you see or hear about it? (Check all that apply):

___ Newspaper ___ Radio ___ TV ___ Billboards ___ Brochure ___ Online ___Police Enforcement ___Other

21. Do you know the name of any of these distracted driving programs in Connecticut? (check all that apply):

___ Hang up or pay up
___ Phone in one hand, ticket in the other
___ U Drive, U Text, U Pay
___ Stop the texts, Stop the wrecks

RESULTS

Awareness Survey

Respondents were asked how strictly they thought the police enforced the distracted driving laws. During the Pre, 15.0% reported that they thought it was enforced very strictly. That percentage increased to 17.5% in the Post (n.s.).

They were also asked if they had recently seen or heard anything about distracted driving. In the Pre, 64.9% said "yes"—that percentage increased significantly ($p<.05$) in the Post (71.2%). This effect was bigger for males and drivers under 25 years of age. The most frequent reported source of the information in the post was TV (84%) followed by Radio (65%), Billboards (57%), and Newspaper (48%). All other sources were less than 20%).

The main program slogan was "U Text, U Drive, U Pay." During the Pre, 52.2% recognized the slogan. By the Post measurement, 86.0% recognized it ($p < .001$). "Phone in One Hand, Ticket in the Other," (a previously used slogan) was well recognized in the Pre (47.1%) but had no significant change by the Post (44.9%). "Stop the Texts, Stop the Wrecks," a national slogan used in previous years, also showed no change in awareness (Pre: 36.6%; Post: 40.3%). Finally, the slogan "Hang Up, or Pay Up" also increased from Pre (24.7%) to Post (35.5%) ($p < .001$).

Related Highway Safety Legislation

Related Highway Safety Legislation

The following provisions of the Connecticut General Statutes (CGS) relate to the safety of motor vehicle travel on Connecticut's roads. The enactment of these statutes may have an effect upon the frequency and/or severity of traffic crashes during the period of their existence. For additional information and the CGS, visit www.cga.state.ct.us.

Public Act No. 76-326 repealed Section 14-289e of the CGS that had required motorcycle drivers and their passengers to wear protective headgear. The statute was repealed on June 1, 1976.

Public Act No. 76-309 amended Section 14-299 of the CGS by allowing a right turn at a red traffic signal, unless a sign prohibits this movement. Previously this turn was allowed only where a sign permitted it. This law went into effect on July 1, 1979.

Public Act No. 79-609 amended Section 14-219 of the CGS by changing the absolute speed limit to 55 miles per hour upon any highway or road in Connecticut. This law went into effect on October 1, 1979.

Public Act No. 82-333 amended Subsec. (b) of section 14-49 of the CGS to permit; Four dollars of the total fee with respect to the registration of each motorcycle shall, when entered upon the records of the Special Transportation Fund, be deemed to be appropriated to the Department of Transportation for purposes of continuing the program of motorcycle rider education formerly funded under the federal Highway Safety Act of 1978, 23 USC 402.

Public Act No. 85-264 amended subdivision (20) of Section 30-1 of the CGS by redefining the minimum drinking age as 21 years. The new drinking age became effective on September 1, 1985. The drinking age had previously been increased from 18 to 19 years on July 1, 1982 and from 19 to 20 years on October 1, 1983.

Public Act No. 85-429 amended Section 14-100a of the CGS by requiring the operator of and any front seat passenger in a private passenger motor vehicle to wear seat safety belts while the vehicle is operating on the highways and roads of Connecticut. This law went into effect on January 1, 1986. Section 14-100a had been previously amended to require a child, under the age of four years, traveling in a motor vehicle to be restrained by an approved restraint system. This provision was effective as of October 1, 1982.

Public Act No. 89-242 amended Section 1. Subsection (c) of section 14-40a of the CGS by requiring an applicant under the age of eighteen to present evidence satisfactory to the commissioner that such applicant has successfully completed a novice motorcycle training course conducted by the Department of Transportation or other safety or educational organization that has developed a curriculum approved by the commissioner.

Public Act No. 89-314 provides for a mandatory operator licensing suspension for anyone who fails or refuses a chemical test after being arrested for driving while intoxicated or impaired by drugs. This Administrative "Per Se" DWI Law went into effect on January 1, 1990.

Public Act No. 90-143 requires all police authorities to file a copy of the police accident report with the Department of Transportation instead of the Department of Motor Vehicles at the conclusion of their investigation of any motor vehicle traffic accident. Operators involved in a motor vehicle traffic accident are no longer required to file an operator accident report with the Department of Motor Vehicles. This law went into effect on October 1, 1990.

Public Act No. 94-52 (1) makes the driver of a private passenger motor vehicle responsible for assuring that rear seat passengers between ages 4 and 16 wear seat belts; (2) limits mandatory child restraint usage for children under age 4 to those who weigh less than 40 pounds; (3) requires children between ages 1 and 4 and weighing under 40 pounds to be in a child restraint; and (4) extends child restraint requirements to trucks and truck or van type recreational vehicles. This law went into effect on October 1, 1994.

Public Act No. 98-181 raised the speed limit from 55 mph to 65 mph on designated sections of highways. This law went into effect on October 1, 1998.

Public Act No. 02-1 (Special Session) redefined the standards for driving under the influence of alcohol. The act redefined "elevated blood alcohol content" to mean a ratio of alcohol in the blood that is eight-hundredths of 1 percent or more of alcohol, by weight. This limit was previously defined to be ten-hundredths of 1 percent. This law went into effect on July 1, 2001.

Public Act No. 03-91 strengthened the Dram Shop Act (Section 1. Section 30-102) by raising the financial liability of a seller of alcoholic beverages, when selling alcohol to an intoxicated person who injuries another person. The financial liability was raised from $20,000 to $250,000. . This law went into effect on October 1, 2003.

Public Act No. 03-265 requires that any person who has been convicted of driving under the influence be prohibited, for the 2-year period, from operating a motor vehicle unless such motor vehicle is equipped with a functioning, approved ignition interlock device. The interlock device was incorporated on October 1, 2003.

Public Act No. 05-54 requires 16 and 17-year-olds learning to drive under a learner's permit to have a minimum of 20 hours (increased from eight) of behind-the-wheel instruction before they qualify for an operator's license. This public act enacts restrictions which prohibit 16 and 17 year-old licensed drivers from driving between the hours of 12:00 a.m. to 5:00 a.m. unless they are traveling for employment, school or religious activities, or a medical necessity. It also restricts, during the first 6 months, the number of passengers they are allowed to transport. This law went into effect on October 1, 2005.

Public Act No. 05-58, this act (1) with one exception for children being transported in student transportation vehicles, extends child restraint system use requirements from children under age 4 weighing less than 40 pounds to children 6 years of age and 60 pounds. Both the age and weight requirements must be met. After children outgrow their car seat they must ride in a booster seat using a lap and shoulder belt. (2) Requires any child under age 1 and weighing less than 20 pounds to be transported in a rear-facing position in his child restraint system; and (3) requires children restrained in booster seats to be anchored by a seat belt that includes a shoulder belt. This law went into effect on October 1, 2005.

Public Act No. 05-159 prohibits a driver from using (1) a mobile telephone to engage in a call while the vehicle is moving unless a hands-free devise is used, except under certain limited circumstances. This law went into effect on October 1, 2005.

Public Act No. 06-173 This act broadens the circumstances in which a surviving driver of a car accident involving serious physical injury or death must give a blood or breath sample. The act requires the driver to give a sample if the police (1) charge him with a motor vehicle violation regarding the accident and (2) have a reasonable articulable suspicion that he was driving while under the influence of liquor or drugs. The law, unchanged by the act, also allows the police to require a test from a surviving driver if the officer has probable cause to believe that the driver was driving under the influence.

The law prohibits driving a motor vehicle on a public highway for purposes of betting, racing, or making a speed record. The act additionally prohibits (1) possessing a motor vehicle under circumstances showing intent to use it in a races or event; (2) acting as a starter, timekeeper, judge, or spectator at such a race or event; or (3) betting on the outcome of a race or event. It subjects this conduct to the same penalties the law provides for driving in these races or events: (1) a first offense is punishable by up to 1 year in prison, a fine of $75 to $600, or both, and (2) subsequent offenses are punishable by up to one year in prison, a fine of $100 to $1,000, or both. The law went into effect on October 1, 2006.

Public Act No. 08-150 This act dictates that the court shall also order such person not to operate any motor vehicle that is not equipped with an approved ignition interlock device, as defined in section 14-227j, for a period of two years after such person's operator's license or nonresident operating privilege is restored by the Commissioner of Motor Vehicles.

Public Act No. 08-32 expands on graduated driver license (GDL) laws set forth by Public Act No. 05-54 for 16 and 17 year old drivers. This law extends the minimum number of hours of behind-the-wheel training student drivers must receive from 20 to 40 hours. This law also increases the curfew for teen from the hours of 11p.m. to 5a.m (formerly 12a.m.) unless they are traveling for employment, school or religious activities or medical necessity. The law also extends passenger restrictions on all 16 and 17 year old drivers to having no passengers in the car under the age of 20 years for their first 6 months of licensure. For the second six months (7-12) the only passengers allowed in the vehicle are immediate family members. This law also extends the penalties for 16 and 17 year old drivers for violations including seat-belt violations,

use of cell phones, speeding, reckless driving and street racing requiring an automatic license suspension for a minimum of 48 hours and a maximum of 6months as well as fines. During license suspension a parent or legal guardian must be present to reinstate the license. The law also states that when a 16 or 17 year old driver has passengers in the vehicle, all passengers must wear their seat belt regardless of age or seating position. These new requirements became effective August 1, 2008.

Public Act No. 08-101 (*Effective October 1, 2008*) The Commissioner of Transportation shall, within available appropriations and in consultation with groups advocating on behalf of bicyclists, develop and implement a state-wide "Share the Road" public awareness campaign to educate the public concerning the rights and responsibilities of both motorists and bicyclists as they jointly use the highways of this state.

Public Act 08-114 Creates two new offenses; (1) endangerment of a highway worker and (2) aggravated endangerment of a highway worker that apply when a driver commits certain acts in a highway work zone. This law goes into effect on October 1, 2008.

Public Act 08-150 Sec. 57 – 60 & 62: Ignition Interlock. Revises the laws governing ignition interlock devices by imposing the mandatory use of an ignition interlock device (IID) for two years following the one-year license suspension that results from a conviction for second degree manslaughter with a motor vehicle or second degree assault with a motor vehicle, both of which involve driving while under the influence of alcohol or drugs as an element of the crime. Additional changes allow DMV to place a restriction on a person's license if they are required to use an IID, and permit individuals moving to Connecticut who had been participating in a similar IID program to obtain a CT license with a work permit and participate in Connecticut's IID program.

Section 62 makes anyone whose license has been suspended and subsequently restricted to use of only ignition-interlock-equipped vehicles subject to a re-imposition of the suspension for failure to install and use the device as required. The re-suspension must be for a period of time not to exceed the period of the original suspension.

Public Act 09-187:
AN ACT CONCERNING THE FUNCTIONS OF THE DEPARTMENT OF MOTOR VEHICLES.

This act spans a wide range of motor vehicle regulations including:

DUI-Related provisions:

Section 6. Makes a technical change in the law governing participation in the DMV substance abuse treatment program for drunk driving offenders. It also removes the current 30-day limit within which someone who has been notified of the requirement to participate in a treatment program has to petition the commissioner to waive the requirement based on certain statutory criteria.

Section 35. Third-Time DUI Offenders. This section permits those who have had their drivers' licenses permanently revoked for a third conviction for driving under the influence or alcohol or drugs before October 1, 1999 to avail themselves of the same process for restoring the ability to drive after six years that currently is afforded to those whose revocations occurred on or after October 1, 1999. Under this process, once at least six years has passed since the revocation, the person may request a DMV hearing for reversal or reduction of the revocation. The person must provide satisfactory evidence that a reversal or reduction of the revocation will not endanger public safety and must meet other requirements, such as successful completion of an alcohol education and treatment program. If granted relief, the person must, as a condition, operate only vehicles equipped with an approved ignition interlock device from the date the relief is granted until 10 years have passed from the revocation date.
EFFECTIVE DATE: October 1, 2009

Section 42. Technical Correction – Ignition Interlock Devices. This section makes a technical correction to the law regarding the use of ignition interlock devices on motor vehicles used by those convicted of certain alcohol-related driving crimes to reflect the fact that in 2008 the law was expanded to require the use of such devices following the mandatory license suspensions that result from convictions for 2nd degree assault with a motor vehicle and 2nd degree manslaughter with a motor vehicle, both of which involve driving a motor vehicle while under the influence of alcohol or drugs.
EFFECTIVE DATE: October 1, 2009

Section 44. Amendment to "Move Over" Law. This section expands a provision of PA 09-121(H.B. 5894), which requires a motorist approaching one or more stationary emergency vehicles on a travel lane, breakdown lane, or shoulder of a highway to immediately slow down and, if in the adjacent lane and it is safe to do so, move over one lane. One type of emergency vehicle covered by the act is a vehicle operated by a sworn member of the State Police or an organized local police department. This section broadens this provision to include additional types of police officers including (1) any member of a law enforcement unit who performs police duties, for example, DMV inspectors designated to enforce motor vehicle laws; (2) appointed constables who perform criminal law enforcement duties; and (3) certain special policemen appointed to enforce laws on state property, investigate public assistance fraud, and policemen for utility and transportation companies.
EFFECTIVE DATE: October 1, 2009

Section 47. Work-Zone Safety Police Training. This section specifies that the State Police, the Post Officer Standards and Training Council, and each municipal police department "shall be encouraged" to provide in each basic or review police training program they conduct or administer training on highway work zone safety that covers, at least:
1. enforcement of criminal laws on highway worker endangerment;
2. techniques for handling unsafe driving incidents in a highway work zone;
3. risks associated with unsafe driving in a highway work zone;
4. safe traffic control practices such as the proper location of officers and wearing high-visibility safety apparel; and

5. general guidelines, standards, and applications in the Manual on Uniform Traffic Control Devices, including training on the proper use of traffic control devices and signs and a one hour annual refresher on the guidelines, standards, and applications.

The section requires the Highway Work Zone Safety Advisory Council to develop a program curriculum and make it available to and recommend it to the various training entities. The act does not specify who must encourage the training entities to provide the training, but the council would be one possibility.
EFFECTIVE DATE: October 1, 2009

Section 49. Technical Correction Regarding Motor-Driven Cycles. In 2008, the statutes were substantially rewritten to replace the laws governing bicycles with helper motors, i.e. "mopeds," with the concept of "motor-driven" cycles. The reference to bicycles with helper motors in the motor vehicle definition was not changed at the time. The act makes this technical correction.
EFFECTIVE DATE: October 1, 2009

Sections 62 – 64. Drunk Driving Offenses and Administrative License Suspensions.
These sections:
1. Decrease, from .08% to .04% the presumptive level for determining if a driver of a commercial motor vehicle (a large truck, bus, or hazardous materials transporter) is operating with an elevated blood alcohol level for both the criminal offense and the administrative suspension;
2. Broadens the scope of the law that prohibits someone under age 21 from operating a motor vehicle on a highway with a BAC of .02% or more to apply anywhere, including on private property, rather than just on a highway;
3. Decreases the minimum time police must wait before administering the required second blood-alcohol test from 30 to 10 minutes and, for criminal DUI prosecutions, narrows the range of test results that requires an extrapolation or "relation back" of the test results to establish the driver's blood-alcohol level at the actual time of operation of the vehicle;
4. For administrative per se license suspension hearings, eliminates a parallel "relation back" provision entirely and requires only that the test be commenced within two hours of the time of operation;
5. Allows police to submit the required arrest documentation and test results to DMV for the administrative license suspension process electronically, gives them longer to do it, and gives the motor vehicle commissioner more time to render a decision following an administrative hearing;
6. Notwithstanding the statutory requirement for service of subpoenas at least 18 hours before appearance is required, requires any subpoena summoning a police officer as a witness in a per se hearing to be served on the officer at least 72 hours before the designated time of the hearing; and
7. Expands the circumstances under which blood test results from someone taken to a hospital can be used under the administrative per se process.
EFFECTIVE DATE: October 1, 2009

Section 66. Provision of Ignition Interlock Device Restriction in Electronic Driver Record. This section requires the DMV commissioner to put information pertaining to someone's ignition interlock device restriction into his or her electronic driver's license or driving history record and ensure that this record is accessible to law enforcement officers. The information must include the duration of the restriction.
EFFECTIVE DATE; October 1, 2009

Public Act No. 10-153 amended Section 1. Subsection (c) of section 14-40a of the CGS by requiring any applicant for a motorcycle endorsement to present evidence satisfactory to the commissioner that such applicant has successfully completed a novice motorcycle training course conducted by the Department of Transportation with federal funds available for the purpose of such course, or by any firm or organization that conducts such a course that uses the curriculum of the Motorcycle Safety Foundation or other safety or educational organization that has developed a curriculum approved by the commissioner.

Public Act 10-109: **AN ACT CONCERNING THE USE OF HAND-HELD MOBILE TELEPHONES AND MOBILE ELECTRONIC DEVICES BY MOTOR VEHICLE OPERATORS**

This act:

1. specifies that it is illegal for a driver to type, send, or read text messages on a hand-held cell phone or mobile electronic device while operating a moving motor vehicle;

2. replaces, in most cases, the maximum $100 fine for using a hand-held cell phone or mobile electronic device while driving with fines of $100 for the first violation, $150 for a second violation, and $200 for subsequent violations, and explicitly imposes these fines on people who text while driving;

3. requires the state to remit 25% of the amount it receives from each summons to the municipality that issues the summons; and

4. eliminates the requirement that judges suspend the fine for a first-time offender who acquires a hands-free accessory before the fine is imposed.

It requires each Superior Court clerk, the Chief Court Administrator, or any official the administrator designates, by the 30th day of January, April, July, and October, annually, to certify to the comptroller the amount due for the previous quarter to each municipality served by that clerk or official.

By law, school bus drivers and drivers under age 18 are prohibited from using either hand-held or hands-free cell phones while driving, except in emergencies. The law, unchanged by the act, imposes a maximum fine of $100 on these drivers who violate the law. As with the law against

using hand-held cell phones while driving, the texting ban does not apply in emergency situations or to any of the following people while performing their official duties: peace officers, firefighters, ambulance and emergency vehicle drivers, or members of the military when operating a military vehicle. **EFFECTIVE DATE: October 1, 2010**

Public Act 11-213 - AN ACT MAKING REVISIONS TO MOTOR VEHICLE STATUTES.

This act:

Increases fines for using a cell phone or texting while driving. The fine for a first offense increases from $100.00 to $125.00; for a second offense from $150.00 to $250.00 and fro subsequent offenses from $200.00 to $400.00. **EFFECTIVE DATE: Upon Passage.**

Public Act 11-48 – AN ACT IMPLEMENTING THE PROVISIONS OF THE BUDGET CONCERNING GENERAL GOVERNMENT

This Act:

Reduce the period of suspension for motorists convicted for a first or second time for DUI to 45 days and requires the offender to install a functioning interlock device on each vehicle the own or operate as a condition of restoring their licensed. **EFFECTIVE DATE: January 1, 2012.**

Public Act 11 – 213 (H.B. 6581)
AN ACT MAKING REVISIONS TO MOTOR VEHICLE STATUTES.

Section 48 – Discount Premiums for Motorcycle Operators. Current law requires insurers to offer discount premiums to any motorcycle operators who prove they successfully completed a CTDOT motorcycle course. This section requires insurers to also offer the premium to motorcycle operators who offer proof of successfully completing a motorcycle course offered by anyone else DMV approves.

EFFECTIVE DATE: January 1, 2012

Sections 51-53 – Cell Phone Law Changes. The act increases certain fines for using a cell phone or texting while driving and applies them to other distracted driving violations. It specifies that texting while driving a commercial motor vehicle is a violation and adds it to those offenses whose violation can lead to disqualification from operating a commercial motor vehicle. But it allows texting from these vehicles in an emergency.

EFFECTIVE DATE: Upon passage, except a conforming change is effective July 1, 2011

Section 56 – Written Motorcycle Test. PA 10-153 eliminated a requirement that an applicant for a motorcycle endorsement demonstrate to DMV's satisfaction that he or she can operate a motorcycle, has sufficient knowledge of the motorcycle's mechanism to operate it safely, and has satisfactory knowledge of the laws concerning motorcycles, other motor vehicles, and the rules of the road. It eliminated the commissioner's authority to waive the on-road skills portion

of license examination for an applicant who presents evidence of passing a motorcycle training course.

This section requires applicants who have successfully completed the motorcycle training course but not obtained a motorcycle training permit to pass a test, other than the driving skills test, demonstrating that they meet the above requirements.
EFFECTIVE DATE: Upon passage

Public Act 11 – 256 (H.B. 6540)
AN ACT CONCERNING HIGHWAY SAFETY, STATE FACILITY TRAFFIC AUTHORITIES, MUNICIPAL BUILDING DEMOLITION, STATE TRAFFIC COMMISSION CERTIFICATES, AT GRADE CROSSINGS, THE NAMING OF ROADS AND BRIDGES IN HONOR OR IN MEMORY OF PERSONS AND ORGANIZATIONS, AND A TRAIN STATION IN NIANTIC.

Section 1 clarifies the Governor's commitment to highway safety programs in accordance with federal law, Section 402 of Title 23, United States Code (USC). Recently, the National Highway Traffic Safety Administration (NHTSA) advised the Department that further enabling legislation is needed for compliance with the Highway Safety Act of 1966, as amended (23 USC § 402). The Highway Safety Act of 1978 amended Section 402(b) (1) (a) of Title 23, USC and NHTSA did not find the authorities set forth in CGS 4-28 to be sufficient.
EFFECTIVE DATE: October 1, 2011.

HB 6336 AN ACT CONCERNING THE TIMING OF TESTS FOR BLOOD ALCOHOL LEVELS IN OPERATING UNDER THE INFLUENCE CASES

Section 1. Subsection (b) of section 14-227a (6) evidence is presented that the test was commenced within two hours of operation or, if the test was not commenced within two hours of operation, evidence is presented that demonstrates that the test results and analysis thereof accurately indicate the blood alcohol content at the time of the alleged offense.
Effective October 1, 2013
Public Act No. 13-271 AN ACT CONCERNING DISTRACTED DRIVING AND REVISIONS TO THE MOTOR VEHICLE STATUTES

Sec. 3. Subdivision (52) "Motor-driven cycle" means any motorcycle, motor scooter, or bicycle with attached motor with a seat height of not less than twenty-six inches and a motor having a capacity of less than fifty cubic centimeters piston displacement. . Effective July 1, 2013

Sec. 5. Subdivision (80) (E) using a hand-held mobile telephone or other electronic device or typing, reading or sending text or a text message with or from a mobile telephone or mobile electronic device in violation of subsection. Effective July 1, 2013

Sec. 10(a)(9) "Operating a motor vehicle" means operating a motor vehicle on any highway, as defined in section 14-1, including being temporarily stationary due to traffic, road conditions or

a traffic control sign or signal, but not including being parked on the side or shoulder of any highway where such vehicle is safely able to remain stationary.

(b) (1) Except as otherwise provided in this subsection and subsections (c) and (d) of this section, no person shall operate a motor vehicle upon a highway, as defined in section 14-1, while using a hand-held mobile telephone to engage in a call or while using a mobile electronic device. An operator of a motor vehicle who types, sends or reads a text message with a hand-held mobile telephone or mobile electronic device while operating a motor vehicle shall be in violation of this section, except that if such operator is driving a commercial motor vehicle, as defined in section 14-1, such operator shall be charged with a violation of subsection (e) of this section.

(2) An operator of a motor vehicle who holds a hand-held mobile telephone to, or in the immediate proximity of, his or her ear while operating a motor vehicle is presumed to be engaging in a call within the meaning of this section. The presumption established by this subdivision is rebuttable by evidence tending to show that the operator was not engaged in a call.

(3) The provisions of this subsection shall not be construed as authorizing the seizure or forfeiture of a hand-held mobile telephone or a mobile electronic device, unless otherwise provided by law.

(4) Subdivision (1) of this subsection shall not apply to: (A) The use of a hand-held mobile telephone for the sole purpose of communicating with any of the following regarding an emergency situation: An emergency response operator; a hospital, physician's office or health clinic; an ambulance company; a fire department; or a police department, or (B) any of the following persons while in the performance of their official duties and within the scope of their employment: A peace officer, as defined in subdivision (9) of section 53a-3, a firefighter or an operator of an ambulance or authorized emergency vehicle, as defined in section 14-1, or a member of the armed forces of the United States, as defined in section 27-103, while operating a military vehicle, or (C) the use of a hand-held radio by a person with an amateur radio station license issued by the Federal Communications Commission in emergency situations for emergency purposes only, or (D) the use of a hands-free mobile telephone.

(c) No person shall use a hand-held mobile telephone or other electronic device, including those with hands-free accessories, or a mobile electronic device while operating a school bus that is carrying passengers, except that this subsection shall not apply to (1) a school bus driver who places an emergency call to school officials, or (2) the use of a hand-held mobile telephone as provided in subparagraph (A) of subdivision (4) of subsection (b) of this section.

(d) No person under eighteen years of age shall use any hand-held mobile telephone, including one with a hands-free accessory, or a mobile electronic device while operating a motor vehicle on a public highway, except as provided in subparagraph (A) of subdivision (4) of subsection (b) of this section.

(e) No person shall type, read or send text or a text message with or from a mobile telephone or mobile electronic device while operating a commercial motor vehicle, as defined in section 14-1, except for the purpose of communicating with any of the following regarding an emergency situation: An emergency response operator; a hospital; physician's office or health clinic; an ambulance company; a fire department or a police department.

(f) Except as provided in subsections (b) to (e), inclusive, of this section, no person shall engage in any activity not related to the actual operation of a motor vehicle in a manner that interferes with the safe operation of such vehicle on any highway, as defined in section 14-1..

(g) Any law enforcement officer who issues a summons for a violation of this section shall record on such summons the specific nature of any distracted driving behavior observed by such officer.

(h) Any person who violates this section shall be fined one hundred twenty-five dollars for a first violation, two hundred fifty dollars for a second violation and four hundred dollars for a third or subsequent violation.

Sec. 14. Subsection (c) The commissioner may waive the requirement of such examination for any applicant who presents documentation that such applicant: (1) Is on active military duty with the armed forces of the United States; (2) is stationed outside the state; and (3) completed a novice motorcycle training course conducted by any firm or organization using the curriculum of the Motorcycle Safety Foundation not earlier than two years prior to the date of such applicant's application. . Effective July 1, 2013

Sec. 34. Subsection (e) (3) "motor-driven cycle" means any motorcycle, motor scooter or bicycle with an attached motor with a seat height of not less than twenty-six inches and a motor having a capacity of less than fifty cubic centimeters piston displacement. . Effective July 1, 2013

Sec. 35. Subsection (c) No person riding upon any bicycle, motor-driven cycle, roller skates, skis, sled, skateboard, coaster, toy vehicle or any other vehicle not designed or intended to be towed shall attach the same or such person to any vehicle moving or about to move on a public roadway nor shall the operator of such vehicle knowingly permit any person riding a bicycle, motor-driven cycle, roller skates, skis, skateboard, coaster, sled, toy vehicle or any other vehicle not designed or intended to be towed to attach the same or such person to such vehicle so operated or about to be operated, provided any person operating a bicycle solely by foot or hand power may attach a bicycle trailer or semitrailer thereto, provided such trailer or semitrailer is designed for such attachment. . Effective July 1, 2013

Sec. 36. (a) The Commissioner of Motor Vehicles shall issue regulations, in accordance with nationally accepted standards, concerning specifications for vision-protecting devices, including but not limited to goggles, glasses, face shields, windshields and wind screens for use by operators of motorcycles and motor-driven cycles. . Effective July 1, 2013

Sec. 36 (b) Failure to wear either goggles, glasses or a face shield of a type which conforms to the minimum specifications as called for by such regulations shall be an infraction. The provisions of this subsection shall not apply to operators of motorcycles and motor-driven cycles equipped with a wind screen or windshield which conforms to the minimum specifications called for by such regulations. . Effective July 1, 2013

Sec. 37. (b) (1) Except as otherwise provided in this subsection and subsections (c) and (d) of this section, no person shall operate a motor vehicle upon a highway, as defined in section 14-1, as amended by this act, while using a hand-held mobile telephone to engage in a call or while using a mobile electronic device while such vehicle is in motion. An operator of a motor vehicle who types, sends or reads a text message with a hand-held mobile telephone or mobile electronic device while such vehicle is in motion shall be in violation of this section, except that if such operator is driving a commercial motor vehicle, as defined in section 14-1, as amended by this act, such operator shall be charged with a violation of subsection (e) of this section. . Effective July 1, 2013

1. Sec. 37.(e) No person shall use a hand-held mobile telephone or other electronic device or type, read or send text or a text message with or from a mobile telephone or mobile electronic device while operating a commercial motor vehicle, as defined in section 14-1, as amended by this act, except for the purpose of communicating with any of the following regarding an emergency situation: An emergency response operator; a hospital; physician's office or health clinic; an ambulance company; a fire department or a police department. Effective July 1, 2013

Public Act No. 13-271 AN ACT CONCERNING IGNITION INTERLOCK DEVICES

This act:
1. Reduces the license suspension period for all administrative per se violations to 45 days, but imposes ignition interlock requirements after the suspension ends (§§ 1 & 6);
2. Eliminates the 90-day waiting period for a special operator's permit for a first administrative per se violation of refusing to submit to a blood alcohol content (BAC) test (§ 2);
3. Changes the required license suspension period for someone who fails to use an IID as required (§ 3);
4. Specifically allows the motor vehicles (DMV) commissioner to impose IID requirements on Connecticut residents with out-of-state DUI convictions, for second or subsequent convictions (§ 4); and
5. For second DUI convictions, subjects drivers under age 21 to the same license suspension period (45 days) as drivers over age 21 (currently, the suspension for people under age 21 is 45 days or until the person reaches age 21) (§ 5).

EFFECTIVE DATE: July 1, 2015

Public act 15-46"An act Concerning The Department of Motor Vehicles Recommendations with respect to Autocycles and three- wheeled motorcycles"

This act:

1. Amended the definition of "Motorcycle" to include new class named autocycle.
2. Allowed for the sale and registration of Polaris Slingshot and Elio Motors three wheeled vehicles.
3. Autocycles will not require a motorcycle endorsement to operate
4. Created new restricted motorcycle endorsement for those who wish to ride a three wheeled motorcycle only.

EFFECTIVE DATE: July 1, 2015

Certifications and Assurances

APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: *Connecticut* **Fiscal Year:** *2015*

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to sub-recipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Sub award and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;

- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:

  (i) the entity in the preceding fiscal year received—
  (I) 80 percent or more of its annual gross revenues in Federal awards;
  (II) $25,000,000 or more in annual gross revenues from Federal awards; and
  (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to sub-recipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all sub-recipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.3

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
    - Establishing a drug-free awareness program to inform employees about: o The dangers of drug abuse in the workplace.
    - o The grantee's policy of maintaining a drug-free workplace.
    - o Any available drug counseling, rehabilitation, and employee assistance programs.
    - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
    - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

    - Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will – o Abide by the terms of the statement.
    - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
    - Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted – o Taking appropriate personnel action against such an employee, up to and including termination.
    - o Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to sub-recipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-4

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

(applies to sub-recipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to sub-recipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.5

RESTRICTION ON STATE LOBBYING

(applies to sub-recipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to sub-recipients as well as States)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.6

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;7

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered 8

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.9

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashed caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))10

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

Thomas J Maziarz

Signature of Governor's Representative for Highway Safety

6-26-2015

Date

Thomas J Maziarz

Printed Name of Governor's Representative for Highway Safety

Project Listing

Funding Source	Project number	Agency	Title	Item/Quantity	$ Sub-Amoun	$ Amount
402	0196-0704-AA	CT-DOT/HSO	Alcohol Program Management			$135,000
402	0196-0701-AA	CT-DOT/HSO	Motorcycle Safety Program Administration			$100,000
402	0196-0701-AB	CT-DOT /HSO	CONREP Technical Assist.			$200,000
402	0196-0701-AC	CT-DOT/HSO	PI&E Education			$17,500
402	0196-0701-AC	CT-DOT/HSO	MC Ride Maps(15,000)		$7,500	
402	0196-0701-AC	CT-DOT/HSO	Personnel Services		$10,000	
402	0196-0701-AD	CT-DOT /HSO	Lifelong Learner/Returning Rider			$100,000
402	0196-0702-AA	CT-DOT/HSO	OP Program Administration			$175,000
402	0196-0702-AB	CT-DOT/HSO	Data Analysis & Surveys			$250,000
402	0196-0702-AC	CT-DOT/HSO	Click It or Ticket Enforcement (Nov & May Mobili			$576,200
402	0196-0702-AD	Waterbury PD	Waterbury Area Traffic Safety Program			$130,000
402	0196-0702-AF	CT-DOT/HSO	Occupant Protection PI&E			$37,500
402	0196-0702-AI	CT-DOT/HSO	Brochure and citation holders			$30,000
402	0196-0702-AG	Connecticut Children's Medical Center	Look Before You Lock Ed. Campaign			$125,000
402	0196-0709-AA	CT-DOT/HSO	Child Restraint Administration			$100,000
402	0196-0709-AB	CT-DOT/HSO	CPS Training			$50,000
402	0196-0709-AC	Connecticut Children's Medical Center	CPS Fitting Stations Support			$75,000
402	0196-0709-AD	Yale New Haven Children's Hospital	CPS Fitting Stations Support			$75,000
402	0196-0709-AE	Yale-New Haven Children's Hospital	Yale-New Haven Children's Hospital Community T			$125,000
402	0196-0707-AA	CT-DOT/HSO	PTS Administration			$125,000
402	0196-0707-AB	CT. Police Chiefs Assoc.	Law Enforcement Challenge			$60,000
402	0196-0707-AD	CT. Police Chiefs Assoc.	CPCA Public Info and Education			$50,000
402	0196-0707-AC	CT-DOT/HSO	Regional Traffic Unit Symposium			$70,000
402	0196-0705-AA	CT-DOT/HSO	Traffic Records Administration			$286,000
402(PS)	0196-0710-AA	CT-DOT/Bureau of Policy & Planning	East Hartford Bicycle Outreach Program			$25,000
402(PS)	0196-0710-AA	CT-DOT/Bureau of Policy & Planning	Bus Advertising (30 spots)		$3,800	
402(PS)	0196-0710-AA	CT-DOT/Bureau of Policy & Planning	Facebook Advertising		$200	
402(PS)	0196-0710-AA	CT-DOT/Bureau of Policy & Planning	Bicycle LED Front Lights (1000)		$5,000	
402(PS)	0196-0710-AA	CT-DOT/Bureau of Policy & Planning	Bicycle Helmets (400)		$10,000	
402(PS)	0196-0710-AA	CT-DOT/Bureau of Policy & Planning	Educational Pamphlets (600)		$6,000	
402(PS)	0196-0710-AB	Boys and Girls Club	Youth Education			$55,000
402(PS)	0196-0710-AB	Boys and Girls Club	Educational Handouts		$10,000	
402(PS)	0196-0710-AB	CT-DOT/Bureau of Policy & Planning	Bicycle Helmets (1,800 x $25)		$45,000	
402	0196-0733-AA	CT-DOT/HSO	Planning and Administration			$326,000
					Total MC 701	$417,500
					Total OP 702	$1,323,700
					Total AL 704	$135,000
					Total TR 705	$286,000
					Total PT 707	$305,000
					Total CR 709	$425,000
					Total PA 733	$326,000
					Total PS 710	$80,000
					Total 402	$3,298,200

Funding Source	Project number	Agency	Title			$ Sub-Amount	$ Amount
154AL	0196-0722-AA	CT-DOT/HSO	Alcohol Program Management (154)				$300,000
154AL	0196-0722-AE	CT DOT - HSO	BETHANY				$20,000.00
154AL	0196-0722-AF	CT DOT - HSO	KILLINGLY				$65,000.00
154AL	0196-0722-AG	CT DOT - HSO	GLASTONBURY				$20,000.00
154AL	0196-0722-AH	CT DOT - HSO	DURHAM				$22,000.00
154AL	0196-0722-AI	CT DOT - HSO	MIDDLEFIELD				$20,000.00
154AL	0196-0722-AJ	CT DOT - HSO	BRISTOL				$160,000.00
154AL	0196-0722-AK	CT DOT - HSO	LEDYARD				$50,000.00
154AL	0196-0722-AL	CT DOT - HSO	GREENWICH				$65,000.00
154AL	0196-0722-AM	CT DOT - HSO	WATERTOWN				$25,000.00
154AL	0196-0722-AN	CT DOT - HSO	NEW BRITAIN				$145,000.00
154AL	0196-0722-AO	CT DOT - HSO	ELLINGTON				$55,000.00
154AL	0196-0722-AP	CT DOT - HSO	SOMERS				$40,000.00
154AL	0196-0722-AQ	CT DOT - HSO	NAUGATUCK				$45,000.00
154AL	0196-0722-AR	CT DOT - HSO	WETHERSFIELD				$40,000.00
154AL	0196-0722-AS	CT DOT - HSO	PROSPECT				$17,500.00
154AL	0196-0722-AT	CT DOT - HSO	FAIRFIELD				$60,000.00
154AL	0196-0722-AU	CT DOT - HSO	MERIDEN				$30,000.00
154AL	0196-0722-AV	CT DOT - HSO	CITY OF GROTON				$27,000.00
154AL	0196-0722-AW	CT DOT - HSO	DEEP RIVER				$45,000.00
154AL	0196-0722-AX	CT DOT - HSO	SEYMOUR				$60,000.00
154AL	0196-0722-BB	CT DOT - HSO	STAFFORD				$60,000.00
154AL	0196-0722-BC	CT DOT - HSO	CROMWELL				$50,000.00
154AL	0196-0722-BD	CT DOT - HSO	NORWALK				$85,000.00
154AL	0196-0722-BE	CT DOT - HSO	BETHEL				$30,000.00
154AL	0196-0722-BF	CT DOT - HSO	KILLINGWORTH				$12,000.00
154AL	0196-0722-BH	CT DOT - HSO	MANCHESTER				$100,000.00
154AL	0196-0722-BI	CT DOT - HSO	BRANFORD				$35,000.00
154AL	0196-0722-BJ	CT DOT - HSO	NORTH HAVEN				$25,000.00
154AL	0196-0722-BK	CT DOT - HSO	TOWN OF GROTON				$65,000.00
154AL	0196-0722-BL	CT DOT - HSO	COVENTRY				$20,000.00
154AL	0196-0722-BM	CT DOT - HSO	NORWICH				$70,000.00
154AL	0196-0722-BN	CT DOT - HSO	WINDSOR				$55,000.00
154AL	0196-0722-BO	CT DOT - HSO	EAST HAVEN				$20,000.00
154AL	0196-0722-BP	CT DOT - HSO	GRANBY				$10,000.00
154AL	0196-0722-BQ	CT DOT - HSO	OLD LYME				$40,000.00
154AL	0196-0722-BR	CT DOT - HSO	BLOOMFIELD				$65,000.00
154AL	0196-0722-BT	CT DOT - HSO	JEWETT CITY				$60,000.00
154AL	0196-0722-BU	CT DOT - HSO	NEW CANAAN				$15,000.00
154AL	0196-0722-BV	CT DOT - HSO	CCSU				$35,000.00
154AL	0196-0722-BW	CT DOT - HSO	DARIEN				$50,000.00
154AL	0196-0722-BX	CT DOT - HSO	DANBURY				$55,000.00
154AL	0196-0722-BY	CT DOT - HSO	BERLIN				$66,000.00
154AL	0196-0722-BZ	CT DOT - HSO	WILTON				$60,000.00
154AL	0196-0722-CA	CT DOT - HSO	EAST LYME				$60,000.00
154AL	0196-0722-CB	CT DOT - HSO	HARTFORD				$210,000.00
154AL	0196-0722-CC	CT DOT - HSO	WALLINGFORD				$20,000.00
154AL	0196-0722-CD	CT DOT - HSO	EAST HADDAM				$34,000.00
154AL	0196-0722-CE	CT DOT - HSO	NORTH STONINGTON				$40,000.00
154AL	0196-0722-CF	CT DOT - HSO	TOLLAND				$40,000.00
154AL	0196-0722-CG	CT DOT - HSO	CHESTER				$28,000.00
154AL	0196-0722-CH	CT DOT - HSO	VERNON				$15,000.00
154AL	0196-0722-CI	CT DOT - HSO	MONROE				$65,000.00
154AL	0196-0722-CJ	CT DOT - HSO	WILLIMANTIC				$45,000.00
154AL	0196-0722-CK	CT DOT - HSO	HADDAM				$22,400.00
154AL	0196-0722-CL	CT DOT - HSO	TRUMBULL				$60,000.00

154AL	0196-0722-CO	CT DOT - HSO	NEWINGTON				$42,000.00
154AL	0196-0722-CP	CT DOT - HSO	COLCHESTER				$30,000.00
154AL	0196-0722-CQ	CT DOT - HSO	LISBON				$25,000.00
154AL	0196-0722-CR	CT DOT - HSO	UCONN				$15,000.00
154AL	0196-0722-CS	CT DOT - HSO	MONTVILLE				$50,000.00
154AL	0196-0722-CT	CT DOT - HSO	MADISON				$30,000.00
154AL	0196-0722-CU	CT DOT - HSO	WESTPORT				$7,000.00
154AL	0196-0722-DH	CT DOT - HSO	CHESHIRE				$30,000.00
154AL	0196-0722-DI	CT DOT - HSO	NEW HAVEN				$150,000.00
154AL	0196-0722-DJ	CT DOT - HSO	SOUTH WINDSOR				$55,000.00
154AL	0196-0722-DK	CT DOT - HSO	PLAINFIELD				$35,000.00
154AL	0196-0722-DM	CT DOT – HSO	BROOKLYN				$17,000.00
154AL	0196-0722-DO	CTDOT - HSO	NORTH BRANFORD				$15,000.00
154AL	0196-0722-DP	CTDOT - HSO	HAMDEN				$35,000.00
154AL	0196-0722-DQ	CTDOT - HSO	WINDSOR LOCKS				$75,000.00
154AL	0196-0722-DR	CTDOT - HSO	WEST HARTFORD				$120,000.00
154AL	0196-0722-DS	CTDOT - HSO	FARMINGTON				$70,000.00
154AL	0196-0722-EZ	CT DOT - HSO	STAMFORD				$105,000.00
154AL	0196-0722-CM	CT DOT - HSO	STRATFORD				$34,000.00
154AL	0196-0722-CN	CT DOT - HSO	ENFIELD				$100,000.00
154AL	0196-0722-CV	CT DOT - HSO	WATERFORD				$22,500.00
154AL	0196-0722-DL	CT DOT - HSO	OLD SAYBROOK				$60,000.00
154AL	0196-0722-DU	CT DOT - HSO	MANSFIELD				$65,000.00
154AL	0196-0722-DN	CT DOT - HSO	ORANGE				$30,000.00
154AL	0196-0722-DV	CT DOT - HSO	ROCKY HILL				$40,000.00
154AL	0196-0722-DW	CT DOT - HSO	EAST WINDSOR				$35,000.00
154AL	0196-0722-DX	CY DOT - HSO	ESSEX				$30,000.00
154AL	0196-0722-DY	CT DOT - HSO	EAST HARTFORD				$17,000.00
154AL	0196-0722-DZ	CT COT - HSO	NEW LONDON				$21,000.00
154AL	0196-0722-EA	CT-DOT - HSO	REDDING				$18,000.00
154AL	0196-0722-EB	CT DOT - HSO	SPRAGUE				$14,000.00
154AL	0196-0722-EC	CT DOT - HSO	PRESTON				$10,000.00
154AL	0196-0722-ED	CT DOT - HSO	WATERBURY				$45,000.00
154AL	0196-0722-AB	CT-DOT/ HSO	Alcohol Related Program Training				$220,000.00
154AL	0196-0722-AB	CT-DOT/HSO	SFST Curriculum Manuals 600x12.50			$7,500.00	
154AL	0196-0722-AB	CT-DOT/HSO	Stylus Pens (300 x $20)			$6,000.00	
154AL	0196-0722-AB	CT-DOT/HSO	Laptop for training classes			$1,700.00	
154AL	0196-0722-AB	CT-DOT/HSO	Portable color printer & accessories			$1,000.00	
154AL	0196-0722-AB	CT-DOT/HSO	Instructor Training Uniform			$1,000.00	
154AL	0196-0722-AC	CT-DOT/HSO	Criminal Justice				$275,000
154AL	0196-0722-EG	CT-DOT/HSO	Creation/Administration of Website				$50,000.00
154AL	0196-0722-BG	CT-DOT/HSO	Impaired Driving Public Information and Educatic				$50,000.00
154AL	0196-0722-EN	Stafford	Underage Alcohol Enforcement Grant				$25,000
154AL	0196-0722-EO	Cheshire	Underage Alcohol Enforcement Grant				$25,000
154AL	0196-0722-EP	North Branford	Underage Alcohol Enforcement Grant				$25,000
154AL	0196-0722-EQ	Hartford	Underage Alcohol Enforcement Grant				$30,000
154AL	0196-0722-ER	Redding	Underage Alcohol Enforcement Grant				$25,000
154AL	0196-0722-ES	Newington	Underage Alcohol Enforcement Grant				$40,000
154AL	0196-0722-ET	Berlin	Underage Alcohol Enforcement Grant				$25,000
154AL	0196-0722-EU	New Milford	Underage Alcohol Enforcement Grant				$30,000
154AL	0196-0722-EV	West Hartford	Underage Alcohol Enforcement Grant				$30,000
154AL	0196-0722-EW	Mansfield	Underage Alcohol Enforcement Grant				$50,000.00
154AL	0196-0722-EX	Glastonbury	Underage Alcohol Enforcement Grant				$25,000
154AL	0196-0722-EY	Madison	Underage Alcohol Enforcement Grant				$25,000
154AL	0196-0722-EM	Governor's Prevention Partnership	Youth Led Underage Drinking Prevention				$75,000
154AL	0196-0722-EM	Governor's Prevention Partnership	Launch of 3E Program			$14,000	
154AL	0196-0722-EM	Governor's Prevention Partnership	Peer Training			$19,000	
154AL	0196-0722-EM	Governor's Prevention Partnership	Creation of Resources for Web Port			$22,000	
154AL	0196-0722-EM	Governor's Prevention Partnership	Project Administration			$20,000	
154AL	0196-0722-AD	Data Anaylsis and Surveys	CT DOT-HSO				$150,000
						Total 154AL	$5,656,400.00

Funding Source	Project number	Agency	Title				$ Amount
154PM	0196-0720-AA	CT-DOT/HSO	DUI Media Campaign				$1,500,000
						Total 154PM	$1,500,000

Funding Source	Project number	Agency	Title				$ Amount
154HE	0170-3172	CT-DOT	UCONN – Crash Data Improvement Plan				$13,960
154HE	0170-3262	CT-DOT	Fatality Analysis Reporting				$200,000
154HE	0148-0190	CT-DOT	Wallingford Route 5 Intersection				$86,000
154HE	0042-0297	CT-DOT	Silver Lane East Hartford				$50,000
154HE	0042-0292	CT-DOT	Bidwell Street Alignment				$40,000
154HE	0120-0086	CT-DOT	Salem Route 85 and Route 82				$790,000
154HE	0195-0721	CT-DOT	Highway Safety Office Salaries				$500,000
						Total 154HE	$1,679,960

Fund	Project number	Agency	Title	Item/Quantity		$ Sub-Amount	$ Amount
405(b)	0196-0741-AC	Connecticut State Police	Occupant Protection Enforcement/CSP				$125,000
405(b)-2	0196-0741-AE	Connecticut State Police	Safety Belt Convincer/Rollover Simulator				$210,000
405(b)-2	0196-0741-AF	Connecticut State Police	Convincer/Rollover Simulator Purchase				$25,000
405(b)-2	0196-0741-AD	CT-DOT/HSO	Occupant Protection Media Buy				$325,000
						Total 405 (b)	$685,000

Fund	Project number	Agency	Title				$ Amount
405(c)	0196-0742-AA	CT-DOT/HSO	Traffic Records Administration				$80,000
405(c)	0196-0742-AD	CRCOG	E-Crash				$230,000
405(c)	0196-0742-AB	CPCA	E-Crash / 100%				$145,000
405(c)	0196-0742-AC	Centralized Infractions Bureau	E-Citation				$150,000
405(c)	0196-0742-AE	Centralized Infractions Bureau	E-Charging				$150,000
405(c)	0196-0742-AF	Department of Public Health/EMS	EMS-Tracking				$75,000
405(c)	0196-0742-AG	Yale New Havem Hospital	Crash Linkage				$50,000
						Total 405 (c)	$880,000

Funding Source	Project number	Agency	Title	Item/Qu	$ Unit Cost	$ Sub-Amount	$ Amount
405(d)-3	0196-0743-BG	MADD		Certifica	$1.25	$200.00	
405(d)-3	0196-0743-BG	MADD		Frames	$0.75	$120.00	
405(d)-3	0196-0743-BG	MADD		Letterhe	$1.60	$800.00	
405(d)-3	0196-0743-BG	MADD		Signage	$20.00	$300.00	
405(d)-3	0196-0743-BG	MADD		Program	$2.00	$800.00	
405(d)-3	0196-0743-BG	MADD		PAS Flas	$2,400.00	$2,400.00	
405(d)-3	0196-0743-BG	MADD		Letter/P	$810.00	$810.00	
405(d)-3	0196-0743-BG	MADD		Plaques	$35.00	$1,050.00	
405(d)-3	0196-0743-BG	MADD		Plaques	$40.00	$480.00	
405(d)-3	0196-0743-BG	MADD	Law Enforcement Recognition Ceremony				$7,000.00
405(d)-3	0196-0743-AK	MADD	Power of Parents				$60,000.00
405(d)-1	0196-0743-AB	Hartford (RTU)	Mobile Command Center (1)				$200,000
405(d)-1	0196-0743-DM	DESPP	DESPP				$805,000.00
405(d)-1	0196-0743-DL	Newtown	DUI Enforcement				$75,000.00
405(d)-1	0196-0743-BJ	CSP	Draeger Intox/Server				$125,000
405(d)-1	0196-0743-AC	New Britain	Traffic Cones (120)				$3,000
405(d)-1	0196-0743-AU	Somers	Traffic Cones (120)				$3,000
405(d)-1	0196-0743-AV	New London	Traffic Cones (120)				$3,000
405(d)-1	0196-0743-AW	Redding	Traffic Cones (120)				$3,000
405(d)-1	0196-0743-BA	Tolland	Traffic Cones (120)				$3,000
405(d)-1	0196-0743-BD	CSP	Draeger Printer	125	$160		$20,000
405(d)-5	0196-0743-DJ	DESPP	Mass Spectrometer				$400,000

405(d)-4	0196-0743-1-BF	CT-DOT/HSO	(2) DMV Admin. Per Se Hearing Attorney's			$600,000
405(d)-6	0196-0743-DI	CT-DOT/HSO	(2) DMV Admin. Ignition Interlock Analysts			$200,000
405(d)-2	0196-0743-BH	CT-DOT/HSO	DRE Training			$280,000
405(d)-1	0196-0743-BM	CT-DOT/HSO	(50x $500) Drug Recognition Expert Field Kits			$25,000
405(d)-1	0196-0743-DK	CT-DOT/HSO	(25x$700) tablets for evaluations and reporting			$17,500
405(d)-1	0196-0743-AM	Central CT State University	Underage Alcohol Enforcement Grant			$30,000
405(d)-1	0196-0743-AN	Eastern CT State University	Underage Alcohol Enforcement Grant			$30,000
405(d)-1	0196-0743-AP	Southern CT State University	Underage Alcohol Enforcement Grant			$30,000
405(d)-1	0196-0743-AQ	University of Connecticut	Underage Alcohol Enforcement Grant			$40,000
405(d)-5	0196-0743-BQ	CSP	Connecticut Career Trainee			$150,000
405(d)-1	0196-0743-BR	Wethersfield	Fatal Vision Kit (2)	$2,000.00		$4,000.00
405(d)-1	0196-0743-BS	Newington	Fatal Vision Kit	$2,000.00		$2,000.00
405(d)-1	0196-0743-BT	Norwich	Fatal Vision Kit (2)	$2,000.00		$4,000.00
405(d)-1	0196-0743-BU	Ellington	Fatal Vision Kit	$2,000.00		$4,000.00
405(d)-1	0196-0743-BV	Cheshire	Fatal Vision Kit	$2,000.00		$2,000.00
405(d)-1	0196-0743-BW	Tolland	Fatal Vision Kit	$2,000.00		$2,000.00
405(d)-1	0196-0743-BX	New Britain	Fatal Vision Kit (2)	$2,000.00		$4,000.00
405(d)-1	0196-0743-BY	Old Saybrook	Fatal Vision Kit (2)	$2,000.00		$4,000.00
405(d)-1	0196-0743-BZ	Monroe	Fatal Vision Kit (2)	$2,000.00		$4,000.00
405(d)-1	0196-0743-CA	Cromwell	Fatal Vision Kit (2)	$2,000.00		$4,000.00
405(d)-1	0196-0743-CB	Seymour	Fatal Vision Kit	$2,000.00		$2,000.00
405(d)-1	0196-0743-CC	Groton Town	Fatal Vision Kit	$2,000.00		$2,000.00
405(d)-1	0196-0743-CD	Darien	Fatal Vision Kit	$2,000.00		$2,000.00
405(d)-1	0196-0743-CE	Fairfield	Fatal Vision Kit (2)	$2,000.00		$4,000.00
405(d)-1	0196-0743-CF	Danbury	Fatal Vision Kit	$2,000.00		$2,000.00
405(d)-1	0196-0743-CG	South Windsor	Fatal Vision Kit (2)	$2,000.00		$4,000.00
405(d)-1	0196-0743-CH	New Haven	Fatal Vision Kit (6)	$2,000.00		$12,000.00
405(d)-1	0196-0743-CI	Farmington	Fatal Vision Kit (5)	$2,000.00		$10,000.00
405(d)-1	0196-0743-CJ	Enfield	Fatal Vision Kit (3)	$2,000.00		$6,000.00
405(d)-1	0196-0743-CK	Waterford	Fatal Vision Kit (2)	$2,000.00		$4,000.00
405(d)-1	0196-0743-CL	New Canaan	Fatal Vision Kit	$2,000.00		$2,000.00
405(d)-1	0196-0743-CM	Essex	Fatal Vision Kit	$2,000.00		$2,000.00
405(d)-1	0196-0743-CN	Norwalk	Fatal Vision Kit	$2,000.00		$12,000.00
405(d)-1	0196-0743-CO	Newtown	Fatal Vision Kit (2)	$2,000.00		$4,000.00
405(d)-1	0196-0743-CP	Manchester	Fatal Vision Kit (5)	$2,000.00		$10,000.00
405(d)-1	0196-0743-CQ	Bristol	Fatal Vision Kit (3)	$2,000.00		$6,000.00
405(d)-1	0196-0743-CR	North Haven	Fatal Vision Kit	$2,000.00		$2,000.00
405(d)-1	0196-0743-CS	Wilton	Fatal Vision Kit	$2,000.00		$2,000.00
405(d)-1	0196-0743-CT	Orange	Fatal Vision Kit	$2,000.00		$2,000.00
405(d)-1	0196-0743-CU	Hartford	Fatal Vision Kit (6)	$2,000.00		$12,000.00
405(d)-1	0196-0743-CV	Stratford	Fatal Vision Kit (4)	$2,000.00		$8,000.00
405(d)-1	0196-0743-CW	Hamden	Fatal Vision Kit (2)	$2,000.00		$4,000.00
405(d)-1	0196-0743-CX	Naugatuck	Fatal Vision Kit	$2,000.00		$2,000.00
405(d)-1	0196-0743-CY	Bethel	Fatal Vision Kit (2)	$2,000.00		$4,000.00
405(d)-1	0196-0743-CZ	Rocky Hill	Fatal Vision Kit (2)	$2,000.00		$4,000.00
405(d)-1	0196-0743-DA	Ledyard	Fatal Vision Kit (2)	$2,000.00		$4,000.00
405(d)-1	0196-0743-DB	Windsor Locks	Fatal Vision Kit	$2,000.00		$2,000.00
405(d)-1	0196-0743-DC	Berlin	Fatal Vision Kit (2)	$2,000.00		$4,000.00
405(d)-1	0196-0743-DD	West Hartford	Fatal Vision Kit (2)	$2,000.00		$4,000.00
405(d)-1	0196-0743-DE	Lisbon	Fatal Vision Kit	$2,000.00		$2,000.00
405(d)-1	0196-0743-DF	Glastonbury	Fatal Vision Kit (2)	$2,000.00		$4,000.00
405(d)-1	0196-0743-DG	Meriden	Fatal Vision Kit (5)	$2,000.00		$10,000.00
405(d)-1	0196-0743-DH	Willimantic	Fatal Vision Kit	$2,000.00		$2,000.00
				Total 405 (d)		$3,299,500

Fund	Project number	Agency	Title	Item (#'s)		$ Amount
405(d)-ii-3	0196-0740-AA	Stamford	Speed Enforcement			$50,000.00
405(d)-ii-3	0196-0740-AB	Bridgeport	Speed Enforcement			$50,000.00
405(d)-ii-3	0196-0740-AC	New Haven	Speed Enforcement			$50,000.00
405(d)-ii-3	0196-0740-AD	Hartford	Speed Enforcement			$50,000.00
405(d)-ii-3	0196-0740-AE	Waterbury	Speed Enforcement			$50,000.00
405(d)-ii-3	0196-0740-AF	New London	Speed Enforcement			$50,000.00
405(d)-ii-3	0196-0740-AK	Connecticut State Police	Speed Enforcement			$100,000.00
405(d)-ii-3	0196-0740-AL	Connecticut Police Chiefs Association	Speed/Data Enforcement			$40,000.00
405(d)-ii-3	0196-0740-AM	Connecticut State Police	SpeedData Enforcement			$40,000.00
					Total 405d (ii	$480,000

Fund	Project number	Agency	Title		$ Amount (A	$ Amount (Se	$ Amount
405(e)-2	0196-0745-AC	NEW HAVEN	Distracted Driving Enf		$40,000	$20,000	$60,000
405(e)-2	0196-0745-AD	DANBURY	Distracted Driving Enf		$40,000	$20,000	$60,000
405(e)-2	0196-0745-AE	WATERBURY	Distracted Driving Enf		$35,000	$15,000	$50,000
405(e)-2	0196-0745-AF	HARTFORD	Distracted Driving Enf		$40,000	$20,000	$60,000
405(e)-2	0196-0745-AG	MANCHESTER	Distracted Driving Enf		$40,000	$20,000	$60,000
405(e)-2	0196-0745-AH	NORWALK	Distracted Driving Enf		$35,000	$15,000	$50,000
405(e)-2	0196-0745-AI	NEWINGTON	Distracted Driving Enf		$35,000	$15,000	$50,000
405(e)-2	0196-0745-AJ	WESTPORT	Distracted Driving Enf		$20,000	$10,000	$30,000
405(e)-2	0196-0745-AK	HAMDEN	Distracted Driving Enf		$35,000	$15,000	$50,000
405(e)-2	0196-0745-AL	FARMINGTON	Distracted Driving Enf		$35,000	$15,000	$50,000
405(e)-2	0196-0745-AM	ORANGE	Distracted Driving Enf		$20,000	$10,000	$30,000
405(e)-2	0196-0745-AN	BRISTOL	Distracted Driving Enf		$20,000	$10,000	$30,000
405(e)-2	0196-0745-AO	NORWICH	Distracted Driving Enf		$20,000	$10,000	$30,000
405(e)-2	0196-0745-AP	WEST HAVEN	Distracted Driving Enf		$13,500	$6,500	$20,000
405(e)-2	0196-0745-AQ	BRIDGEPORT	Distracted Driving Enf		$40,000	$20,000	$60,000
405(e)-2	0196-0745-AR	STAMFORD	Distracted Driving Enf		$40,000	$20,000	$60,000
405(e)-2	0196-0745-AS	DERBY	Distracted Driving Enf		$20,000	$10,000	$30,000
405(e)-2	0196-0745-AT	STRATFORD	Distracted Driving Enf		$10,000	$5,000	$15,000
405(e)-2	0196-0745-AU	PLAINVILLE	Distracted Driving Enf		$20,000	$10,000	$30,000
405(e)-2	0196-0745-AV	TRUMBULL	Distracted Driving Enf		$35,000	$15,000	$50,000
405(e)-2	0196-0745-AW	WETHERSFIELD	Distracted Driving Enf		$20,000	$10,000	$30,000
405(e)-2	0196-0745-AX	VERNON	Distracted Driving Enf		$13,500	$6,500	$20,000
405(e)-2	0196-0745-AY	NORTH HAVEN	Distracted Driving Enf		$13,500	$6,500	$20,000
405(e)-2	0196-0745-AZ	BLOOMFIELD	Distracted Driving Enf		$20,000	$10,000	$30,000
405(e)-2	0196-0745-BA	NEW LONDON	Distracted Driving Enf		$13,500	$6,500	$20,000
405(e)-2	0196-0745-BB	WEST HARTFORD	Distracted Driving Enf		$35,000	$15,000	$50,000
405(e)-2	0196-0745-BC	SOUTHINGTON	Distracted Driving Enf		$20,000	$10,000	$30,000
405(e)-2	0196-0745-BE	WALLINGFORD	Distracted Driving Enf		$20,000	$10,000	$30,000
405(e)-2	0196-0745-BF	EAST HARTFORD	Distracted Driving Enf		$20,000	$10,000	$30,000
405(e)-2	0196-0745-BG	WATERFORD	Distracted Driving Enf		$13,500	$6,500	$20,000
405(e)-2	0196-0745-BH	BROOKFIELD	Distracted Driving Enf		$20,000	$10,000	$30,000
405(e)-2	0196-0745-BJ	GROTON TOWN	Distracted Driving Enf		$13,500	$6,500	$20,000
405(e)-2	0196-0745-BK	BERLIN	Distracted Driving Enf		$35,000	$15,000	$50,000
405(e)-2	0196-0745-BL	MERIDEN	Distracted Driving Enf		$20,000	$10,000	$30,000
405(e)-2	0196-0745-BM	CHESHIRE	Distracted Driving Enf		$13,500	$6,500	$20,000
405(e)-2	0196-0745-BN	WILTON	Distracted Driving Enf		$13,500	$6,500	$20,000
405(e)-2	0196-0745-BO	MONROE	Distracted Driving Enf		$13,500	$6,500	$20,000
405(e)-2	0196-0745-BP	EAST HAVEN	Distracted Driving Enf		$13,500	$6,500	$20,000
405(e)-2	0196-0745-BQ	OLD SAYBROOK	Distracted Driving Enf		$20,000	$10,000	$30,000
405(e)-2	0196-0745-BR	CROMWELL	Distracted Driving Enf		$20,000	$10,000	$30,000
405(e)-2	0196-0745-BS	CANTON	Distracted Driving Enf		$13,500	$6,500	$20,000

405(e)-2	0196-0745-BT	ENFIELD	Distracted Driving Enf	$20,000	$10,000	$30,000
405(e)-2	0196-0745-BU	EAST WINDSOR	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-BV	NEW MILFORD	Distracted Driving Enf	$20,000	$10,000	$30,000
405(e)-2	0196-0745-BW	GREENWICH	Distracted Driving Enf	$20,000	$10,000	$30,000
405(e)-2	0196-0745-BX	AVON	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-BY	NEW BRITAIN	Distracted Driving Enf	$35,000	$15,000	$50,000
405(e)-2	0196-0745-BZ	ROCKY HILL	Distracted Driving Enf	$35,000	$15,000	$50,000
405(e)-2	0196-0745-CA	NAUGATUCK	Distracted Driving Enf	$20,000	$10,000	$30,000
405(e)-2	0196-0745-CB	STONINGTON	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-CC	MIDDLEBURY	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-CD	MILFORD	Distracted Driving Enf	$20,000	$10,000	$30,000
405(e)-2	0196-0745-CG	RIDGEFIELD	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-CH	PLYMOUTH	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-CI	BETHEL	Distracted Driving Enf	$20,000	$10,000	$30,000
405(e)-2	0196-0745-CJ	CLINTON	Distracted Driving Enf	$20,000	$10,000	$30,000
405(e)-2	0196-0745-CK	WATERTOWN	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-CL	NEW CANAAN	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-CM	SHELTON	Distracted Driving Enf	$20,000	$10,000	$30,000
405(e)-2	0196-0745-CN	GLASTONBURY	Distracted Driving Enf	$20,000	$10,000	$30,000
405(e)-2	0196-0745-CO	SEYMOUR	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-CP	TORRINGTON	Distracted Driving Enf	$20,000	$10,000	$30,000
405(e)-2	0196-0745-CQ	WOODBRIDGE	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-CR	NORTH BRANFORD	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-CS	PORTLAND	Distracted Driving Enf	$20,000	$10,000	$30,000
405(e)-2	0196-0745-CT	FAIRFIELD	Distracted Driving Enf	$35,000	$15,000	$50,000
405(e)-2	0196-0745-CU	SOUTH WINDSOR	Distracted Driving Enf	$20,000	$10,000	$30,000
405(e)-2	0196-0745-CV	MIDDLETOWN	Distracted Driving Enf	$20,000	$10,000	$30,000
405(e)-2	0196-0745-CW	SIMSBURY	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-CX	WINDSOR	Distracted Driving Enf	$20,000	$10,000	$30,000
405(e)-2	0196-0745-DA	WOLCOTT	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-DB	WINCHESTER	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-DC	WINDSOR LOCKS	Distracted Driving Enf	$20,000	$10,000	$30,000
405(e)-2	0196-0745-DD	PUTNAM	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-DG	DARIEN	Distracted Driving Enf	$20,000	$10,000	$30,000
405(e)-2	0196-0745-DI	FRANKLIN	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-DJ	GUILFORD	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-DM	ANSONIA	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-DR	SUFFIELD	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-DS	THOMASTON	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-DU	WOODBURY	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-DV	EAST HAMPTON	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-DW	Connecticut State Police	Distracted Driving Enf	$75,000	$25,000	$100,000
405(e)-2	0196-0745-EJ	PROMFRET	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-EK	GRANBY	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-EL	MADISON	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-EM	COVENTRY	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-EB	GRISWOLD	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-EC	WESTON	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-ED	REDDING	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-EE	EASTON	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-EF	NEWTOWN	Distracted Driving Enf	$15,000	$10,000	$25,000
405(e)-2	0196-0745-EG	UNION	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-BI	WILLIAMANTIC	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-EH	MORRIS	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-2	0196-0745-EI	CORNWALL	Distracted Driving Enf	$13,500	$6,500	$20,000
405(e)-6	0196-0745-DX	CT-DOT/HSO	Distracted Driving Media buy			$675,500
405(e)-1	0196-0745-DY	CT-DOT/HSO	Distracted Driving Messaging at Outreach venues			$55,000
405(e)-1	0196-0745-DZ	CT-DOT/HSO	Distracted Driving Citation Holders			$20,000
405(e)-5	0196-0745-EP	CT-DOT/HSO	Boys & Girls Club Distracted Driving			$75,000
405(e)-5	0196-0745-EP	CT-DOT/HSO	NOYS Conference		$32,000	
405(e)-5	0196-0745-EP	CT-DOT/HSO	Teen Leadership Conference		$12,500	
405(e)-5	0196-0745-EP	CT-DOT/HSO	Club Project Materials/Equipment		$12,500	
405(e)-5	0196-0745-EP	CT-DOT/HSO	Media and Local Events		$18,000	
405(e)-5	0196-0745-EA	CT-DOT/HSO	Save A Life Tour			$185,000
405(e)-8	0196-0745-EO	CT-DOT/HSO	Data Analysis & Surveys			$150,000
405(e)-7	0196-0745-EN	CT-DOT/HSO	HVE Signage (280 x $100)			$280,000
			Total $	1,952,500		
			Total $ Amount (Sep		1,002,500	
			Total 405 Distracted Driving			4,320,500

Fund	Project Number	Agency	Item (#'s)			$ Unit Cost	$ Total Cost
405(f)-1	0196-0744-AA	CT-DOT/HSO	Honda Rebel (23)			$4,250	$97,750
405(f)-1	0196-0744-AB	CT-DOT/HSO	MSF Curriculum Update				$67,250
						Total 405f	$165,000
Fund	Project Number	Agency	Item (#'s)			$ Sub-Amount	$ Amount
1906	0196-0725-AA	Central Connecticut State University	Racial Profiling Prohibition Project				$40,000
						Total 1906	$40,000
					Total Funding		$22,004,560.00

Highway Safety Cost Summary

HIGHWAY SAFETY PROGRAM COST SUMMARY

HS Form 217

State of Connecticut **Federal Fiscal Year : 2016** **6/29/2015**

Program Area	Approved Program Costs	Federally Funded Programs			State/Local Funds	Federal Share to Local
		Carry Forward Funds	Current Year Funds	Current Balance		
Section 402						
AL	$135,000.00	$132,300.00	$2,700.00	$135,000.00	$33,750.00	$54,000.00
CR	$425,000.00	$127,000.00	$298,000.00	$425,000.00	$106,250.00	$170,000.00
MC	$417,500.00	$190,000.00	$227,500.00	$417,500.00	$104,375.00	$167,000.00
OP	$1,323,700.00	$366,000.00	$957,700.00	$1,323,700.00	$330,925.00	$529,480.00
PA	$326,000.00	$54,000.00	$272,000.00	$326,000.00	$326,000.00	$130,400.00
PT	$305,000.00	$304,000.00	$1,000.00	$305,000.00	$76,250.00	$122,000.00
PS	$80,000.00	$0.00	$80,000.00	$80,000.00	$20,000.00	$32,000.00
TR	$286,000.00	$30,000.00	$256,000.00	$286,000.00	$71,500.00	$114,400.00
Total NHTSA (402)	$3,298,200.00	$1,203,300.00	$2,094,900.00	$3,298,200.00	$1,069,050.00	$1,319,280.00
SAFETEA-LU						
K8 (410)	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
K10 (1906)	$40,000.00	$40,000.00	$0.00	$40,000.00	$10,000.00	$0.00
154 AL	$5,657,000.00	$2,189,000.00	$3,468,000.00	$5,657,000.00	$0.00	$2,262,800.00
154 HE	$1,680,000.00	$1,680,000.00	$0.00	$1,680,000.00	$0.00	$0.00
154 PM	$1,500,000.00	$200,000.00	$1,300,000.00	$1,500,000.00	$0.00	$600,000.00
Total NHTSA (OTHER)	$8,877,000.00	$4,109,000.00	$4,768,000.00	$8,877,000.00	$10,000.00	$2,862,800.00
Section 405						
405b (OP)	$683,600.00	$246,000.00	$437,600.00	$683,600.00	$170,900.00	$0.00
405c (TR)	$880,100.00	$499,800.00	$380,300.00	$880,100.00	$220,025.00	$0.00
405d (DUI)	$3,300,300.00	$1,935,700.00	$1,364,600.00	$3,300,300.00	$825,075.00	$0.00
405f (MC)	$165,000.00	$122,000.00	$43,000.00	$165,000.00	$41,250.00	$0.00
405 Interlock	$476,000.00	$271,000.00	$205,000.00	$476,000.00	$119,000.00	$0.00
405e (DD)	$4,318,500.00	$2,009,000.00	$2,309,500.00	$4,318,500.00	$1,079,625.00	$0.00
Total NHTSA (405)	$9,823,500.00	$5,083,500.00	$4,740,000.00	$9,823,500.00	$2,455,875.00	$0.00
TOTAL NHTSA & FHWA	$21,998,700.00	$10,395,800.00	$11,602,900.00	$21,998,700.00	$3,534,925.00	$4,182,080.00

State Official Authorized Signature: Thomas J. Maziarz

Name: Thomas J. Maziarz

Title: Governor's Highway Safety Representative

Date: 6/25/2015